Appendix J: Transportation

Note: The Transportation Report analyzed a future condition which included four at-grade streetcar stops within the Project footprint. The number of stops in the Project footprint has since been reduced to three (as described in the EPR and as shown in Appendix B) as a result of comments received from Project stakeholders. It is expected that the reduction in the number of stops will increase transit speed and reliability within the Project footprint. This design refinement has also resulted in the provision of a shared through-left eastbound lane at Queens Quay East and Lower Sherbourne Street. An advanced signal phase is proposed as a mitigating measure for any resultant traffic impacts as identified in Exhibit 7.1 of the EPR, to be tested through further modelling in the detailed design phase.

Section J.1:
Transportation Report

ARUP

Waterfront Toronto

Waterfront East LRT

Transportation Study

Reference:

Draft | August 11, 2023



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 272263-21

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Document Verification

Project title	Waterfront East LRT
Document title	Transportation Study
Job number	272263-21
Document ref	
File reference	

Revision	**Date**	**Filename**			
Draft	Jan 27, 2023	**Description**	First Draft		
			Prepared by	**Checked by**	**Approved by**
		Name	Wendy Qin Jennifer Combs Liyuan Chen	Michael Cavallaro	Marc-Paul Gauthier
		Signature			
Draft 2	Aug 11, 2023	**Filename**			
		Description	Second draft		
			Prepared by	**Checked by**	**Approved by**
		Name	Liyuan Chen	Michael Cavallaro	Marc-Paul Gauthier
		Signature			
		Filename			
		Description			
			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			

Issue Document Verification with Document ☐

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Executive Summary

This executive summary provides a description of the proposed Waterfront East Light Rail Transit project and an overview of the analyses completed as part of this Transportation Report. The Waterfront East Light Rail Transit project ("the project") proposes the implementation of transit, bike, and pedestrian infrastructure along portions of Bay Street, Queens Quay West, Queens Quay East, Cherry Street, and Commissioners Street.

The project is currently at the Preliminary Design and Preliminary Design Business Case stage. The project's transit project assessment process (TPAP) – which will cover the area between Union Station and Street A – is expected to start in 2023. This transportation study was undertaken to assess the existing and future transportation operations as part of the requirements for TPAPs under Ontario's regulation 231/08 for Transit Projects and Metrolinx Undertakings. Specifically, the goal of this study is to confirm that transportation within the study area works as intended given changes to the project (e.g., the east portal location) and changes to the physical context (e.g., plans for the Lower Yonge precinct) since it was originally planned in 2010.

This report should be reviewed in conjunction with the Environmental Project Report (EPR) and the 30% preliminary design and engineering work.

Outcomes and recommendations

The analysis presented in this report demonstrates that the future transportation network as detailed in the 30% preliminary design and engineering largely facilitates acceptable transportation operations. The analyses identified some minor impacts for which mitigation measures are recommended, but no fundamental changes to the project are required.

Along Queens Quay, the addition of new multimodal transportation facilities (including LRT guideways, the Martin Goodman Trail, and the pedestrian promenade) will increase overall capacity. Moreover, the extension of Harbour Street will enable new routing options and provide drivers with alternatives to Queens Quay East. This extension, combined with the removal of the existing on-ramp from northbound Bay Street to eastbound Gardiner Expressway, is expected to result in a significant reduction of traffic on Queens Quay between Bay Street and Lower Jarvis Street. Overall, Queens Quay is expected to operate with busy but acceptable conditions consistent with the levels of congestion expected in downtown Toronto.

Transportation operations along Cherry Street may become constrained in the future condition. The Vissim simulation suggested that congestion may occur due to high volumes of vehicles making protected southbound lefts or northbound rights onto Villiers Street and Commissioners Street from Cherry Street. Additionally, as these protected turns conflict with LRT movements, the simulation indicated that the turning phases may directly impede transit operations on Cherry Street. This congestion is outside the TPAP boundary and potential measures to reduce congestion on Cherry Street would be explored through future studies. Refer to the summary tables in Section 4 for a detailed description of additional minor project impacts and associated mitigation measures.

Next steps

In addition to considering the recommendations detailed in Section 4, the following are potential next steps:

- Compare and validate the results of this transportation study with the simulated volumes from the city's Aimsun model for the Lower Yonge Precinct.
- Conduct additional assessment of bus operations through the study area.
- Optimize intersection transit signal priority along the corridor.

1. Introduction

1.1 Project description

The Waterfront East Light Rail Transit project ("the project") proposes the implementation of transit, bike, and pedestrian infrastructure along portions of Bay Street, Queens Quay West, Queens Quay East, Cherry Street, and Commissioners Street. The project will provide connectivity to existing and future developments by offering sustainable transportation modes, increasing right-of-way capacity, creating high-quality open spaces adjacent to Lake Ontario, and integrating the local area with the rest of the city.

As shown in Figure 1, the Waterfront East LRT project starts at Union Station, where the LRT alignment runs south below Bay Street using existing track and tunnel. After passing through Queens Quay Station below the intersection of Bay Street and Queens Quay West, the LRT alignment turns east and transitions to street level using the proposed east portal on Queens Quay West between Bay Street and Yonge Street. Once at grade, the LRT alignment continues east along Queens Quay East adjacent to a pedestrian promenade, an enhanced Martin Goodman Trail, and bi-directional roadway until reaching the realigned Cherry Street. The proposed corridor turns south at Cherry Street, continuing until Commissioners Street. At Commissioners Street, the proposed corridor heads east until the proposed Villiers Loop. The proposed corridor also includes the stretch of Cherry Street between the existing Distillery Loop and Queens Quay East, where LRT infrastructure will enable the extension of transit service from the Distillery Loop (which is to be decommissioned) to the Villiers Loop.



Figure 1 Project context

1.2 Background

The project is part of an overarching vision for Toronto's central waterfront and will extend the design already implemented on Queens Quay West to the waterfront's east side. The project has been the subject of many previous planning initiatives and was initially approved as part of the 2010 East Bayfront Transit Class Environmental Assessment (EBF Transit Class EA) and the 2010 Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (LDL IMP) and its subsequent addendum, the 2014 Lower Don Lands Environmental Assessment Master Plan Addendum (LDL EAMP Addendum).

City Council has directed Waterfront Toronto, the Toronto Transit Commission, and the City of Toronto (collectively known as the Project Proponents) to proceed with the development of 30% design and engineering

and a preliminary design business case. A transit project assessment process (TPAP) will be commenced in 2023 to update the lapsed environmental approvals for the portion of the alignment between Union Station and Queens Quay / Street A. An EA addendum to the LDL EAMP will be prepared to receive environmental approvals for the decommissioning of the Distillery Loop and the addition of the Villiers Loop. Additionally, an EA addendum to the 2013 East Bayfront Class Environmental Assessment Master Plan for Stormwater Quality Addendum will be prepared to receive environmental approvals for the Parliament Slip land creation.

Refer to the EPR for more details on project background and previously approved studies.

1.3 Report purpose

The project is currently at the Preliminary Design and Preliminary Design Business Case stage. The project's transit project assessment process (TPAP)—which will cover the area between Union Station and Street A—is expected to start in early 2023. This transportation study was undertaken to assess the existing and future transportation operations as part of the requirements for TPAPs under Ontario's regulation 231/08 for Transit Projects and Metrolinx Undertakings. Specifically, the goal of this study is to confirm that transportation within the study area works as intended given changes to the project (e.g., the east portal location) and changes to the physical context (e.g., plans for the Lower Yonge precinct) since it was originally planned in 2010.

This report documents the methodology and assumptions used in the analysis of the project and identifies impacts and recommended mitigation measures. The following are the key intended outcomes of this analysis:

- Assess existing transportation conditions for transit, vehicles, heavy vehicles, pedestrians, and cyclists.
- Produce a traffic engineering analysis to support the proposed geometric design and identify specific intersection-level designs required to accommodate expected travel demand to the area.
  - Assess the impacts of traffic demand / pattern changes introduced by changes to the Lower Yonge Precinct road network—including the extension on Harbour Street, the removal of the Bay Street on-ramp to the Gardiner Expressway and the Cooper Street tunnel—and by planned development along Queens Quay East and on Villiers Island.
  - Identify any signal phasing / timing considerations for detailed design.
  - Confirm lane configurations including:
    - The reduction of lanes on Queens Quay from four to two.
    - The consolidation of the through and right turn lanes on the eastbound approaches at Bay Street / Queens Quay West and Yonge Street / Queens Quay.
    - The stretch of Queens Quay West between Bay Street and Yonge Street which includes accesses to the Westin Harbour Castle Hotel, the Jack Layton Ferry Terminal, and the Residences of the World Trade Centre and will be impacted by geometric changes resulting from the new portal location west of Yonge Street and the associated Yonge Slip infill.
  - Compare simulated queue lengths to storage lengths to confirm that there is sufficient space to accommodate expected demand for all turning movements.
  - Review logistics operations for Redpath Sugar Plant and Loblaws and assess their performance.
- Evaluate whether the proposed transit routes can provide adequate transit access to the eastern waterfront.
  - Confirm that the LRT speeds expected on Queens Quay East match the 12-13 km/h previously estimated and used to develop transit travel demand in the GTAModelv4 runs undertaken by the city.
  - Confirm that LRT services are expected to operate reliably enough to allow for acceptable operations at Union Station.

  - Analyze the various alignment options for bus route 65 and understand their impacts on TTC operations, traffic, public realm, and private property.

- Assess the ability of the designed crosswalks to accommodate estimated pedestrian demands.
- Assess the impacts of single-stage crossing versus two-stage crossing at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East on all street users.

This report supersedes a previously submitted Traffic and Simulation report associated with the 30% design (dated June 2021). Since then, more data has been collected to inform comprehensive existing and future traffic operations analysis. Additionally, some recent modifications to the LRT alignment and intersection designs have been incorporated.

This report should be reviewed in conjunction with the Environmental Project Report (EPR) and the 30% preliminary design and engineering work.

The transit project assessment process recognizes that the actual project layout and execution may evolve during the detailed design and construction phases. It is expected that the detailed design stage of this project will include variations from the configurations analyzed in this transportation report.

1.4 Approach

1.4.1 Study area

The project's TPAP covers the area between Union Station and Street A but does not include the Parliament slip, as this is subject to another EA addendum. Notwithstanding the TPAP scope, to be able to analyze the traffic and transportation impacts of the works in the TPAP boundary, the study area needed to be increased to include the entirety of the WELRT project from Bay Street to the Villiers Loop. The study area includes:

- Bay Street from Front Street to Queens Quay West;
- Queens Quay from Bay Street to Cherry Street;
- Cherry Street from Distillery Loop to Commissioners Street; and
- Commissioners Street form Cherry Street to Munition Street.

The modelling undertaken in this report review the traffic impacts at 26 existing intersections (12 signalized and 14 unsignalized) and include the extension of the Queens Quay streetcar (519) and the extension of the Cherry Street streetcar (504) and this study area is shown in Figure 2.

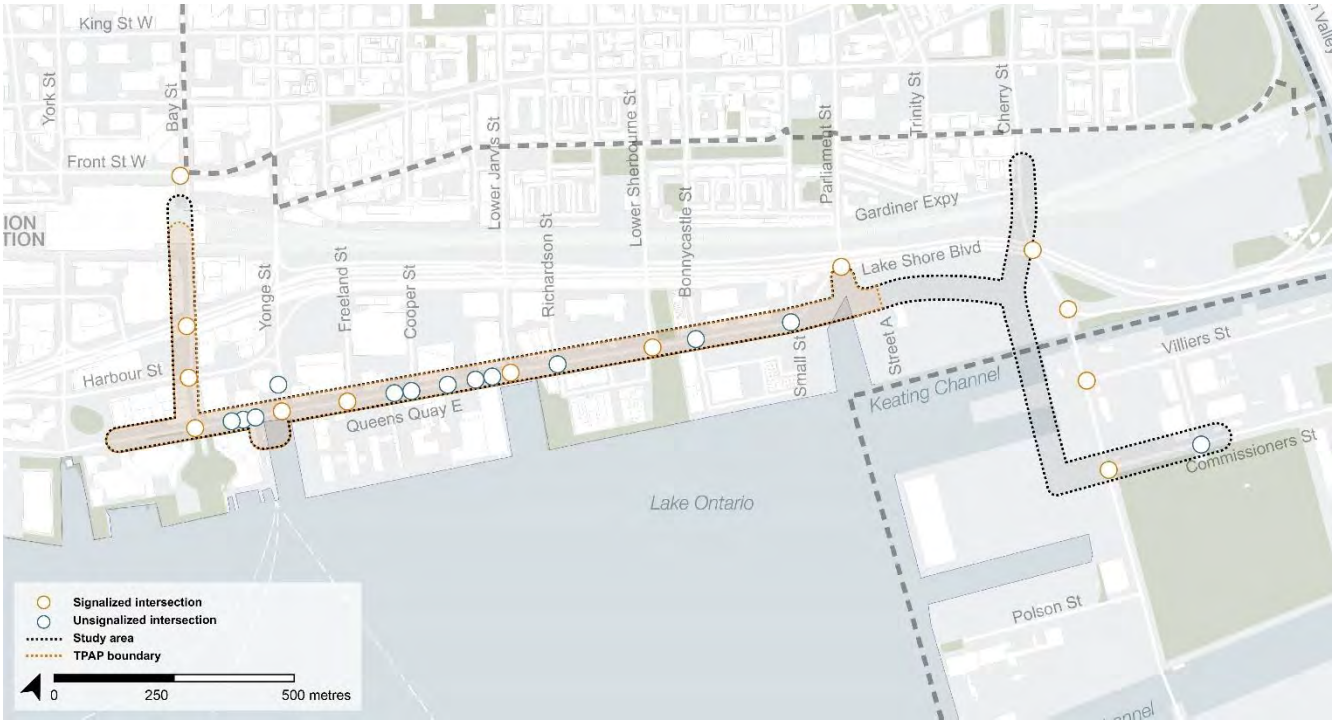


Figure 2 Study area and analyzed intersections

1.4.2 Horizon years

Two horizon years were analyzed for this project:

- **Existing conditions horizon year:** Existing 2020/2021 traffic conditions using existing roadway lane configurations, Signal Timing Plans (STP) and recent Traffic Movement Counts (TMC); and
- **Future conditions horizon year:** Future traffic conditions expected to be in place upon the project's anticipated completion in 2041.

Most analyses were undertaken for the AM and PM peak hours for typical weekdays. Crosswalks were assessed during summer weekend conditions when pedestrian demand is expected to be highest.

1.4.3 Tools and techniques

The following tools and techniques were used to assess existing and future transportation conditions and operations for transit, vehicles, heavy vehicles, pedestrians, and cyclists:

- **Observations**: The team's knowledge of existing transportation operations within the study area and observations from site visits and through engagement with different stakeholders were leveraged to inform the existing conditions horizon year.
- **Trend analysis**: Historical data from traffic counts was used to identify traffic patterns within the study area over time.
- **Pass-through trip analysis:** StreetLight data was used to understand the percentage of trips that pass through the study area (do not start or end within the study area).
- **Travel demand forecasting software** (City of Toronto EMME model): The City of Toronto uses an industry standard travel demand model (EMME) for predicting future travel demand patterns. The model represents travel by auto, transit and "other" modes. The model is calibrated using data from the Transportation Tomorrow Survey (TTS).

- **Intersection capacity analysis software** (Synchro): To assess both existing and future peak hour traffic conditions, a level of service analysis was undertaken for the Study Area intersections using Synchro 11 Software. The City of Toronto Guidelines for using Synchro 11—which implement the methods of the 2000/2010 Highway Capacity Manual (HCM)—were followed.
- **Simulation software** (Vissim): Vissim 2021 has been used to develop the future conditions simulation with input from the Synchro analysis.

1.5 Report structure

The remainder of this report is structured as follows:

- **Section 2** reports the findings of the existing conditions transportation assessment. It includes a description of data sources, existing transportation supply, existing transportation demand, and analyses of network performance.
- **Section 3** reports the findings of the future conditions' transportation assessment. As with chapter 2, it includes a description of data sources, future transportation supply, estimated future transportation demand, and analyses of network performance.
- **Section 4** documents the project's expected impacts and outlines mitigation measures.
- **Section 5** summarises the report contents.

2. Existing conditions

2.1 Data collection

The following bullets summarize the key data collected to support the existing conditions analysis. Analysis of these datasets follows in subsequent sections.

- **Land use**: Population and employment data from 2011 and 2016 was used to understand how activity within the study area has changed over time. The data was obtained from the Transportation Tomorrow Survey.
- **Turning movement counts:** Arup gathered existing conditions turning movement counts (TMCs) to understand existing vehicle and pedestrian volumes. New TMCs were conducted in November 2021 for most intersections within the study area. However, it was not possible to conduct TMCs at all intersections within the study area due to some temporary closures and road work. The new TMCs were supplemented by older TMCs from the City of Toronto and from several Transportation Impact Studies. Refer to Appendix A for detailed TMCs at the intersections in the study area including the date and source of these counts.
- **EMME model outputs:** EMME model outputs (link volumes and transit demand) were collected from the City of Toronto for the 2011 model for the AM and PM peak hours. These outputs were used as a reference point against which to compare the turning movement counts. Appendix B includes link volumes and transit demand plots collected from the City of Toronto's EMME model for the AM and PM peak hours.
- **Road geometry**: The existing road geometry, lane configurations, turning restrictions, and turn lane storage lengths were established using Google Maps and site observations. Temporary construction conditions were ignored in the existing condition Synchro analysis.
- **TTC bus demand**: Ridership statistics for TTC bus service routes within the study area were collected from TTC's 2018 Ridership and Service Statistics reports.
- **Traffic control signal phasing and timings**: Existing traffic signal control plans for signalized intersections were provided by City of Toronto to simulate the AM and PM peak scenarios in Synchro (Appendix C).
- **Collisions reports**: Collision reports from 2011 to 2020 were collected from the City of Toronto (Appendix D). The collision reports covered the following 12 intersections:
  - Bay Street / Front Street West
  - Bay Street / Lake Shore Boulevard West
  - Bay Street / Harbour Street
  - Bay Street / Queens Quay West
  - Yonge Street / Queens Quay
  - Lower Jarvis Street / Queens Quay East
  - Lower Sherbourne Street / Queens Quay East
  - Cherry Street (North) / Lake Shore Boulevard East
  - Cherry Street (South) / Lake Shore Boulevard East
  - Parliament Street / Lake Shore Boulevard East
  - Cherry Street / Commissioners Street
  - Cherry Street / Villiers Street

2.2 Existing transportation supply

2.2.1 Existing road network

The study area includes portions of Bay Street, Queens Quay West and Queens Quay East, Cherry Street, and Commissioners Street. These roads, as well as other adjacent roads that impact the study area, can be categorized into the following groups according to the City of Toronto's Road Classification System:

- **Expressways** primarily facilitate traffic movement and are used by over 40,000 vehicles per day. Expressways have speed limits between 80 km/h and 100km/h and do not have any traffic signals. Pedestrians and cyclists are prohibited on expressways and there is no local transit service.
- **Major arterial streets** typically have speed limits between 50 km/h and 60 km/h and serve over 20,000 vehicles per day. There are often dedicated facilities for cyclists and sidewalks for pedestrians.
- **Minor arterial streets** typically have speed limits between 40 km/h and 60 km/h and serve between 8,000 and 20,000 vehicles per day. Main intersections are controlled by traffic signals.
- **Collector streets** typically serve between 2,500 and 8,00 vehicles per day. They often have signals at intersections with arterials. Some collectors may have truck restrictions.
- **Local streets** primarily provide access to property and serve less than 2,500 vehicles per day. They oftentimes are not served by local transit and have truck restrictions.

Figure 3 shows the road classification of the streets in and around the study area.

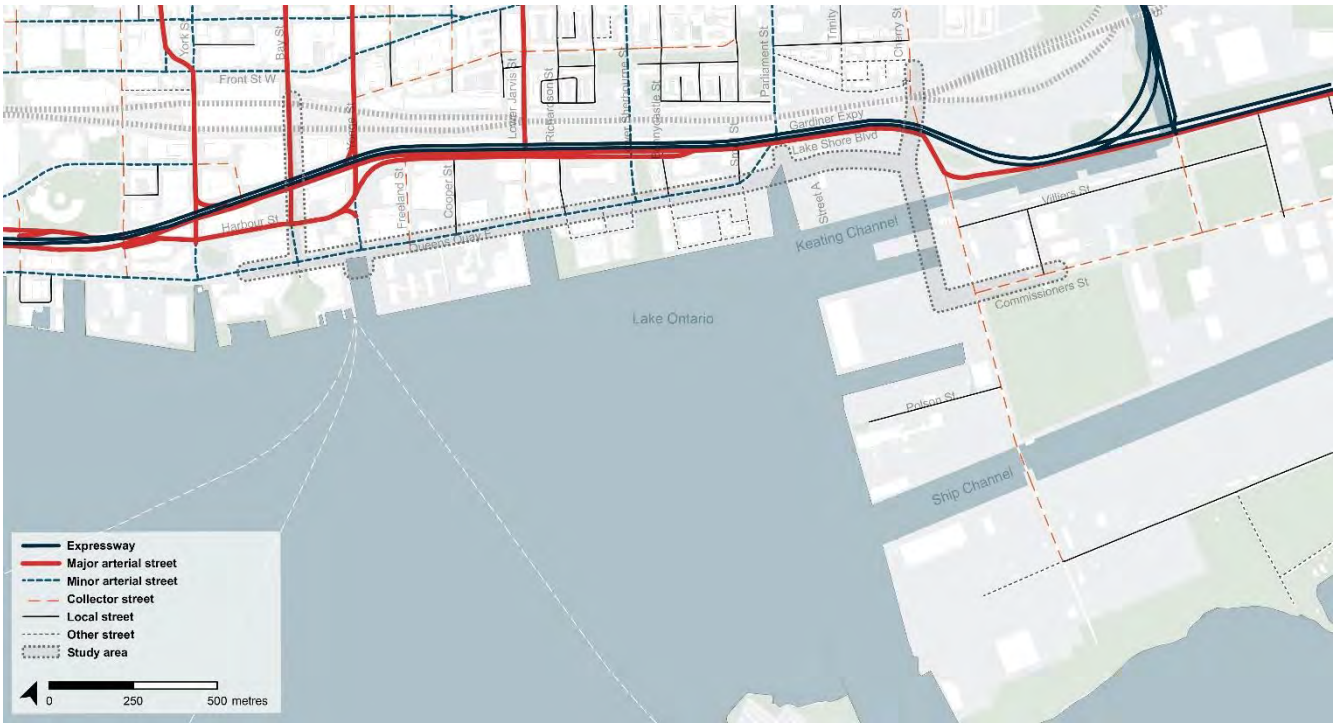


Figure 3 Existing condition road hierarchy

Figure 4 shows the lane configurations, intersection control, and turning restrictions within and around the study area. Queens Quay is a four-lane road. Most turning movements are made from a shared left/through lane or shared through/right lane. However, there is a dedicated left-turn lane for eastbound traffic at Yonge Street. It is also used to by people turning left into the parking garage below the Residences of the World Trade Centre. There are also dedicated left- and right-turn lanes for westbound vehicles at Bay Street / Queens Quay West.

Cherry Street is a collector street that extends from Eastern Avenue in the north to Cherry Beach in the south. North of Lake Shore Boulevard East, Cherry Street has a dedicated transitway along its eastern side. As with Queens Quay East, most turns from Cherry Street are made from shared lanes.

Several major intersections along Bay Street, Queens Quay, and Cherry Street are signalized. The remainder operate under side-street stop control.

Few intersections within the study area have turning movement restrictions. Along Bay Street, no vehicles may turn towards the west at Harbour Street as it only allows one-way eastbound traffic. Similarly, at Bay Street / Lake Shore Boulevard West, no vehicles may turn towards the east as Lake Shore Boulevard only allows one-way westbound traffic. On Queens Quay East, no vehicles may turn to the north at Lower Sherbourne Street as it only allows one-way southbound traffic. Finally, eastbound vehicles are not permitted to turn right at the intersection of Parliament Street / Lake Shore Boulevard East.



Figure 4 Existing condition lane configurations, intersection control, and turning restrictions

Figure 5 shows curb regulations within the study area. Most curbs along Bay Street, Queens Quay East and Cherry Street do not allow stopping. A few areas are marked as “No standing” or “No parking”. On Queens Quay West between Bay Street and Yonge Street there are several motorcoach loading zones, a taxi stand, a TTC bus stop, and a hop-on/hop-off bus stop. On Bay Street between Harbour Street and Queens Quay West there is a motorcoach parking/taxi stand, a motorcoach parking/loading zone, and TTC bus stops. The majority of Commissioners Street does not have posted curb regulations



Figure 5 Existing condition curb regulations

For more details on the characteristics of the roads within the study area, refer to the EPR.

2.2.1.1 Existing intersections and signal timings

Most of the intersections in the study area are signalized. The few unsignalized intersections primarily provide access to developments along Queens Quay. Signal timings for existing intersections were collected from the city for the purpose of this analysis as included in Table 2-1.

Table 2-1 Existing condition intersections and key operation features

Node ID	Intersection	Control Mode	Phasing	Protected Phase(s)	Turn Restriction
1	Bay Street / Queens Quay West	Signalized	Fixed time	Protected permissive SBL/WBL/EBL	None
22	Westin Harbour Castle Conference Centre Access / Queens Quay West	Unsignalized/Side-street stop control	-	-	-
23	Residences of the World Trade Centre West Access / Queens Quay West	Unsignalized/Side-street stop control	-	-	-
24	Residences of the World Trade Centre East Access / Queens Quay West	Unsignalized/Side-street stop control	-	-	-

Node ID	Intersection	Control Mode	Phasing	Protected Phase(s)	Turn Restriction
2	Yonge Street / Queens Quay	Signalized	Fixed time	None	None
3	Freeland Street / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
4	Redpath West Access / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
5	Cooper Street / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
6	Redpath Centre Access / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
7	Loblaws Access / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
8	Redpath East Access / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
9	Lower Jarvis Street / Queens Quay East	Signalized	N/S callable	Protected permissive EBL	None
10	Richardson Street / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
12	Lower Sherbourne Street / Queens Quay East	Signalized	N/S callable	None	Prohibit EBL/WBR/NBT
13	Bonnycastle Street / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
15	Small Street / Queens Quay East	Unsignalized/Side-street stop control	-	-	-
49	Parliament Street / Lake Shore Boulevard East	Signalized	Fixed time	Protected permissive WBL	Prohibit EBR
21	Cherry Street (North) / Lake Shore Boulevard East	Signalized	N/S callable	None	None
50	Cherry Street (South) / Lake Shore Boulevard East	Signalized	N/S callable	None	None
20	Cherry Street / Villiers Street	Signalized	Fixed time	None	None
35	Cherry Street / Commissioners Street	Signalized	E/W callable	None	None

2.2.2 Existing transit network

Several TTC subway lines, buses, and streetcars; GO Transit trains; VIA Rail trains; and ferries operate around the study area as illustrated in Figure 6. Only buses operate within the study area. The bus services in the study area are relatively frequent, with peak hour headways ranging between 7 minutes and 39 minutes as shown in Table 2-2.[1]



Figure 6 Existing condition transit network

Table 2-2 Existing condition bus headways

Bus Route	Morning peak headways (min.)	Afternoon peak headways (min.)
19 Bay	20 - 22	14
65 Parliament	12	11
72BC Pape	19 - 21	22 - 24
75 Sherbourne	7	8 - 9
97BC Yonge	29 - 39	30
202 Cherry Beach	No service until 9 a.m.	30
320 Yonge Night Bus	Bus runs from 1 a.m. to 6 a.m. only	
365 Parliament Night Bus	Bus runs from 2 a.m. to 5 a.m. only	

[1] https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/About-the-TTC/Projects-Landing-Page/Transit-Planning/Service-Summary_2021-10-10.pdf?rev=430b4c89d49648db9217846513c086ba

2.2.3 Existing pedestrian network

Sidewalks are provided on all existing public streets within the study area except on portions of Richardson Street (Figure 7). Crosswalks are provided at signalized intersections. Most signalized intersections feature crosswalks across all four approaches. Refer to the EPR for additional information.

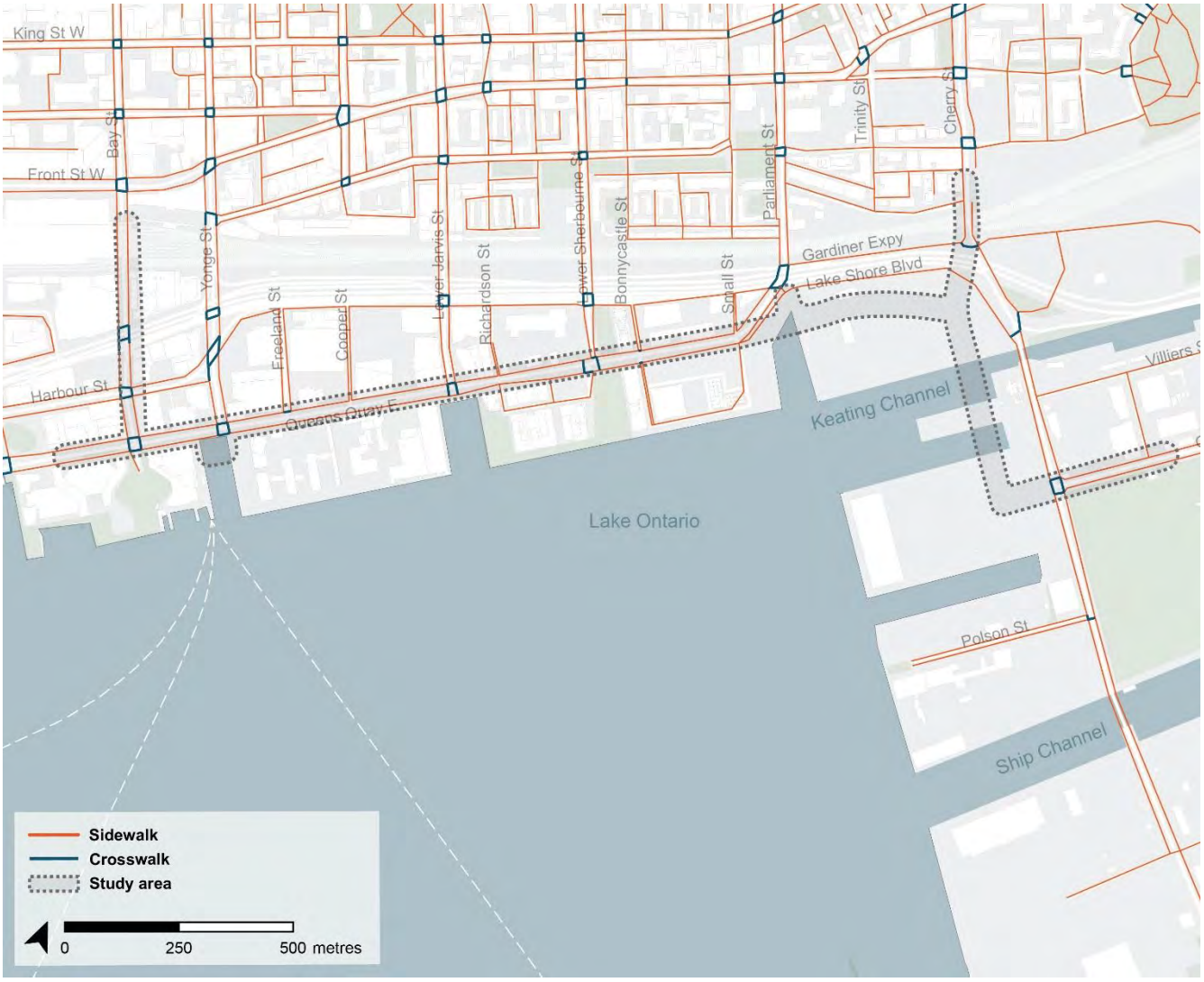


Figure 7 Existing condition pedestrian infrastructure

2.2.4 Existing cycling network

Bike lanes are located on Bay Street, Yonge Street, Lower Sherbourne Street, and Cherry Street (Figure 8). These lanes are designated for the exclusive use of cyclists but are not physically separated from vehicle traffic.

The study area includes three major multi-use trails. The Martin Goodman Trail runs along the south side of Queens Quay East to Parliament Street and Lake Shore Boulevard East. At Cherry Street, the trail turns south and runs along the east side of Cherry Street. The Lower Don Trail runs along the north side of Lake Shore Boulevard East of Cherry Street, turning north at the Don River. The Harbour Street Trail runs along the south side of Harbour Street between Bay Street and Rees Street.

To support cycling in the city, Bike Share Toronto provides 24/7 access to bike sharing service with over 6,000 bikes at 625 stations across Toronto. As of summer 2023, there were seven Bike Share Toronto stations in the study area with room for over 100 bikes.

Refer to the EPR for additional information.

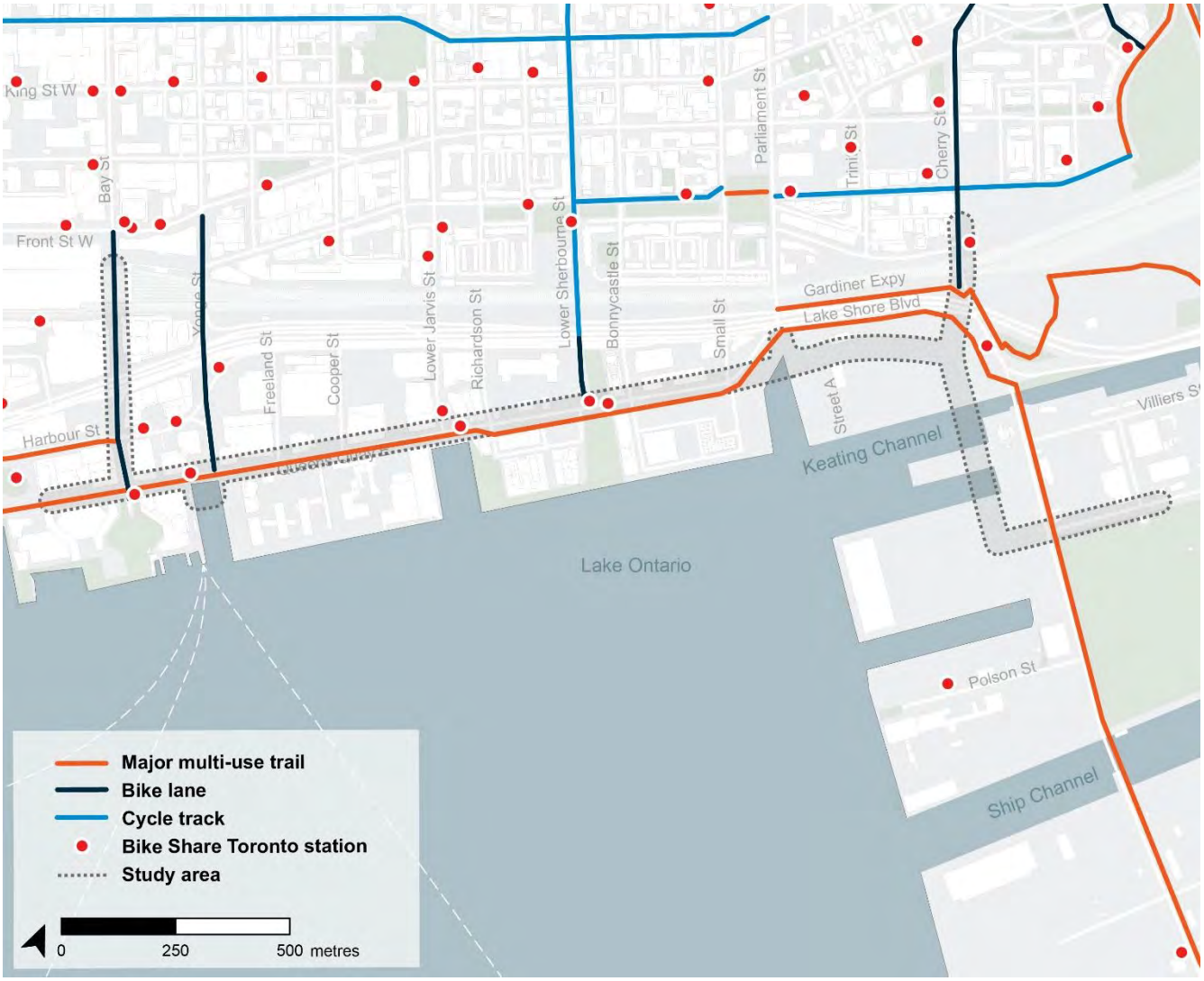


Figure 8 Existing condition cycling infrastructure

2.3 Existing transportation demand

2.3.1 Population and employment

A significant amount of development is underway in the study area, transforming underused brownfield sites into vibrant, mixed-use communities. Several developments have been completed in recent years while many others have been proposed or are under construction.

This development growth cultivated a growth in population and employment in the area, as illustrated in Figure 9. Population and employment have continued to grow since 2016 with the completion of several major developments.

Refer to the EPR for more details on the existing socio-economic environment and land use within the study area.

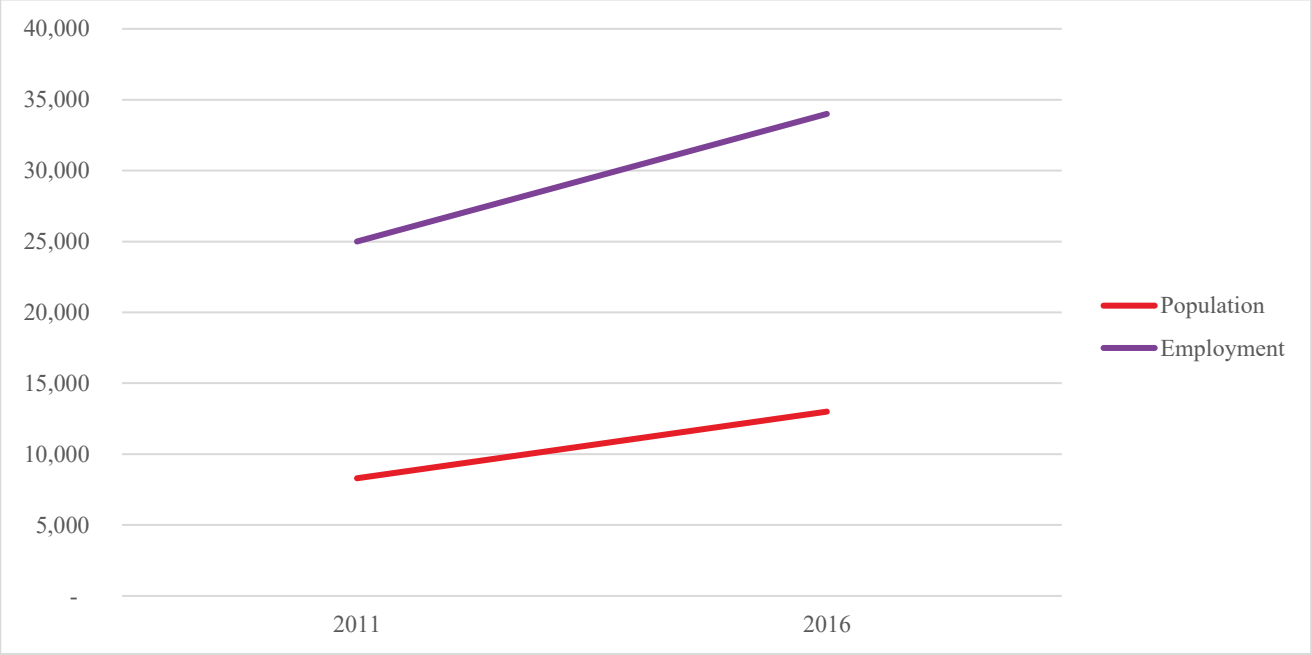


Figure 9 Growth in population and employment, 2011 to 2016

2.3.2 Existing vehicular demand

An understanding of existing vehicular demand was informed by observations and turning movement counts. A balanced demand layer was developed from the turning movement counts and was compared to the 2011 EMME model outputs.

2.3.2.1 Corridor observations

Observations of the study area informed an understanding of vehicular operations along Bay Street, Queens Quay West and East, Cherry Street, and Commissioners Street. The segment of the corridor between Bay Street / Harbour Street and Yonge Street / Queens Quay was noted to be particularly busy due to the large number of destinations clustered in the area.

The section of Bay Street between Harbour Street and Queens Quay West includes a northbound through lane, a short northbound right-turn lane, a southbound through lane, a short southbound right-turn lane, and a short southbound left-turn lane. It also includes floating bike lanes[2]. At the southern end of the block, the west curb has a motorcoach parking zone between 8:00 am and 4:30 pm and a taxi stand during other hours. The west curb also has a TTC stop mid-block. At the southern end of the block, the east curb has a motorcoach parking zone between 8:00 am and 4:30 pm and a loading zone during other hours. The east curb also has a TTC stop mid-block. As shown in Figure 10, Bay Street can get very crowded with private buses, which sometimes take up more curb space than is dedicated to motorcoach parking, restricting the operation of TTC buses. Additionally, the southbound right turn from Bay Street to Lake Shore Boulevard—which operates under protected/prohibited phasing—often experiences congestion.

The section of Queens Quay West between Bay Street and Yonge Street is comprised of a single lane in each direction with deep left turn pocket lanes at the major intersections. There is also a dedicated westbound right-turn lane at Bay Street / Queens Quay West. Curbside taxi and motorcoach loading zones are available on the north and south side of this Queens Quay West block. There is a TTC stop mid-block on the south side of the road. This section of road also includes several accesses to adjacent properties including:

[2] Floating bike lanes refer to bike lanes between through lane and right turn lane.

- The Westin Harbour Castle Hotel to the south;
- The Jack Layton Ferry Terminal to the south;
- The Westin Harbour Castle Conference Centre to the north; and
- The Residences of the World Trade Centre east and west accesses to the north.

Like Bay Street, this segment of Queens Quay gets very busy with buses serving hotel patrons and ferry passengers (Figure 11). The segment is also congested by private vehicles accessing the hotel as well as pick-up and drop-off activities by hotel visitors. Both the Bay Street segment and the Queens Quay segment experience high pedestrian and cyclist volumes, especially during summer months.



Figure 10 Existing conditions at Bay Street / Queens Quay West (facing north)



Figure 11 Existing conditions at Bay Street / Queens Quay West (facing east)

2.3.2.2 Turning movement counts

New traffic counts were conducted in November 2021 for most intersection within the study area. However, it was not possible to conduct traffic counts at all intersections within the study area due to some temporary closures and road work. Pre-pandemic historic counts from several sources and dates were used to supplement

the new counts and to obtain a complete picture of historic traffic volumes at each of the intersections. Refer to Appendix A for detailed TMCs at the intersections in the study area including the date and source of these counts.

Patterns

Overall, eastbound volumes are lower than westbound volumes for both the AM and PM peak hours. This is likely attributable to the significant percentage of pass-through trips that use westbound Queens Quay East to access the Gardiner Expressway via the Bay Street on-ramp. Eastbound and westbound through trips on Queens Quay are generally highest between Freeland Street and Lower Sherbourne Street.

Several busy turning movements are evident in the turning movement count data:

- The busiest westbound right turn off Queens Quay is at Bay Street in both the AM and PM peak hours, likely due to vehicles headed to the Bay Street on-ramp to the Gardiner Expressway.
- The busiest eastbound left turn off Queens Quay in the AM peak hour is at Lower Jarvis Street. The eastbound left turns at Bay Street and Yonge Street are also busy.
- The busiest eastbound left turn off Queens Quay in the PM peak hour is at Bay Street.
- There are a large number of southbound right and northbound left movements at Bay Street / Lake Shore Boulevard West during both peak hours.

Trend analysis

To further understand how vehicle volumes have changed over time and to identify potential trends that can be used to inform future conditions analysis, a detailed trend analysis was undertaken at specific intersections along the project corridor. This analysis considered traffic volumes counted over the past 30+ years.

Overall, vehicle volumes have decreased at most intersections in the AM and PM peak hours (Table 2-3). The reasons behind this reduction are not clear.

Appendix E provides detailed findings from the trend analysis at key intersections within the study area.

Table 2-3 Compounded growth rates of intersection volumes

Intersection	Time period	Intersection volume - compounded growth rate	
		AM peak	PM peak
Bay Street / Lake Shore Boulevard West	2000-2017	-1.4%	-3.0%
Parliament Street / Lake Shore Boulevard East	2000-2016	-3.1%	-1.3%
Yonge Street / Queens Quay	2003-2020	-1.1%	-1.7%
Lower Jarvis Street / Queens Quay East	1999-2019	-0.1%	-2.2%
Cherry Street (North) / Lake Shore Boulevard East	2011-2019	2.1%	2.3%
Cherry Street (South) / Lake Shore Boulevard East	2001-2017	-0.9%	-0.6%

Cordon analysis

Based on the most recent available traffic counts, 2,377 and 2,471 vehicles are entering the study area at key intersections in the AM and PM peak hours, respectively, and 1,318 and 1,895 vehicles are exiting the study area in the AM and PM peak hours, respectively. As shown in Figure 12 and Figure 13, the number of vehicles entering and exiting the study area has decreased over time.

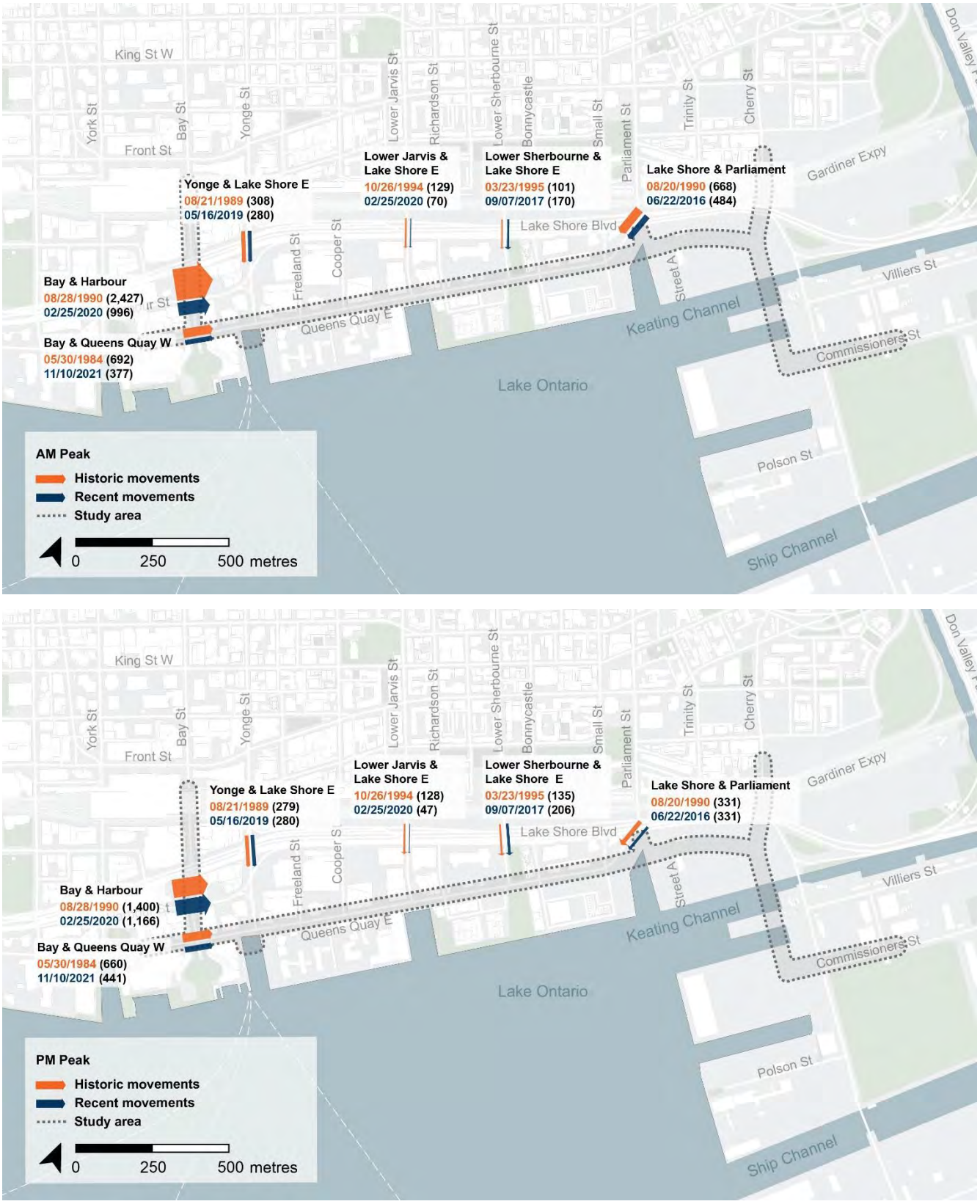


Figure 12 Change in inbound vehicle volumes

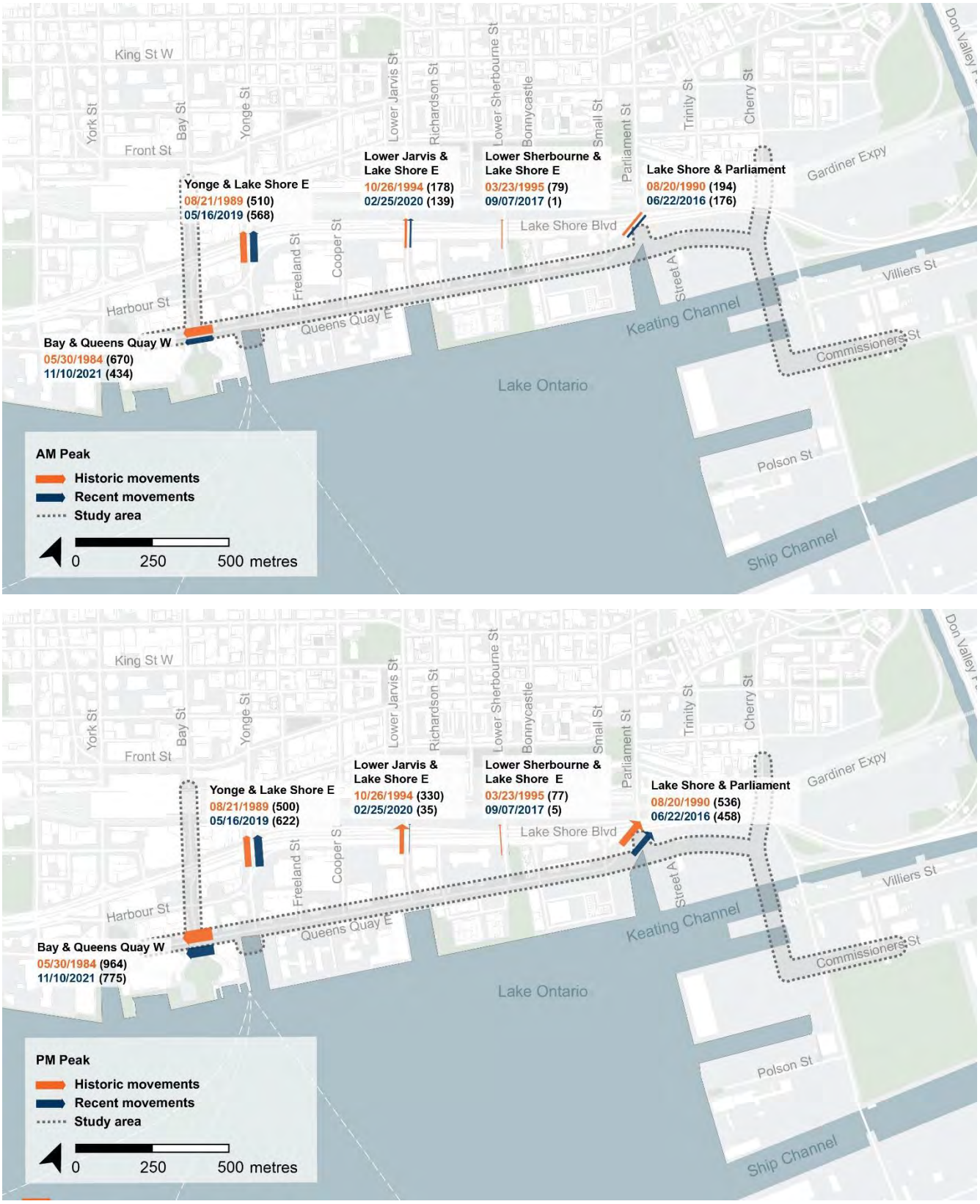


Figure 13 Change in outbound vehicle volumes

Balancing

A lane volume balancing exercise was undertaken to ensure that volumes are matched for each turning movement at the study area intersections. This exercise includes increasing or decreasing vehicle volumes at certain approaches proportionally to volumes received from associated movements at surrounding intersections. Some of the volume changes are significant as a result of the lane volume balancing exercise. This is due to the high variability in the count data collected from multiple years and times, and to the dynamic nature of construction in the area.

For intersections without available count data, volumes were assigned as through movements since there was no data which could be used to proportionally assign trips. All of the intersections without available count data are unsignalized, so turning volumes are expected to be low.

It should be noted that there are several limitations to examining counts from a variety of sources and dates. In most cases, the volumes at different intersections are not directly comparable as the counts were conducted on different days and were influenced by different seasons, weather patterns, construction activities, and local events.

2.3.2.3 Comparison of EMME link volumes and balanced link volumes

The Queens Quay link volumes from the 2011 EMME model were compared to balanced link volumes along the study corridor for the AM and PM peak hours (Figure 14 and Figure 15) to analyse the baseline model performance from which the 2041 volumes used in this study were derived and to understand the limitations of this modelling process.

For the AM peak hour, the westbound link volumes from existing traffic counts and from the EMME outputs are approximately equivalent. However, for the eastbound link volumes, the EMME model underestimates the traffic volumes compared to the existing traffic counts.

For the PM peak hour, the eastbound volumes from existing traffic counts and from the EMME outputs are comparable. For the westbound approach, the EMME model underestimates the traffic volumes compared to the existing traffic counts.

It should be noted that the approach volumes are based on recent counts collected from different sources at different years. 2011 counts were not available for most intersections to support a more accurate comparison with the EMME model outputs. It is not clear why the model underestimates the volumes for the eastbound direction during the AM peak hour or for the westbound direction in the PM peak hour.

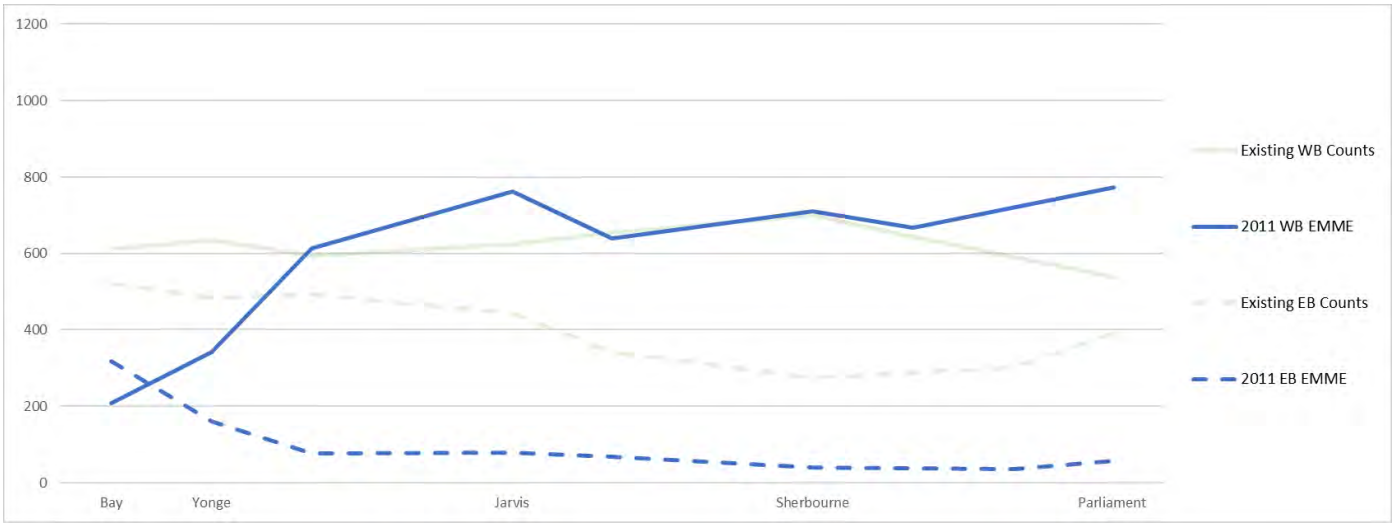


Figure 14 Comparison of approach volumes from existing counts and EMME outputs – AM peak hour

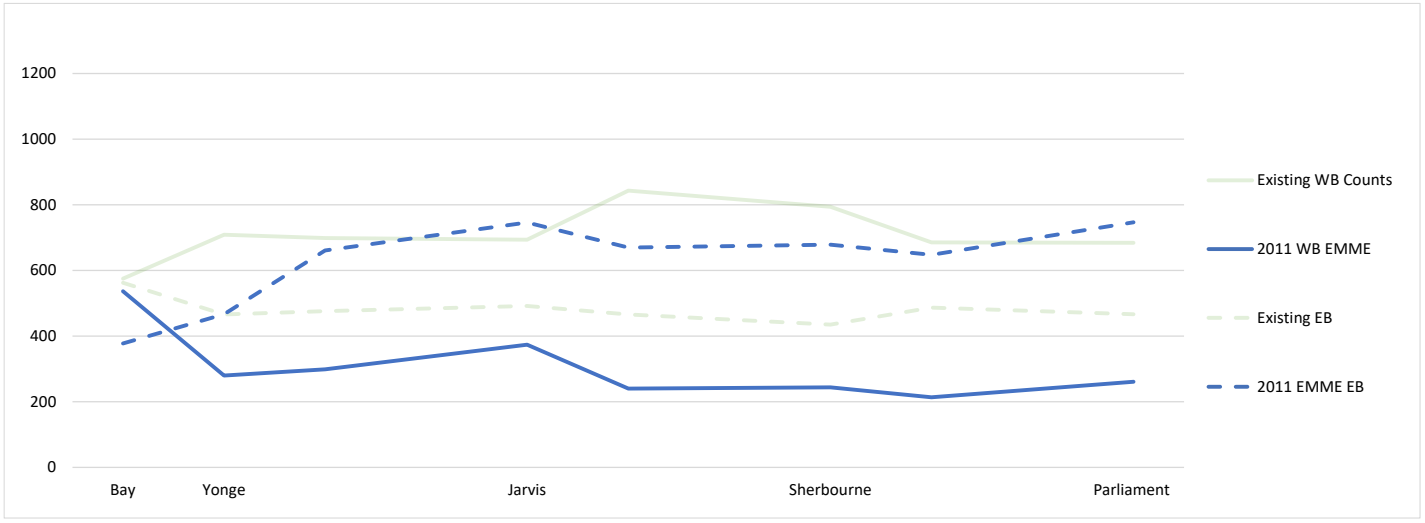


Figure 15 Comparison of approach volumes from existing counts and EMME outputs – PM peak hour

2.3.3 Existing transit demand

Demand for buses exists at the route level from 2018 (Table 2-4).[3] The routes that pass through the study area serve between 4,100 and 11,100 people each weekday. The numbers for post COVID-19 transit ridership have not yet recovered to the 2018 levels, and so, these numbers have been used in this analysis.

Table 2-4 Existing condition bus demand

Bus Service	2018 Demand (people served per weekday)
19 Bay	10,400
72 Pape	9,000*
75 Sherbourne	11,100
97 Yonge	4,100*

[3] https://transittoronto.ca/archives/reports/Ridership_and_service_statistics_2018-A.pdf

*Includes demand for all branches of the route

2.3.4 Existing pedestrian demand

During the morning peak hour, pedestrian volumes are highest in the western portion of the study area (Figure 16). The high pedestrian volumes at these intersections are likely driven by their proximity to Union Station, Toronto's downtown core and the Ferry Terminal.

Pedestrian volumes also tend to be higher on Queens Quay than on Lake Shore Boulevard. Along Queens Quay East, pedestrian volumes are higher at intersections with major cross streets than at mid-block locations, indicating that many pedestrians are using the north-south streets to reach the waterfront.

Pedestrian volumes are particularly low at Queens Quay East and Cooper Street and Queens Quay East and Small Street, as neither of these cross streets provide significant north-south connections.

Pedestrian volumes are generally higher during the afternoon peak hour than the morning peak hour. Pedestrian volumes in the afternoon peak hour follow similar patterns as those in the morning peak hour, including higher volumes in the west than in the east and higher volumes on Queens Quay than on Lake Shore Boulevard (Figure 17).

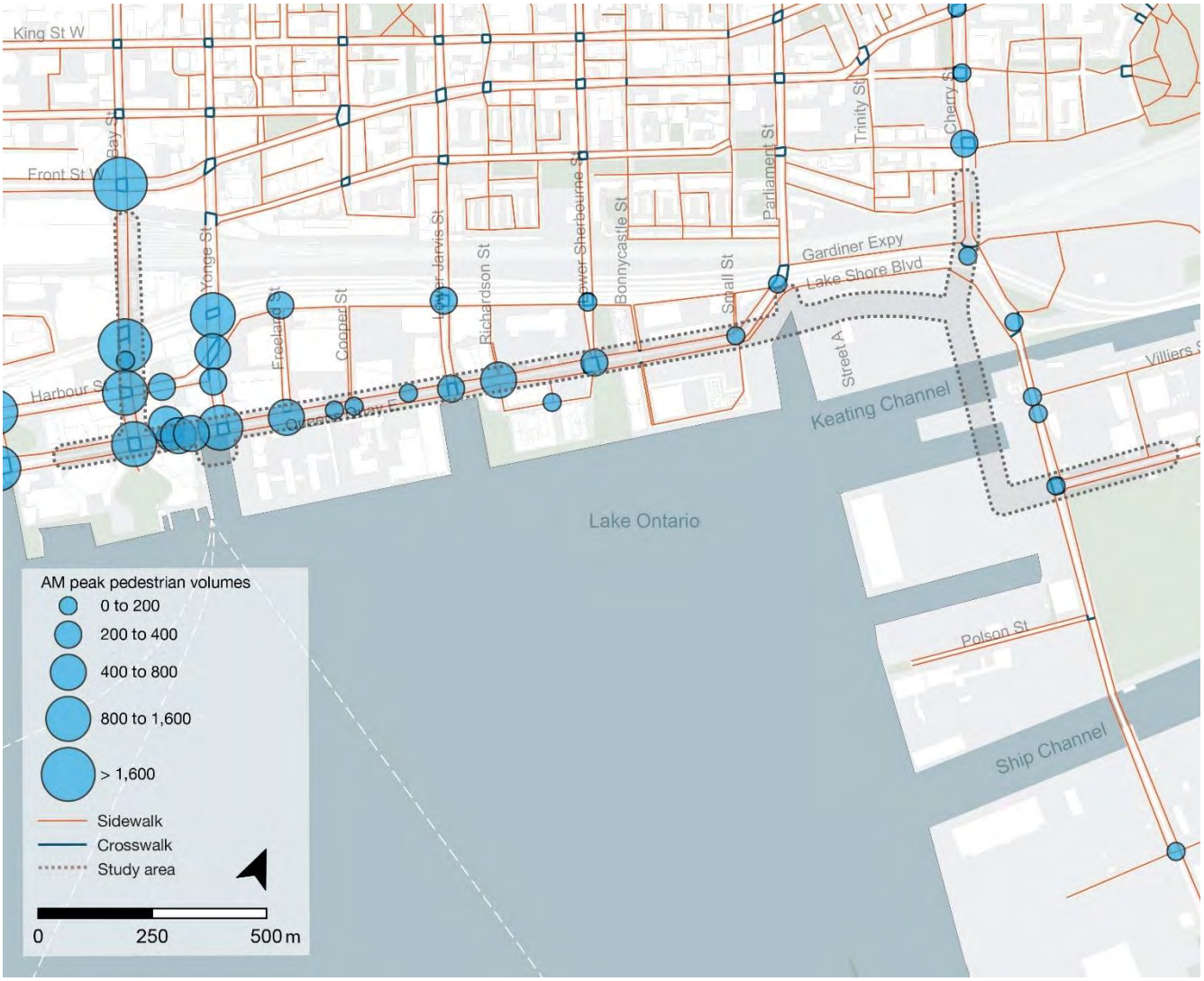


Figure 16 Existing condition pedestrian volumes – AM peak hour



Figure 17 Existing condition pedestrian volumes – PM peak hour

2.3.5 Existing cyclist demand

During the morning peak hour, bike volumes are highest in the western portion of the study area (Figure 18). A significant number of the bikes counted in the study area were using the Martin Goodman Trail. The high volume of bikes at Lower Sherbourne Street & Lake Shore Boulevard East is likely driven by bikers using the bike lanes on Lower Sherbourne Street as a north-south connection to the Martin Goodman Trail. It is unlikely that many cyclists cross through this intersection in the east-west direction given the poor biking conditions along Lake Shore Boulevard East and the low bike volumes at other intersections along Lake Shore Boulevard East.

Bike volumes are very low along southern Cherry Street and along Queens Quay East east of Lower Sherbourne Street in the morning peak hour. The low bike volumes at these intersections are likely driven by the lack of major attractors in the area.

Bike volumes in the afternoon peak hour are significantly higher than in the morning peak hour. In general, the volumes follow the same patterns as the morning peak hour, with higher volumes in the western portion of the study area and along the Martin Goodman Trail (Figure 19).

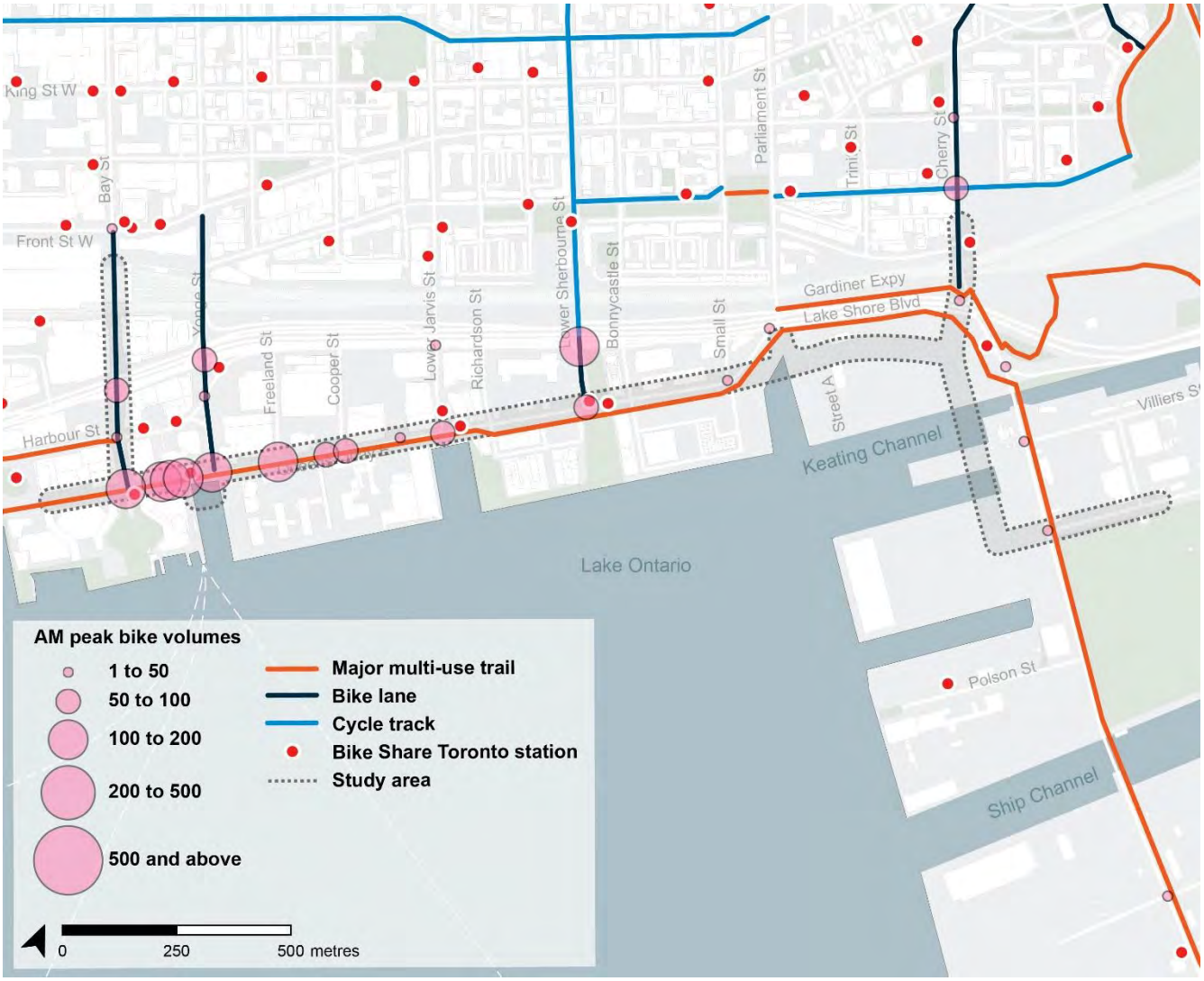


Figure 18 Existing condition bike volumes – AM peak hour

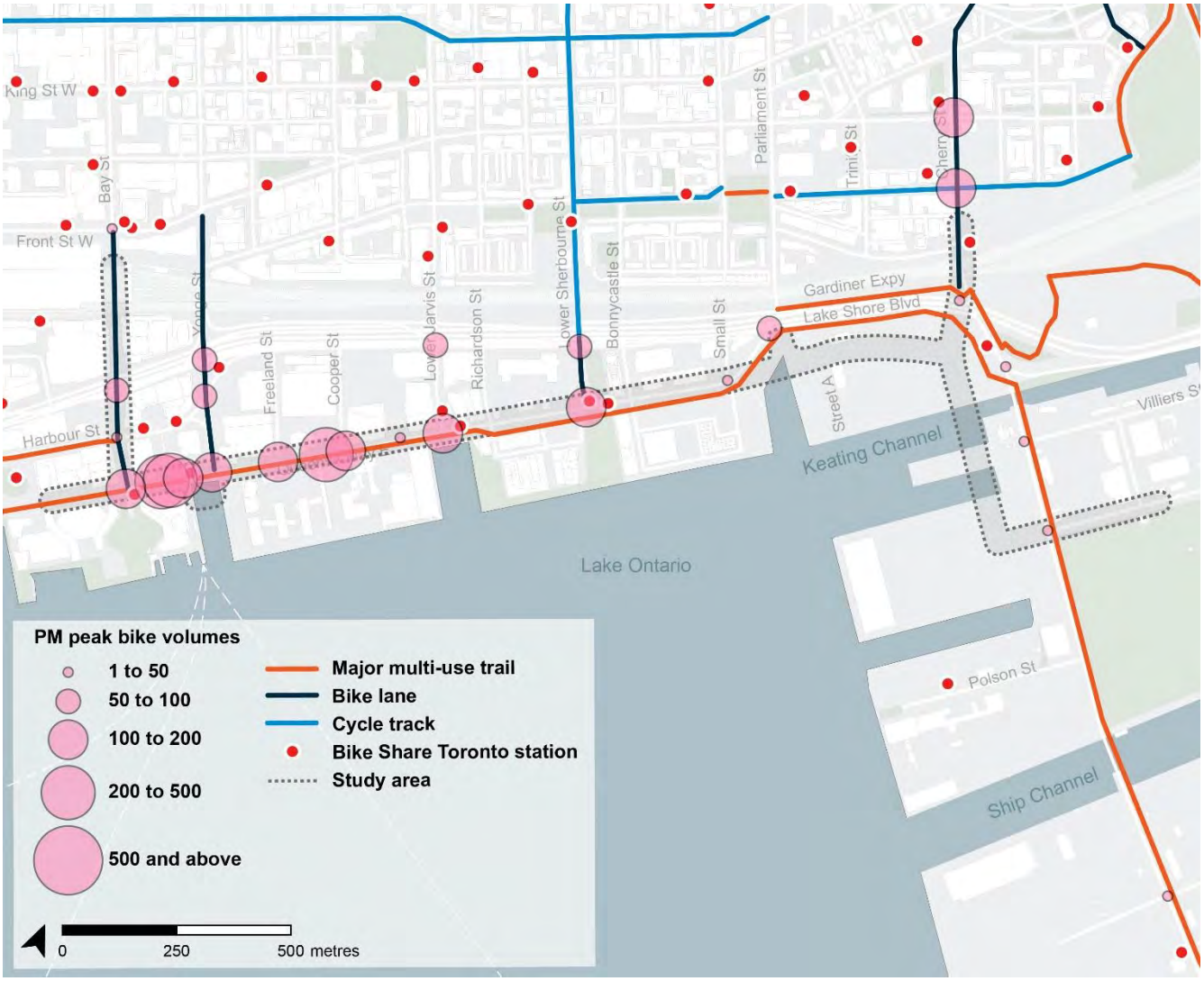


Figure 19 Existing condition bike volumes – PM peak hour

2.4 Operational analysis

2.4.1 Road network

2.4.1.1 Intersection performance

To assess the existing peak hour traffic conditions, a level of service analysis was undertaken for the study area intersections using Synchro 11 Software and following the City of Toronto's Guidelines.

The key parameters used in the analysis include:

- Existing lane configurations and signal timing plans.
- Heavy vehicle percentages as derived from traffic count data where available. Where not available, the default percentage of trucks was used as per City of Toronto Synchro 11 Guidelines (2 percent).
- Peak hour factors as derived from traffic count data where available. Where not available, applied 0.9 for the morning and off-peak periods; applied 0.95 for the PM peak for through movements and 0.9 for right turn movements; applied 0.90 for all periods for left turn phases per City of Toronto Synchro 11 Guidelines.

- Bus blockages (number per hour) for intersections with near-side bus stops as derived from TTC's system map and schedules.
- For all other inputs, the City of Toronto Synchro 11 Guidelines were followed.

The Measures of Effectiveness (MOEs) used to assess intersection capacity are the ratio of traffic demand to available capacity (V/C), Level of Service (LOS), delay, and queuing. HCM describes the following LOS ratings, presented in Table 2-5, based on average control delay occurring at signalized intersection.

Table 2-5 HCM LOS criteria for signalized intersections

Average Control Delay (seconds/vehicle)	Level of Service (LOS)
≤ 10	A
> 10 - 20	B
> 20 - 35	C
> 35 - 55	D
> 55 - 80	E
> 80	F

The following thresholds were applied to classify critical movements:

- Movements with V/C ratio of 0.9 or above; and
- Movements with LOS "E" or worse

The results of the Synchro analysis for existing conditions are summarized in Appendix F. Figure 20 and Figure 21 below illustrate the overall LOS for each of the intersections within the study area.

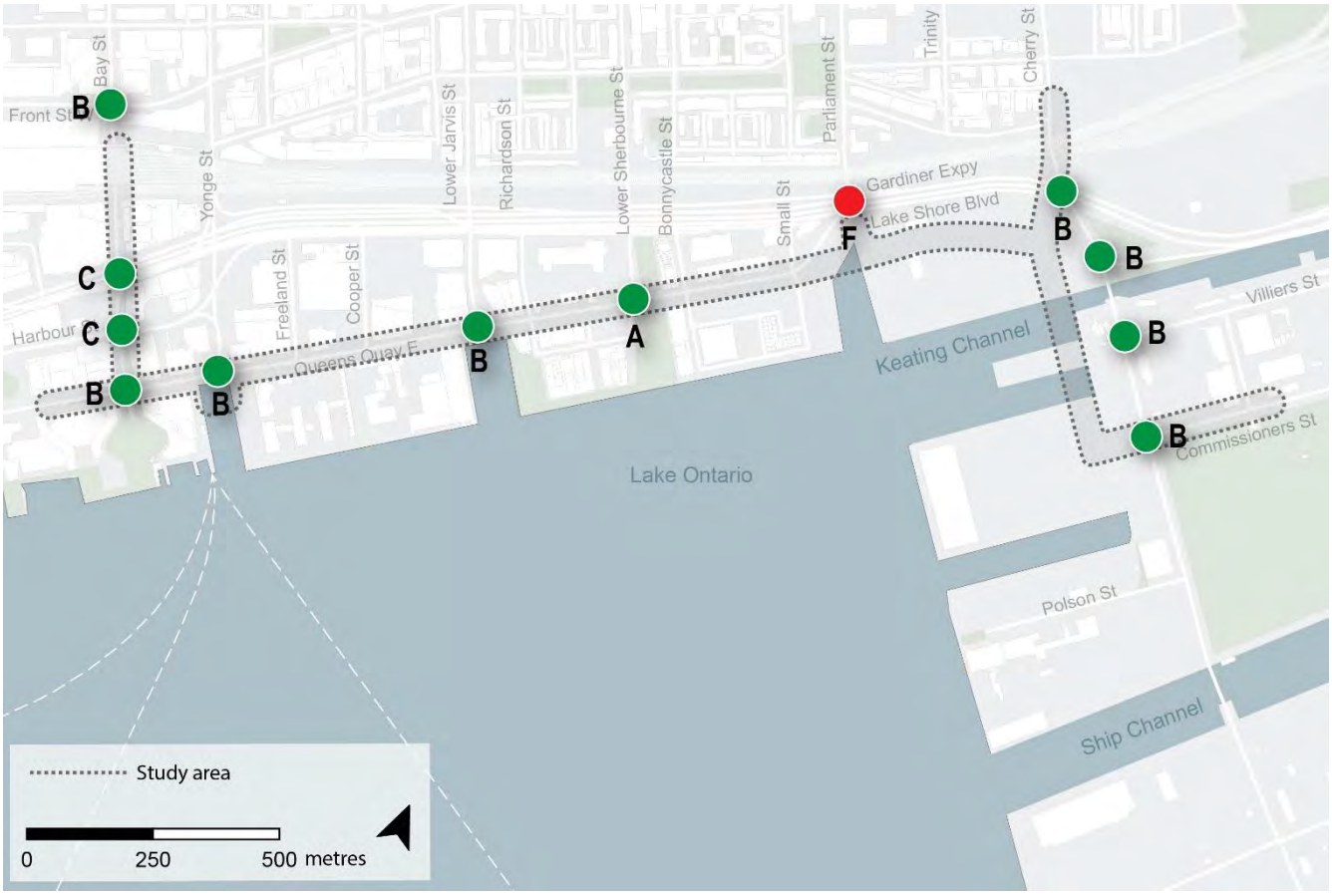


Figure 20 Existing condition overall intersection LOS – AM peak hour

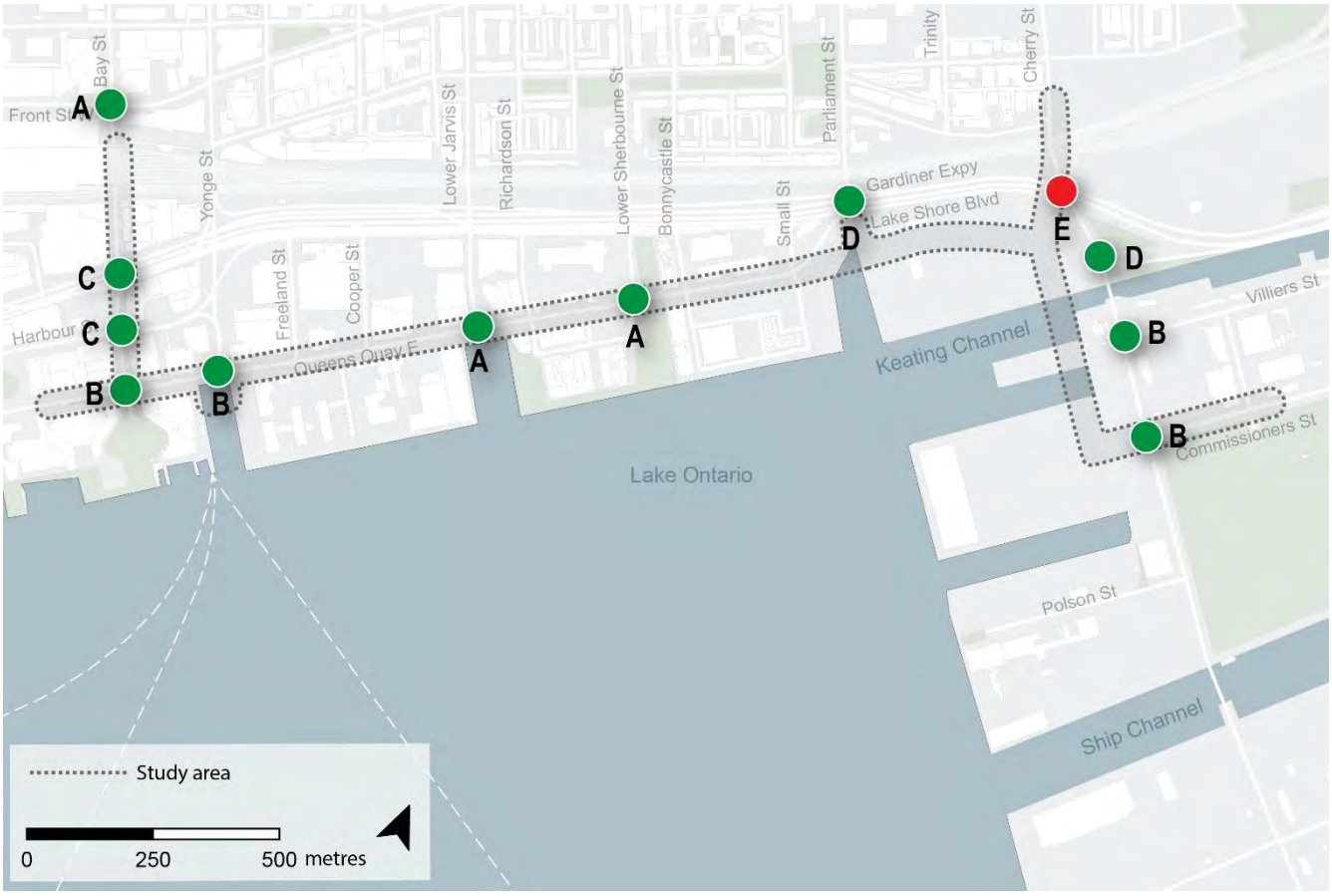


Figure 21 Existing condition overall intersection LOS – PM peak hour

Critical movements

The results show that in the existing condition, most intersections and turning movements are operating below the critical thresholds. In the AM peak hour, the only intersection that experiences LOS F is Parliament Street / Lake Shore Boulevard East; the westbound through movement is identified as the critical movement with a V/C ratio greater than 1 and queuing issues. The issues for this movement are likely driven by high demand as well as split phasing, which reduces the amount of available green time for east and west movements. As the counts used to derive existing condition volumes only include vehicles that were processed through the intersection (i.e., the counts do not include left over demand in queues at the end of the peak hour), the simulation should not return a V/C ratio greater than 1. The high V/C ratio from the simulation may be a result of using a mismatch of signal timing plans and traffic counts or of using saturation flow rates that are lower than reality. The actual saturation rates at this intersection could be identified through field studies, however the benefit of this for the future scenario where the intersection configuration is different was not seen to add value to the analysis.

In the PM peak hour, the Synchro analysis identifies four critical movements: westbound through and eastbound through at Parliament Street / Lake Shore Boulevard East, southbound left at Cherry Street (North) / Lake Shore Boulevard East, and eastbound right at Cherry Street (South) / Lake Shore Boulevard East.

The eastbound through movement at Parliament Street / Lake Shore Boulevard East has an LOS of E and a V/C ratio of 0.99. The westbound through movement at the same intersection has an LOS of D and a V/C ratio of 0.93. As was the case in the AM peak hour, the issues for this movement are likely driven by high demand, as well as split phasing.

The southbound left at Cherry Street (North) / Lake Shore Boulevard has an LOS of F and a V/C ratio of 1.56. The high V/C ratio may be a result of using a mismatch of signal timing plans and traffic counts or of using saturation flow rates that are lower than reality.

The simulation also shows delay for the eastbound right turn at Cherry Street (South) / Lake Shore Boulevard East in the PM peak hour. Synchro has treated this eastbound right turn as though it is part of an intersection when it is a free movement. As such, no issues are anticipated at this intersection.

There are other notable issues in some areas that have been highlighted by different stakeholders and observed through site visits that were not reflected in the analysis. One of these issues is long queuing on the southbound right turn movement from Bay Street to Lake Shore Boulevard West due to backed up traffic taking the ramp to Gardiner Expressway at York Street. These issues may not have been reflected in the analysis due to data limitations (noted in previous sections), unavailability of detailed queuing data and/or not accounting for the remaining demand at the end of the hour.

Performance of Queens Quay West between Bay Street and Yonge Street

Based on existing traffic counts and the results from the Synchro analysis, there are no major issues at Bay Street / Queens Quay West or at Yonge Street / Queens Quay. Moreover, the dedicated left-turn lane provides good access to the Residences of the World Trade Centre from Queens Quay West.

The impacts of the reconfiguration of Queens Quay West were analyzed as part of the future conditions analysis (refer to Section 3.4.1.1 for more details).

2.4.1.2 Logistics operations

There are no heavy vehicle restrictions on any streets in the study area. Based on the counts completed in November 2021, the percentage of heavy vehicles at study-area intersections ranges between 8% to 13% in the AM peak hour and between 4% to 7% in the PM peak hours.

Within the study area, Redpath Sugar Plant and Loblaws are the main two attractors of large trucks. Redpath Sugar Plant has three accesses: a west access, a centre access and an east access. All are currently unsignalized. Trucks inbound to Redpath Sugar Plant typically arrive via Yonge Street to Queens Quay East. Outbound trucks leaving the facility typically turn right onto Queens Quay East and either turn left onto Lower Jarvis Street or Parliament Street. Currently, vehicles can access all three accesses from either direction. Additionally, trucks are currently able to queue in the curb lane of eastbound Queens Quay East when waiting to access the site.

A detailed study was undertaken in 2009 to assess heavy vehicle access to Redpath Sugar Plant in support of the Queens Quay Revitalization EA and East Bayfront Transit EA. The numbers of heavy vehicles found to be accessing the Redpath Sugar Plant in that study was used in this analysis.

Trucks inbound to Loblaws must enter the site via the dedicated truck entrance on the north side of Queens Quay East, immediately to the west of the Loblaws car entrance. Outbound trucks leaving the site must use the dedicated truck exit to turn right onto Lake Shore Boulevard East.

There are multiple construction sites that are expected to occasionally attract heavy vehicles transporting construction materials/equipment. Additionally, garbage trucks and delivery vehicles service several sites throughout the study area.

2.4.2 Multi-modal network

2.4.2.1 Traffic safety

The City of Toronto Vision Zero Road Safety Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. To identify any safety issues in the area, the project team assessed collision data received from the city for the period between 2011 to 2020 for 12 intersections.

A total of 1,200 collisions were reported at these intersections during the ten-year timeframe. The majority of collisions (73%) occurred along Bay Street (Figure 22), likely due to the high volume of traffic on this road.

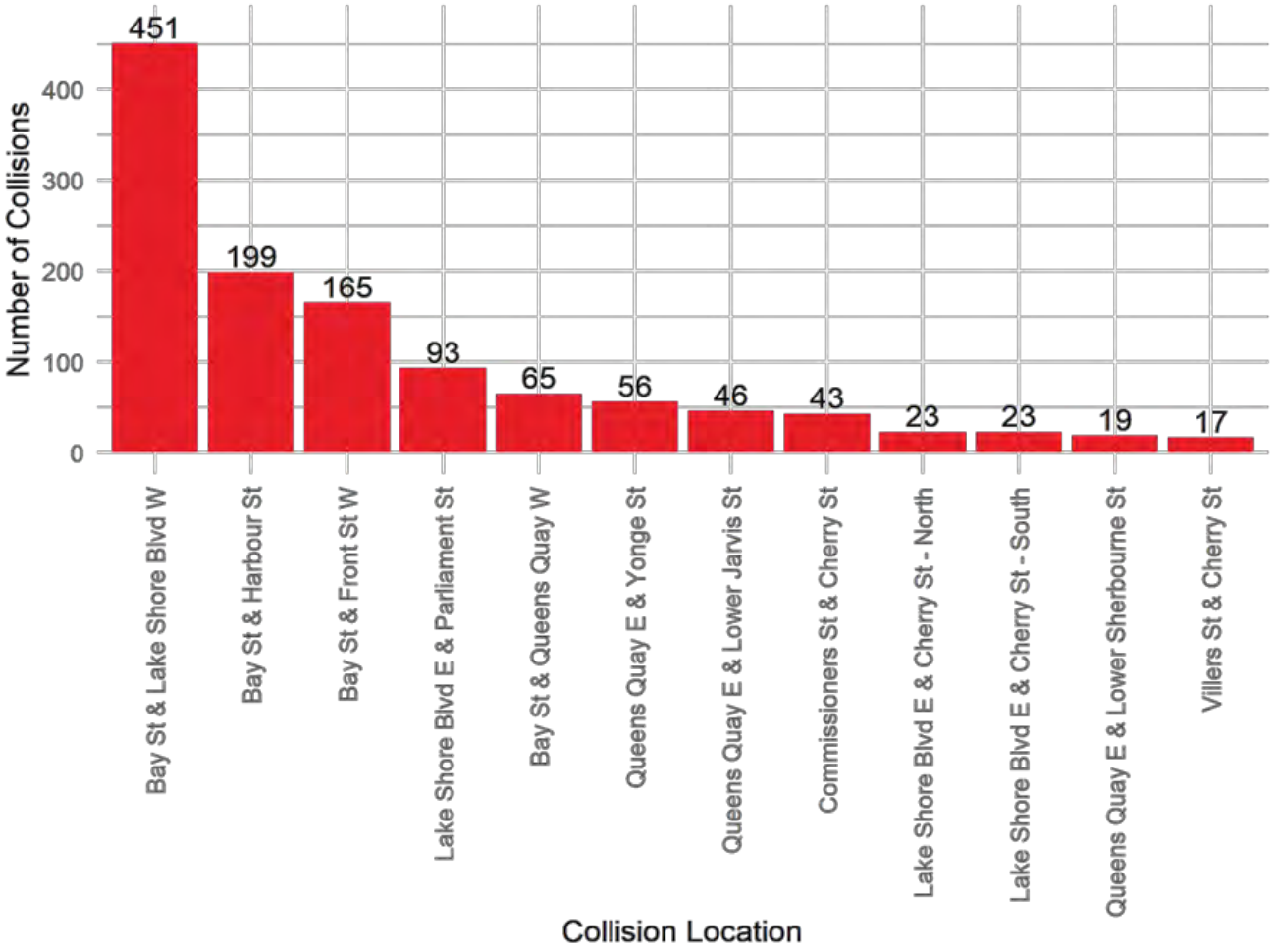


Figure 22 Location of collisions

6% of collisions involved a pedestrian or cyclist (Figure 23). For 82% of these collisions no injuries were reported. However, 18% of collisions resulted in personal injury ().

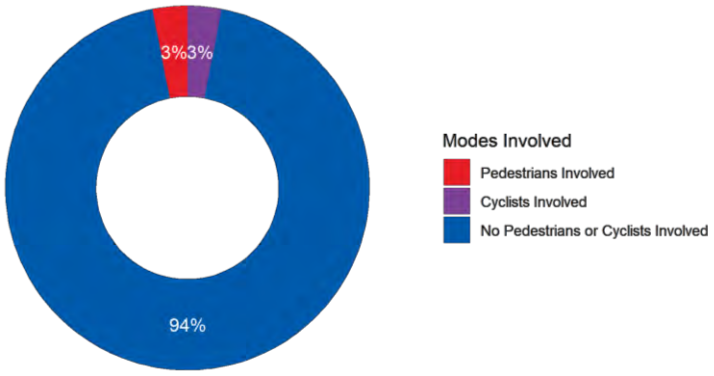


Figure 23 Modes involved in collision

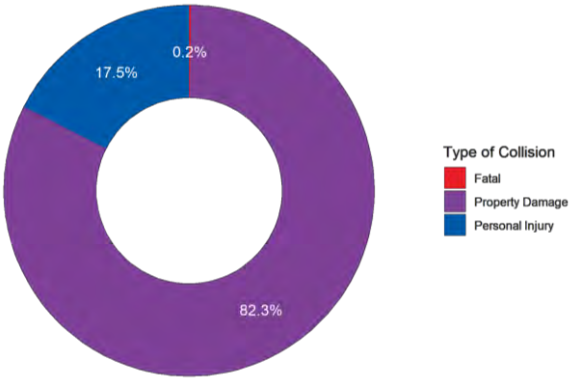


Figure 24 Type of collision

The severity of injuries was relatively consistent across the 12 intersections assessed (Figure 25). There were two collisions that resulted in fatalities, both of which occurred at Bay Street at the intersections with Harbour Street and Lake Shore Boulevard West.

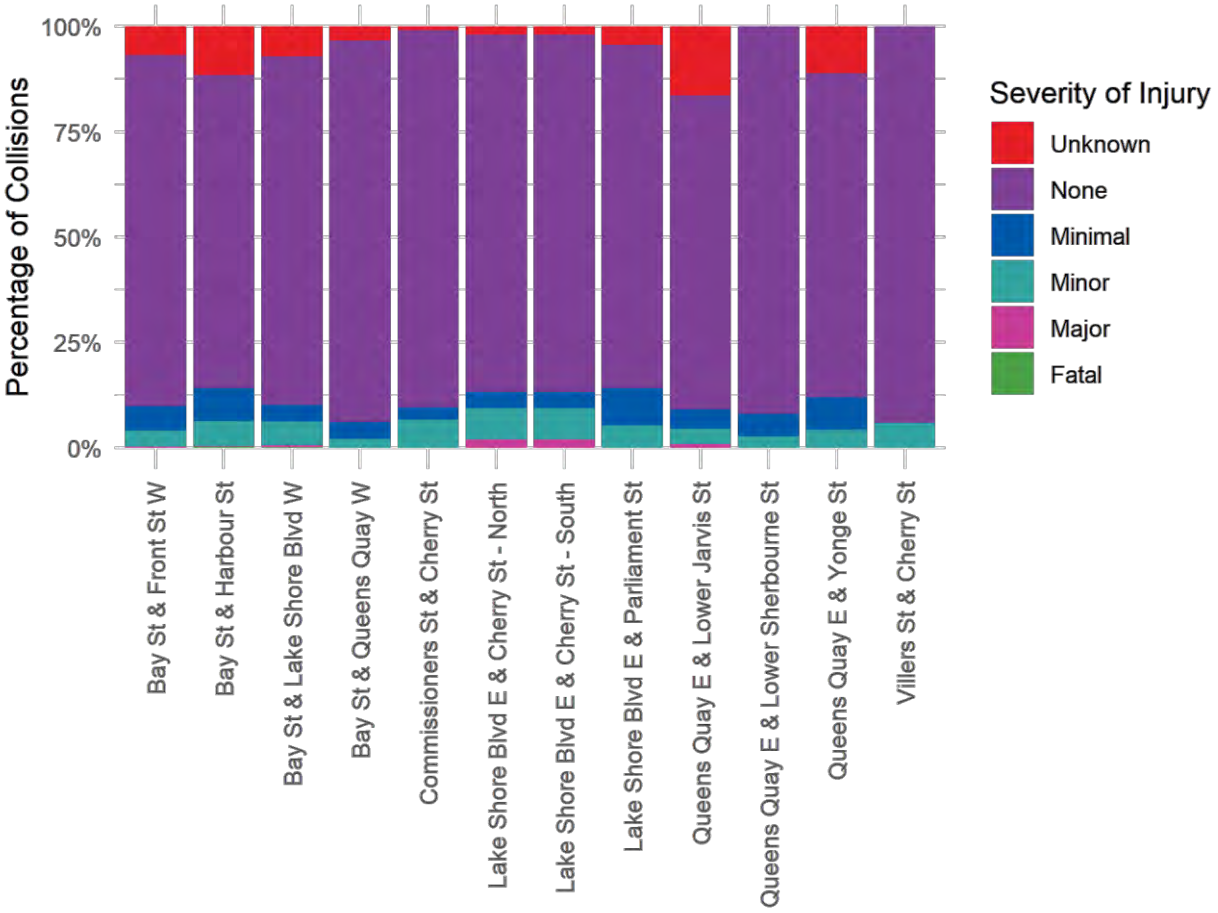


Figure 25 Severity of injuries by location

The most common driver errors at the time of collision included improper turns, following too close, and failing to yield the right of way (Figure 26). That said, almost 50% of drivers were reported to be driving properly at the time of collision. When looking more closely at the road conditions and driver condition at the time of these collisions, the majority occurred in normal conditions. As such the underlying causes for these collisions are still unclear. This may also be attributed to limitations in the data (i.e. data on driver conditions was not captured accurately).

The crash data also shows that causes due to driver behaviour such as following too close, improper lane changes failed to yield and disobeyed traffic control make up 39% of the crashes and these data points would be unlikely to change in the future unless driver behaviour improvements or increased prevalence of autonomous safety systems potentially reduce the number of these crashes.

In summary, the review of these crash data has been passed on to the design team for consideration in the design and layout of the corridor and in this report through the assessment of operations in the future.

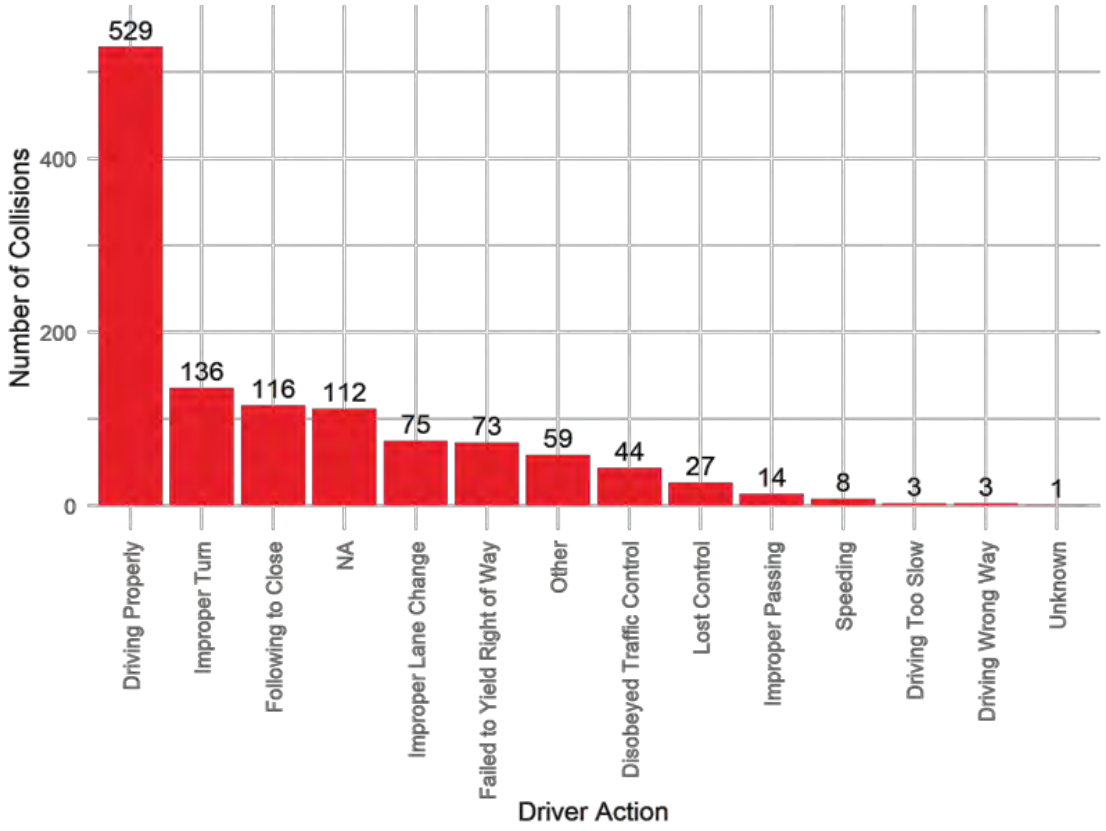


Figure 26 Driver actions

3. Future conditions

3.1 Data collection

- **Land use data:** Population and employment estimates for 2031 and 2041 were used to understand how activity within the study area will change over time. The data was obtained from the City of Toronto's EMME model.
- **EMME model outputs:** EMME model outputs (link volumes and transit demand) were collected from the City of Toronto's 2041 model for the AM and PM peak hours. These outputs were used as a reference point against which to compare the turning movement counts. Appendix G includes the plots collected from the City of Toronto.
- **Volumes from previous studies:** A review of several EAs and Master Plans was completed to inform the development of the traffic volumes used for this analysis. Key elements of the transportation networks assumed in each of the previous studies reviewed are summarized below:
  - **2010 East Bayfront Transit Class Environmental Assessment**: This EA identified transportation facilities to serve East Bayfront and reviewed the right-of-way required to achieve the vision defined in the Central Waterfront Secondary Plan and the East Bayfront Precinct Plan. The recommended streetcar alignment ran on Queens Quay East between Union Station and an interim terminus loop at Parliament Street. Both the roadway and streetcar alignments on Queens Quay East were envisioned to terminate at Parliament Street for the short-term, until areas within the Lower Don Lands advanced in planning and design. To accommodate future streetcar demand, the study identified a need to expand the Union Station Loop. On the west end of the streetcar alignment, the connection between Union Station and Queens Quay would use the existing tunnel under Bay Street with a portal located between Yonge Street and Freeland Street on Queens Quay East to allow streetcars to transition between the tunnel and street. The final configuration of Queens Quay resulted in a 38 metres right-of-way featuring the following components:
    - A roadway to the north accommodating one through-lane per direction with auxiliary left- and right-turn lanes;
    - Segregated streetcar guideways south of the traffic lanes, terminating at an interim loop at Parliament Street; and
    - An enhanced, 4.2-metre wide Martin Goodman Trail (off-street bicycle facility) south of the streetcar tracks.
  - **2014 Lower Yonge Precinct Transportation Master Plan**: Prepared as phases 1 and 2 of the 2018 Lower Yonge Municipal Class EA, this study identified needs and proposed a preferred roadway network to accommodate future development, alleviate traffic (especially for Queens Quay East), and expand bicycle facilities in the area. Elements of the preferred alternative for the transportation network are described in Section 3.2.2.
  - **2018 Lower Yonge Precinct Municipal Class Environmental Assessment**: This environmental assessment builds off the 2014 Lower Yonge Precinct Transportation Master Plan to fulfill phases 3 and 4 of the Municipal Class Environmental Assessment process. The EA consolidated and refined the recommendations presented in the Transportation Master Plan. The recommended cross sections for the side streets between Queens Quay East and Harbour Street were as follows:
    - Yonge Street: 3 lanes with off-street bike lanes;
    - Freeland Street: 3 lanes with a bus lay-by on the east side;
    - Cooper Street: 3 lanes with on-street bike lanes;

  - New Street: 2 lanes with a parking lane; and
  - Lower Jarvis Street: 4 lanes with off-street bike lanes.
- In addition to the above EAs and Master Plans, the following studies and traffic impact studies were also reviewed as a part of the analysis to provide additional data points:
  - TIS for 11 Bay, 2020 (BA Group);
  - TIS for George Brown College Block 3, 2020 (LEA Consulting);
  - TIS for Pier 27, 2021 (BA Group)
  - TIS for 309 Cherry St, 2016 (BA Group); and
  - TIS for 3C Lakeshore PL1, 2021 (BA Group).

- **Road geometry:** The future road geometry, lane configurations, turning restrictions, and turn lane storage lengths were largely established using the 30% designs for the corridor. The design referenced for the area between Union Station and the east and west portals was led by Wood and completed in August 2021. The design referenced for the area between the east portal and Street A was led by West8+DTAH and completed in March 2022. The design referenced for the area between Street A / Queens Quay East, Distillery Loop, and Cherry Street / Commissioners Street was led by Stantec and completed in November 2021. At some intersections, what has been analyzed deviates slightly from the designs (included in Appendix H). These deviations are described in Section 3.2.2.1 (road network) and Section 3.2.3.1 (transit network). The portion of the corridor on Commissioners Street was recently added, and as such no designs were available for reference. Assumptions regarding the road geometry were made to complete the Synchro and Vissim simulations in this area.
- **Bus routes and stops**: Changes to local bus routes and bus stops were derived using service assumptions provided by the TTC, future transit routes and stops shown in the Lower Yonge MCEA, and the existing transit network. The bus routes and stops were developed in consultation with the TTC.
- **LRV characteristics**: Light rail vehicle characteristics were based on the TTC design manual or info from current projects.
- **Traffic control signal phasing and timings:** based on the City of Toronto Transportation Service's Traffic Signal Operations Policies & Strategies guidelines.

3.2 Future transportation supply

3.2.1 Concurrent projects

The key projects that have the largest and most direct impacts on the physical environment of the study area include the following:

- **Lower Yonge Master Plan**: The Lower Yonge Master Plan includes several transportation network improvements that are expected to provide new routing opportunities that will distribute trips throughout the study area, thereby reducing vehicle demand on Queens Quay. The critical transportation network changes that will impact the project are summarized in Section 3.2.2.1.
- **Port Lands Flood Protection**: The Port Lands Flood Protection project includes a series of initiatives to renaturalize the mouth of the Don River and protect surrounding areas from floodwaters. Several elements of the Port Lands Flood Protection project enable or impact the project and future WELRT phases. These are summarized in Section 3.2.2.1.

- **Gardiner Expressway Realignment**: The Gardiner Expressway East Environmental Assessment recommended the realignment of the Gardiner Expressway. The preferred alternative will result in changes to the traffic patterns in the area and will create new space for public realm improvements.
- **Ontario Line**: The Ontario Line is a new rail service that will connect the Exhibition/Ontario Place, downtown Toronto, Corktown, East Harbour, Pape Station (Line 2 Bloor-Danforth), and the Eglinton Crosstown LRT. Due to its proximity to the project, the Ontario Line is expected to absorb some of the streetcar demand.

3.2.2 Future road network

3.2.2.1 Future road alignment

The project will directly impact Bay Street (between Front Street and Queens Quay West), Queens Quay West and Queens Quay East (between Bay Street and the realigned Cherry Street), Cherry Street (between the Distillery Loop and Commissioners Street), and Commissioners Street (between Cherry Street and the proposed Villiers Loop). The proposed future condition of each of these roads is as follows:

- Portions of **Bay Street** will be removed to facilitate the expansion of Union Station. The street's existing conditions will be reinstated following construction.
- **Queens Quay West and East** will be expanded to 38 metres and will include an LRT guideway in the middle of the street, with a bidirectional roadway north of the guideway and multi-use path (Martin Goodman Trail) and pedestrian promenade south of the guideway. The road will be reduced from four lanes (two lanes in each direction) to two lanes (one lane in each direction) plus turn lanes. Queens Quay East will be extended past the realigned Cherry Street. The realignment of Queens Quay East will necessitate the realignment of Parliament Street between Queens Quay East and Lake Shore Boulevard East so that Parliament Street intersects with Queens Quay East at as close to a 90-degree angle as possible.
- **Cherry Street** is currently being realigned 50 metres to the west as part of the Port Lands Flood Protection project. In its future condition, it will have a 38.6-metre right-of-way with, from west to east, a sidewalk, the Martin Goodman Trail, a roadway with two bi-directional vehicular lanes, an LRT guideway, and a sidewalk.
- As described in the 2014 LDL EAMP Addendum, **Commissioners Street** will have a right-of-way ranging in width between 39.1 metres and 42.4 metres. The street will feature an LRT guideway to the south adjacent to bi-directional bike lanes, and a bi-directional roadway with turn lanes. The street will have wide areas dedicated to plantings and four- to five-metre sidewalks on both sides.

The design approach for the project has centred on equity, inclusivity, and consistency. To more equitably distribute street space amongst various street users, the amount of space dedicated to vehicles is reduced in the future design. Given the reduction in road space, it is not possible to provide dedicated turn lanes for all movements along the corridor. As such, the future design eliminates some dedicated turn lanes available in the existing condition or proposed in previous iterations of the design. Since the south-side-running transit on Queens Quay requires that all turns to the south (i.e., eastbound rights and westbound lefts) have a dedicated signal phase and dedicated turn lane, some of these modifications result in the prohibition of certain turning movements. The modifications include:

- The removal of the existing dedicated westbound right-turn lane at Bay Street / Queens Quay West and the previously planned dedicated westbound right-turn lane at Yonge Street / Queens Quay. Westbound right turns at both intersections will still be permitted from shared through/right lanes.
- The extension of the eastbound right-turn lane into the centre access at Redpath Sugar Plant and the removal of the previously planned westbound left-turn lane into the centre access at Redpath Sugar Plant. Westbound left turns at this intersection will not be permitted.

- The consolidation of movements into the Westin Harbour Castle Hotel and Jack Layton Ferry Terminal at the south leg of the Yonge Street / Queens Quay intersection on the future Yonge head of slip. The existing Westin Harbour Castle Hotel and Jack Layton Ferry Terminal accesses will be closed due to the proposed location of the east portal. Coach buses, taxis and deliveries that are currently accommodated off Queens Quay West will be accommodated in a new drop-off area located on the slip infill.

Refer to Appendix H for designs of the future road network.

In addition to changes along the project corridor, several road modifications and new connections have been planned in the vicinity as part of various precinct plans and Class EA master plans as detailed below:

- The conversion of Harbour Street to two-way operations east of York Street;
- The extension of Harbour Street to Lower Jarvis Street;
- The elimination of the eastbound Bay Street on-ramp to the Gardiner Expressway;
- The shortening of the eastbound Lower Jarvis Street off-ramp from the Gardiner Expressway;
- The elimination of the Harbour Street S-curve at Yonge Street and normalization of the Yonge Street / Harbour Street and Yonge Street / Lake Shore Boulevard East intersections;
- The creation of an additional eastbound lane on Lake Shore Boulevard East from Yonge Street to Lower Jarvis Street;
- The extension of Cooper Street to Church Street; and
- The construction of a new north-south street between Cooper Street and Lower Jarvis Street that extends form Queens Quay East to Lake Shore Boulevard East (New Street).

Areas beyond the design extent

Some areas of the corridor lie outside of the current 30% designs included in Appendix H. The following assumptions were made for these areas:

- **Bay Street**: As noted above, Bay Street's existing conditions will be reinstated following completion of the underground portions of the project. The length of turn lanes in the future condition are assumed to match those of the existing condition.
- **Cherry Street / Lake Shore Boulevard East**: The 30% design for this intersection was not complete at the time of this analysis. As such, the design for this intersection was assumed to be the same as that presented in the 2010 Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report. Refer to Appendix I for a copy of this design.
- **Cherry Street / Queens Quay East**: The 30% design for this intersection does not show the lane configuration for the southbound approach. As such, the design for these lanes was assumed to be the same as that presented in the 2010 Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report. Refer to Appendix I for a copy of this design.
- **Commissioners Street**: The 30% design for this street was not complete at the time of this analysis. Transit was assumed to run on the south side of the street. The intersection of Munition Street / Commissioners Street was assumed to be signalized.

Design deviations

- The conditions presented in the future road network designs are assessed using Synchro and Vissim analyses (Section 3.4). At some intersections, what has been analyzed deviates slightly from the designs in Appendix H, as described below:

- The design for the intersection of Trinity Street / Queens Quay East shows that eastbound right turns are permitted out of a shared through/right lane. However, as the right turns would need to cross the LRT tracks, they would require a dedicated signal phase and a dedicated turn lane. As such, for the purposes of this analysis, this lane was assumed to be a through lane only. Additionally, this analysis assumes that there is an eastbound left-turn lane at this intersection, as there is sufficient available room.
- The design for the intersection of Cherry Street / Villiers Street shows the intersection as unsignalized. This analysis, however, assumes that the intersection is signalized and has a southbound left-turn lane (28 metres) and a northbound right-turn lane (18 metres).

3.2.2.2 Future intersections and signal timing

The proposed project will pass through several intersections at-grade, many of which will be signalized. Figure 27 illustrates the location of signalized intersections in the future conditions.

The operational concept of Queens Quay East will be consistent with that of Queens Quay West. East-west movements will be prioritized along the corridor to provide maximum green time for east-west transit, cyclists, pedestrians, and traffic. All turns from Queens Quay East to the south will be controlled with protected-prohibited phasing to mitigate conflicts with transit in the guideway, cyclists in the Martin Goodman Trail, and pedestrians along the promenade. These turns will require dedicated turn lanes so as to not prevent the flow of through movements during the prohibited phase. Given the space impacts of the dedicated turn lanes and the impacts of protected-prohibited phasing on overall signal phasing, turns to the south will only be permitted via one turning movement—either eastbound rights or westbound lefts—at each intersection. Turns to the north will be permissive or protected-permissive depending on the situation. The progression scheme for the corridor will favour a balance between traffic and transit performance to reduce transit times and vehicular queues.

The control mode, protected phases, and turn restrictions at each intersection are summarized in Table 3-1.[4]

[4] While Bay Street was not the focus of this analysis, it was included in the Vissim and Synchro analysis. Results for Front Street West / Bay Street, Lake Shore Boulevard West / Bay Street, and Harbour Street / Bay Street are included in the relevant appendices.



Figure 27 Future condition signalized intersections

Table 3-1 Future condition intersections and key operation features

Node ID	Intersection	Control Mode	Phasing	Protected Phase(s)	Turn Restriction	Cycle Length
1	Bay Street / Queens Quay West	Signalized	Fixed time	None	None	90s
2	Yonge Street / Queens Quay	Signalized	Fixed time	Fully protected WBL	Prohibit EBR	90s
3	Freeland Street / Queens Quay East	Signalized	N/S callable	Fully protected WBL	Prohibit EBR	90s
4	Redpath West Access / Queens Quay East	Signalized	N/S callable	Fully protected EBR	Prohibit WBL	90s
5	Cooper Steet / Queens Quay East	Unsignalized/Side-street stop control				N/A
6	Redpath Centre Access / Queens Quay East	Signalized	Pre-emption (Streetcar priority)	Fully protected EBR	Prohibit WBL	90s
7	New Street / Queens Quay East	Unsignalized/Side-street stop control				N/A
8	Redpath East Access / Queens Quay East	Unsignalized/Side-street stop control				N/A
9	Lower Jarvis Street / Queens Quay East	Signalized	N/S callable		Prohibit EBR & WBL	90s
10	Richardson Street / Queens Quay East	Signalized	N/S callable	Fully protected EBR	Prohibit WBL	90s
11	Knapp Lane / Queens Quay East	Unsignalized/Side-street stop control				N/A

Node ID	Intersection	Control Mode	Phasing	Protected Phase(s)	Turn Restriction	Cycle Length
12	Lower Sherbourne Street / Queens Quay East	Signalized	N/S callable	Fully protected WBL	Prohibit EBR	90s
13	Bonnycastle Street / Queens Quay East	Signalized	N/S callable	Fully protected EBR	Prohibit WBL	90s
14	Driveway A / Queens Quay East	Unsignalized/Side-street stop control				N/A
15	Small Street / Queens Quay East	Signalized	N/S callable	Fully protected WBL	Prohibit EBR	90s
16	Parliament Street / Queens Quay East	Signalized	N/S callable	None	Prohibit EBR & WBL	90s
17	Street A / Queens Quay East	Signalized	N/S callable	None	Prohibit EBR & WBL	90s
18	Trinity Street / Queens Quay East	Signalized	N/S callable	Fully protected WBL	Prohibit EBR	90s
20	Cherry Street / Queens Quay East	Signalized	Fixed time	Dedicated LRT phase	Prohibit NBR	140s
21	Cherry Street / Lake Shore Boulevard	Signalized	Fixed time	Fully protected EBL/WBL/SBL	None	120s
31	Cherry Street / Villiers Street	Signalized	E/W callable	Fully protected SBL and NBR	None	120s
32	Cherry Street /Centre Street	Unsignalized/Side-street stop control				N/A
33	Cherry Street / Commissioners Street	Signalized	E/W callable	Fully protected SBL and NBR	None	120s
35	Commissioners Street / Munition Street	Signalized	N/S callable	None	None	120s

Table 3-2 summarizes the key signal timing assumptions as per City of Toronto Traffic Signal Operations Policies & Strategies that were applied to all signalized intersections in both the Synchro and Vissim analyses (Transportation Service, May 2015). For the purpose of this analysis, no intersections were analyzed as being interconnected.

Table 3-2 Future condition signal timing assumptions

Criteria	Sub-criteria	Details
Control mode	SAP (Semi-actuated pedestrian phase)	Match Queens Quay West
Phasing	Traffic	Standard NEMA phasing with custom phase 9 for fully protected EBR movements on Queens Quay East and NBR on Cherry Street
	LRT	Parallel with EBT & WBT movements on Queens Quay East and NBT & SBT movements on Cherry Street

Criteria	Sub-criteria	Details
		With dedicated turn phase for Cherry Street / Queens Quay East intersection
Minimum green timings	Fully protected turn movements	6.0s
	Minimum walk time	7.0s
	LRT phase	12.0s
	For side-street with SAP	7.0s + Flash Don't Walk
	For non-actuated through movements	7.0s + Flash Don't Walk
Walk time	Minimum walk time	7.0s
	FDW	Calculated based on width of pedestrian crossing with 1.2 m/s walking speed
Inter-green	Vehicle – Amber	All with 3.0s
	Vehicle – All red	E/W and N/S through: 5.0s Protected WBL/EBR crossing LRT tracks: 5.0s T-intersection: 2.0s Pro+per turn: 1.0s
	LRT – Amber	3.0s
	LRT – All red	5.0s
Passage Time	Left turns with setback loops	2.0s
	Left turns with stop bar loops	2.5s
	All other through movements	3.0s
Cycle length	N/A	90s for Bay Street and Queens Quay East corridors 120s for Cherry Street 140s for the intersection of Cherry Street / Queens Quay East for dual insertions of dedicated LRT phases
TSP	Algorithm B	16s of extension

3.2.3 Future transit network

3.2.3.1 Future LRT service

The addition of the LRT guideway will address the study area's current lack of higher order east-west transit and will support two streetcar routes. The proposed 519 streetcar service will run between Union Station and the proposed Villiers Loop (at Commissioners and Munition streets). Additionally, the existing 504 streetcar service will be extended from the Distillery Loop to the proposed Villiers Loop.

The Union Station LRT Loop will be expanded eastward, westward, and southward to include four platforms (two northbound and two southbound). Queens Quay Station is the first stop south of the Union Station LRT Loop. The station is centered on Bay Street south of Harbour Street and north of Queens Quay West. Queens

Quay Station was simulated with one northbound and one southbound platform[5]. The remainder of the proposed 519 streetcar stops will be at-grade and will feature raised platforms for boarding and alighting.

The existing west portal on Queens"Quay'West will be reconstructed to enable streetcar through movements between Queens Quay East and Queens Quay West. However, through service along Queens Quay is not currently planned; the reconstruction of the west portal will simply enable system resilience. As such, through movements along Queens Quay were not simulated.

A proposed loop on Commissions Street—the Villiers Loop—will be created as the eastern terminus of the proposed 519 streetcar service from Union Station and as the southern terminus of the extended 504 streetcar service from the Distillery Loop. For purposes of this analysis, the loop is located in the northeast corner of the intersection of Commissioners and Munition Street; however, the actual site of the loop is not yet finalized and is subject of ongoing review.

Most at-grade LRT stops along Queens Quay East feature far-side or near-side platforms. The 30% design shows the platforms at Cherry Street / Queens Quay East and Cherry Street / Centre Street as split parallel platforms, which have been included as such in this analysis. However, it should be noted that TTC has the preference for far-side platforms, then near-side platforms, and lastly split parallel platforms due to operational purposes. Figure 28 illustrates the proposed LRT alignment and stop locations.

TTC has identified that mitigations to reductions in transit travel speed might be required in the detailed design stage of the project which could consist of the following changes, however these changes are unlikely to affect the conclusions of this analysis:

- Optimizing stop locations and frequency, without changes to service coverage area of the lands between the rail corridor and water's edge, and ensuring controlled pedestrian crossings to and from transit stops.
- Applying modifications and design refinement to reduce the volume of pedestrian encroachment onto the LRT tracks, including those which are being studied and monitored through pilot projects on Queens Quay west.
- Optimizing traffic signal timing to prioritize transit, and exploring further opportunities beyond City-standard practice for improved transit signal priority.

[5] The 30% design for Queens Quay Station shows four platforms (two northbound and two southbound). However, given the recent direction of an ongoing value engineering exercise for the underground portion of the alignment, it was simulated with two platforms (one northbound and one southbound). The pedestrian tunnel between the station and the southeast corner of Queens Quay West / Bay Street was assumed to be present for the purposes of distributing pedestrian volumes on the street network.



Figure 28 Future condition streetcar infrastructure

The headways for the future 519 and extended 504 services are shown in Table 3-3. The number of vehicles required for Route 519 were calculated by dividing the transit demand outputs from the EMME model by 130 (the design capacity of a streetcar). The headways required for Route 519 were then calculated by dividing 60 (the number of minutes in an hour) by the number of vehicles required. Details on the future transit demand for Route 519 are provided in Section 3.3.3. The headways for Route 504 were provided by the city based on the assumptions of headway noted in the GTAModel v4.

The assumed LRV characteristics are included in Table 3-4.

Table 3-3 Future condition streetcar headways

Transit route	Direction	Headway	Dwell times
519	Union to Villiers Loop	AM Peak: 3'0" PM Peak: 3'0"	20s for stations and 180s for terminus
504	Distillery extension to Villiers Loop	AM Peak: 4'36" PM Peak: 5'14"	

Table 3-4 LRV characteristics

Criteria	Value	Reference
LRV Rolling Stock Characteristics		
Vehicle type	Bombardier Flexity Outlook	
Capacity	70 (seated)/130 (max)	
Length	30.186 m (bumper to bumper) 30.37 m (front bumper to trolley pole end)	TTC Vehicle Engineering
Width	2.54 m	TTC Vehicle Engineering
Operating Characteristics		
Design / posted speed	40 km/h	WELRT design criteria
Semi-exclusive	40 km/h	Match design/posted speed
Exclusive	60 km/h	Maximum operating speed
Intersection/platform	25 km/h	TTC operating procedures
Crossover track	15 km/h	Based on Finch West LRT
Acceleration rate	1.34 m/s^2	Based on Finch West LRT
Deceleration rate	1.1 m/s^2 for service brake	Based on Finch West LRT
# of doors	4	Bombardier Flexity Outlook
Time per passenger alighting per door	1.61 sec/pax 1.61/4=0.4025 sec/pax (for 4 doors)	Quality of Service Manual (TCQSM) 3rd Edition
Time per passenger boarding per door	1.91 sec/pax 1.91/4=0.4775 sec/pax (for 4 doors)	Quality of Service Manual (TCQSM) 3rd Edition
Minimum door cycling time	3.0 seconds door opening 3.0 seconds door closing 2.0 seconds minimum door open time	Based on Finch West LRT and QQW
Minimum station dwells	20 seconds for station dwell 180 seconds for terminal turnaround	TTC comments, practice on other LRT projects in the City of Toronto
Detection characteristics		
Check-in detectors	After the stop bar of the preceding intersection	
Check-out detectors	After the following intersection	

3.2.3.2 Future bus service

Several bus routes in and around the study area will provide supplementary transit service. Changes to local bus routes and bus stops were derived using service assumptions provided by the TTC, future transit routes and stops shown in the Lower Yonge MCEA, and the existing transit network. The bus routes and stops were developed in consultation with the TTC. The bus routes are summarized in Table 3-5 and illustrated in Figure 29. Individual figures of the routes are included in Appendix J.

For the purposes of this analysis, Route 65 was assumed to move clockwise through the Dockside Drive loop, making a westbound left turn at Dockside Drive & Lower Sherbourne Street / Queens Quay East and a northbound right turn at Dockside Drive & Richardson Street / Queens Quay East. The TTC prefers that this route move counter clockwise through Dockside Drive. The impacts of various alignments for Route 65 are presented in Section 3.4.2.3.

Table 3-5 Future condition bus headways

Route Number	Service	Headway (weekday)
6 (19 Bay)*	A major north-south connector to Union Station connecting to Line 2 Bloor–Danforth at Bay Station.	AM: 12 min PM: 11 min
65 Parliament*	North-south connection on Parliament Street, connecting to Line 2 Bloor–Danforth at Castle Station at its northern terminus.	AM: 13 min PM: 11 min
72 Pape**	East-west connection to the study area on Commissioners Street. The route will connect to Line 2 Bloor–Danforth at Pape Station.	AM: 6 min PM: 7 min
75 Sherbourne*	North-south connection on Sherbourne Street, connecting to Line 2 Bloor–Danforth at Sherbourne Station at its northern terminus.	AM: 6 min PM: 7 min
97B Yonge*	North-south connection on Yonge Street, providing transfer opportunities across several stations on Line 1 Yonge–University before terminating at Davisville Station to the north.	AM: 30 min PM: 30 min
172**	North-south connection on Cherry Street.	AM: 30 min PM: 30 min
New route on Church Street / Cooper Street**	North-south service along Church Street and Cooper Street once the connection between the two streets is implemented.	AM: 13 min PM: 11 min
New route on Lower Jarvis Street***	Runs from Lower Jarvis Street to Harbour Street to Queens Quay East back to Lower Jarvis Street. Connections outside of the study area are unknown.	-
519A***	East-west service on Commissioners Street and Don Roadway, enabling connections to East Harbour. This route will provide temporary service until Phase 2 of the WELRT is complete.	-
519B***	East-west service on Commissioners Street, enabling connections to Bouchette Street. This route will provide temporary service until Phase 2 of the WELRT is complete.	-

**"Existing" headways based on the TTC Service Summary January 2, 2022 – February 12,2022*
*** new headway assumptions*
****not simulated – awaiting confirmation from TTC*

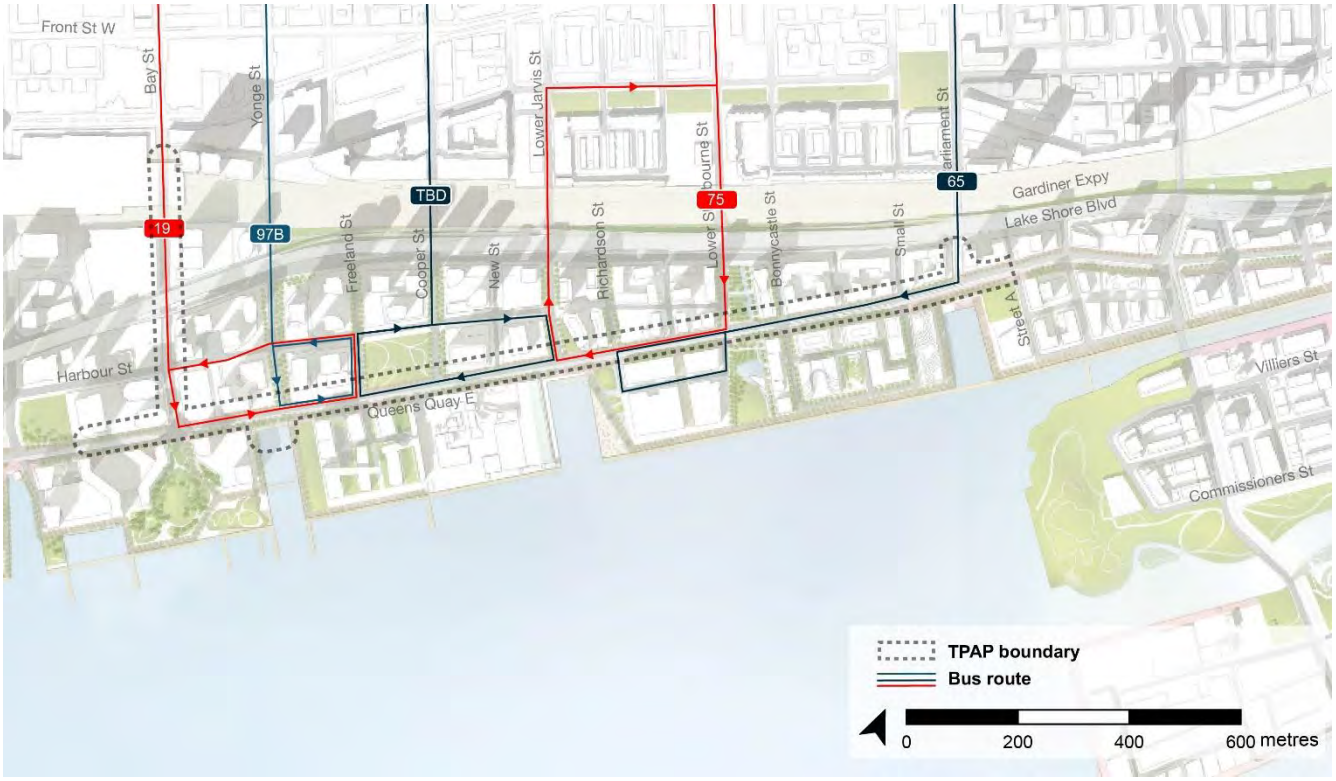


Figure 29 Future condition bus routes

3.2.4 Future pedestrian and cycling networks

The project enables substantial improvements to existing bicycle and pedestrian infrastructure along the corridor. All streets will feature sidewalks on both sides. Moreover, the addition of signalized intersections along the corridor will create new crossing locations for pedestrians, increasing connectivity between the waterfront and points north.

The Martin Goodman Trail will be widened to support its role as a major connector within the bicycle network in the downtown area. Key north-south streets will provide bike lanes that connect cyclists to the Martin Goodman Trail. These include:

- Existing bike lanes on Bay, Yonge and Lower Sherbourne streets; and
- New bike lanes on Cooper, Lower Jarvis and Parliament streets.

At Yonge and Parliament Slips in particular, where partial infilling of the slip is required to support the transit extension, additional public space will be generated to provide new and enhanced water-based amenities and other opportunities for public enjoyment in an otherwise constrained right-of-way at high volume locations.

3.2.4.1 Single-stage vs. two-stage crossing

- As part of the 2010 EBF Transit Class EA, a two-stage crossing conceptual design was proposed for the Queens Quay East intersections with Lower Jarvis and Parliament streets. In the current design update, an updated two-stage crossing option was developed, to bring the 2010 two-stage crossing design in line with current traffic standards. This option, considered for the intersections at Queens Quay East and Lower Jarvis Street and Queens Quay East and Parliament Street, better provides for cyclists and protects vulnerable users through the inclusion of protected, delineated refuge islands.

- However, it presents many of the same geometric and safety concerns as the previous two-stage crossing design. The design update for the intersection of Queens Quay East and Lower Jarvis is shown in Figure 30. This design approach was envisioned as an opportunity to minimize LRT delays specifically with the short headways.

- However, the 2021 design proposes the use of single-stage crossings, with the intersection of Queens Quay East and Lower Jarvis shown in Figure 31, in place of two-stage crossings for several reasons:

- There is inadequate space in the limited right-of-way for a sufficiently large protective island for two-stage crossing.
- Two-stage crossing has safety concerns for users with visual impairments who rely on audible crossing beacons.
- Two-stage crossing has a lack of consistency with other intersections along the full corridor since most of the intersections are single-stage.
- Per the City of Toronto Traffic Signal Operations Policies and Strategies, “the City shall require single-stage crossings except in situations where a single-stage crossing would result in capacity issues due to the longer cycle length required, and where there are no additional safety issues being introduced”.

- More recently, the TTC has expressed interest in quantifying the benefits of two-stage crossings to transit to re-evaluate whether single-stage or two-stage crossings are most appropriate for the Queens Quay East intersections with Lower Jarvis and Parliament streets. Section 3.4.2.1 and Section 3.4.2.2 analyze the impacts of single-stage vs. two-stage crossings on transit travel time and on transit service reliability. Section 3.4.4.1 provides a comprehensive summary of the impacts of single-stage vs. two-stage crossing on all modes.

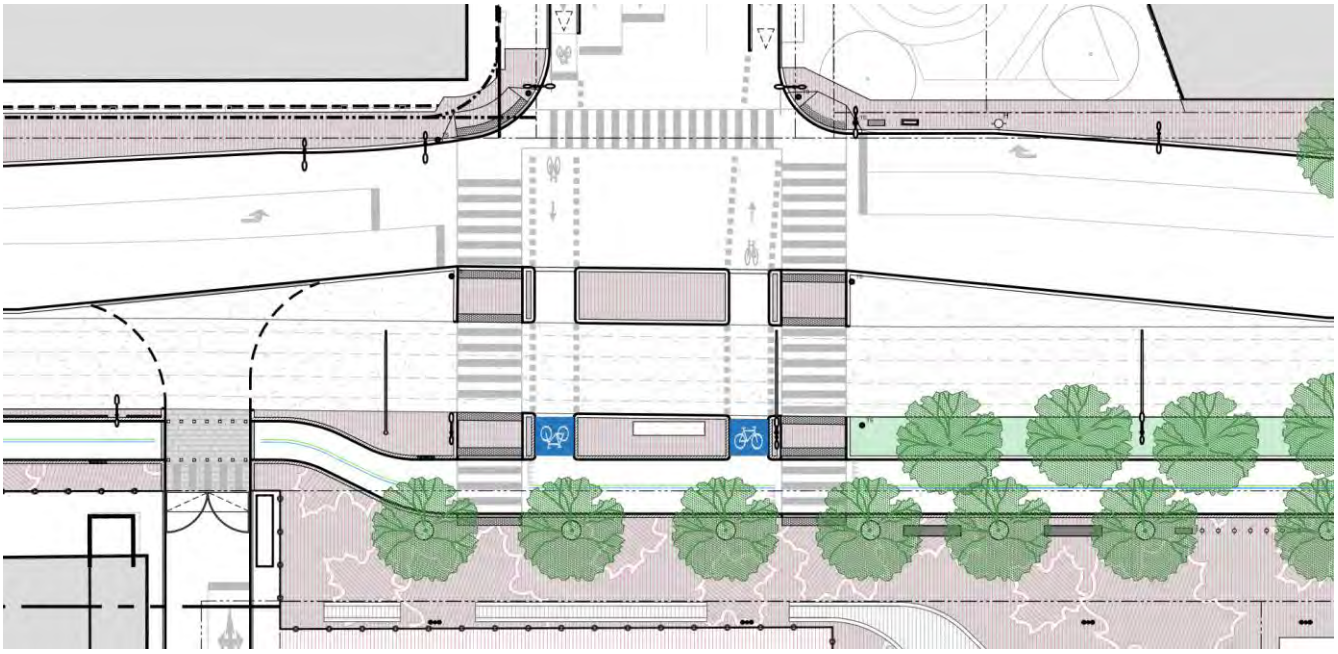


Figure 30 Future condition two-stage crossing design (Queens Quay East – Lower Jarvis)

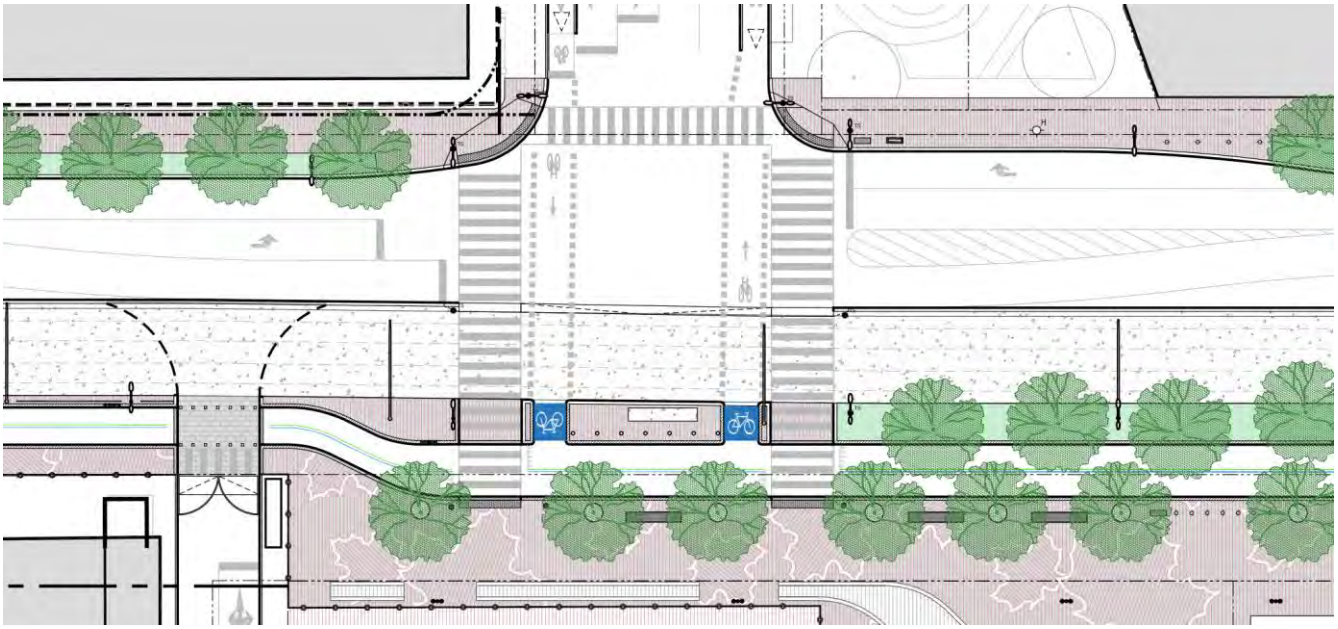


Figure 31 Future condition single-stage crossing design (Queens Quay East – Lower Jarvis)

3.3 Future transportation demand

To evaluate the future conditions and identify required improvements to the transportation network, future demands were estimated. The following sections summarize the high-level approach that was undertaken to estimate future vehicular and pedestrian volumes for the 2041 horizon year.

3.3.1 Future population and employment

The Waterfront is expected to experience significant growth with several multi-acre development sites situated adjacent to the study area. Once developed, the sites are envisioned as vibrant mixed-use communities, linking downtown and the waterfront.

According to the EMME model, the study area (including Lower Yonge, East Bayfront, Keating Channel, Villiers Island & Polson Quay, South Ship Channel, and West Don Lands) is expected to house 45,500 residents by 2031 and 69,100 residents by 2041. The majority of the residents will be concentrated in the Lower Yonge Precinct, followed by Villiers Island & Polson Quay, the East Bayfront Precinct, and the Keating Channel Precinct. Refer to the EPR for more details on planned development around the study area and future population and employment numbers.

Future population and employment numbers were incorporated in the 2041 EMME model update utilized in the future conditions analysis.

3.3.2 Future vehicle demand

All efforts were made to develop reasonable future vehicle demand estimates based on the future road network and the planned densities of land uses in the study area. Arup would be pleased to receive comments on the approach described herein. Upon the completion of the city's Lower Yonge Precinct Aimsun model, Arup suggests comparing and validating the vehicle volumes used in this analysis with the vehicle volumes used in the Aimsun model.

3.3.2.1 EMME volumes

Outputs from the City of Toronto's 2041 EMME model included vehicle volumes for the AM and PM peak hours. The 2041 model incorporated future population and employment numbers and the following network changes:

- Lane reduction on Queens Quay West (to 1 lane per direction) between Bathurst Street and Yonge Street;
- Lane reduction on Queens Quay East (to 1 lane per direction) between Yonge Street and Cherry Street;
- Lane reduction on Cherry Street (to 1 lane per direction) between Lake Shore Boulevard East and Commissioners Street; and
- Lower Yonge Precinct changes including:
  - The Gardiner Expressway reconfiguration;
  - The Harbour Street connection from Yonge Street to Lower Jarvis Street and associated lane reconfigurations; and
  - The removal of the northbound Bay Street to Eastbound Gardiner Expressway on-ramp.

These changes to the network have an impact on the volume of traffic on Queens Quay in particular, with additional route options now present for vehicles moving east/west and reduced traffic capacity on Queens Quay. Lastly, the changes to the Gardiner access points and configuration are also quite different to the 2011 network and the existing network also. These impacts can be seen in the EMME volume plots sourced from the City of Toronto below and included in Appendix G.

The 2011 and 2041 EMME volumes are shown in Figure 32 and **Figure** 33, respectively. As compared to the 2011 volumes, there is an increase in traffic volumes in the eastbound direction on Queens Quay east of Lower

Jarvis Street in the AM peak hour in 2041. In the PM peak hour, volumes are lower overall in the westbound direction and are slightly higher in the eastbound direction. The 2041 volumes are more balanced between the eastbound and westbound directions as compared to the 2011 volumes in both the AM and PM peak hours.



Figure 32 2011 EMME Volumes – AM & PM peak hours



Figure 33 2041 EMME Volumes – AM & PM peak hours

3.3.2.2 Volumes from previous studies

- The EMME model volume outputs for the 2041 scenario were compared to existing volumes (from TMCs) and future volumes available from the studies discussed in Section 3.1. The outcomes of this comparison are illustrated in Figure 34 and Figure 35 for the AM and PM peak hour, respectively.

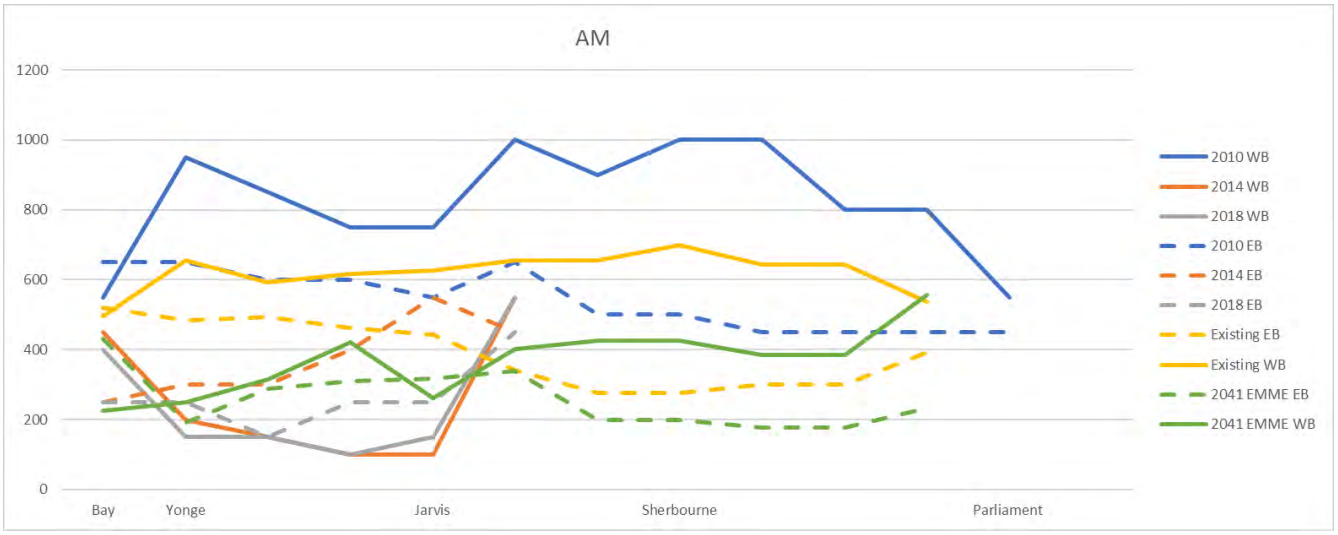


Figure 34 Future condition Queens Quay volume comparison – AM peak hour

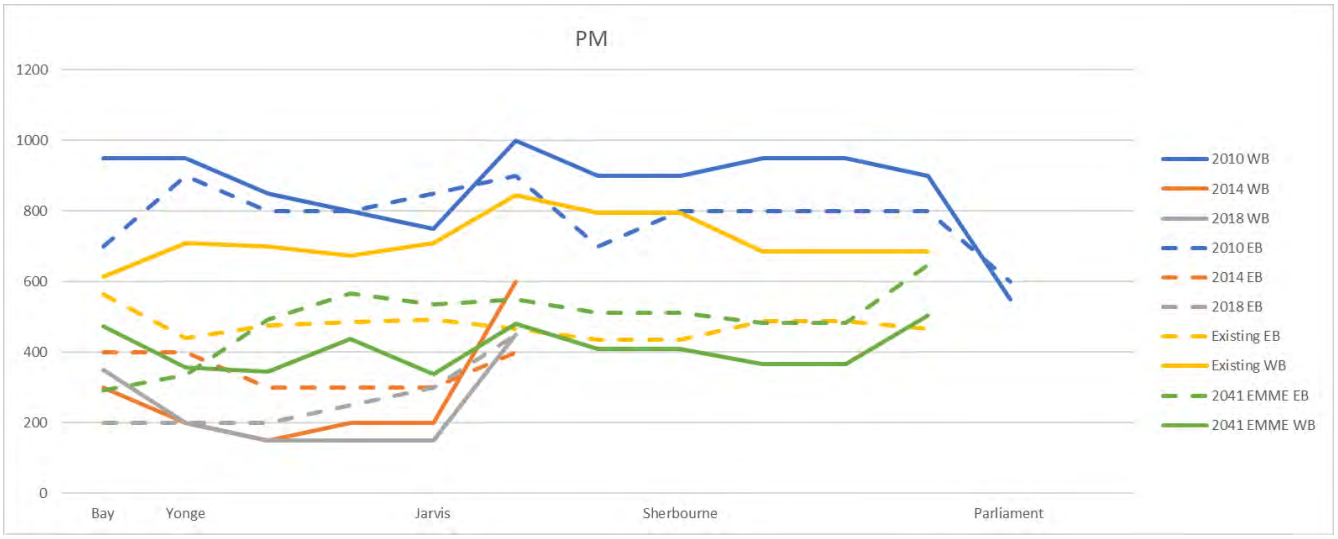


Figure 35 Future condition Queens Quay volume comparison – PM peak hour

Volumes vary considerably depending on the project and phase of work (Master Plan or EA). The Lower Yonge Precinct (LYP) Transportation Master Plan in particular had considerably higher traffic volumes, especially on Lake Shore Boulevard, when compared to the volumes presented in the subsequent EA. Several of the studies had Queens Quay volumes that were lower west of Lower Jarvis Street than east of Lower Jarvis Street. This is likely due to the Harbour Street extension which will provide additional routing alternatives for drivers west of Lower Jarvis Street.

Based on the outcomes of this comparison, the following conclusions were drawn:

- In the westbound direction in the AM and PM peak hours, EMME volumes are lower than the existing volumes (from counts).
- In the eastbound direction in the AM peak hour, EMME volumes are lower than existing volumes.
- In the eastbound direction in the PM peak hour, EMME volumes are lower than existing volumes west of Yonge Street and are higher than existing volumes east of Yonge Street.

This is generally consistent with the findings from the trend analysis that showed a decrease of traffic volumes in the study area over the last decade. While considerable development is expected along the study area, most of the transport demand is expected to be accommodated by public transit and active modes. Moreover, the decommissioning of the existing ramp from Bay Street northbound to Gardiner Eastbound is expected to reduce

pass-through trips on Queens Quay with most traffic having to re-route to Lake Shore to gain access to the Gardiner at Jarvis. This network upgrade combined with the additional routing options available with the Harbour Street extension, will potentially result in a significant reduction in westbound traffic at both Bay Street / Queens Quay West and Yonge Street / Queens Quay intersections.

3.3.2.3 Pass-through trips

An origin-destination analysis with middle filters was undertaken using StreetLight data to understand the percentage of trips that are passing through the study area.

The origin and destination zones create a "cordon" around the Queens Quay study area, capturing all trips entering or leaving the area. The middle filters ensure that only trips traveling along Queens Quay are captured in the analysis. Figure 36 illustrates the cordon and location of the middle filters used in this analysis. It should be noted that StreetLight data does not represent actual traffic counts, but instead uses location-based service data to estimate traffic volumes over large periods of time and provide an estimate of data.

Data from March, April, September, and October of 2019 were used. Trips traveling between each O-D pair were determined for both the AM and PM peak hours. Due to the aggregate nature of StreetLight data, all volumes were converted to percentages by dividing the number of determined pass-through trips by the total number of trips on that segment. The result of the StreetLight analysis shows that there is a significant number of pass-through trips that use the Queens Quay corridor between Lake Shore Boulevard and York Street in both peak hours. It is particularly high for the westbound direction in the AM peak hour. This can be attributed to traffic using Queens Quay to access the Gardiner expressway mainly through the Bay Street on-ramp. In the future, upon decommissioning this ramp, it is expected that pass-through trips will drop significantly on Queens Quay which will potentially contribute to a reduction in the overall traffic in the study area.

The percentages of pass-through trips for the AM and PM peak hours are illustrated in Figure 37 and Figure 38, respectively.

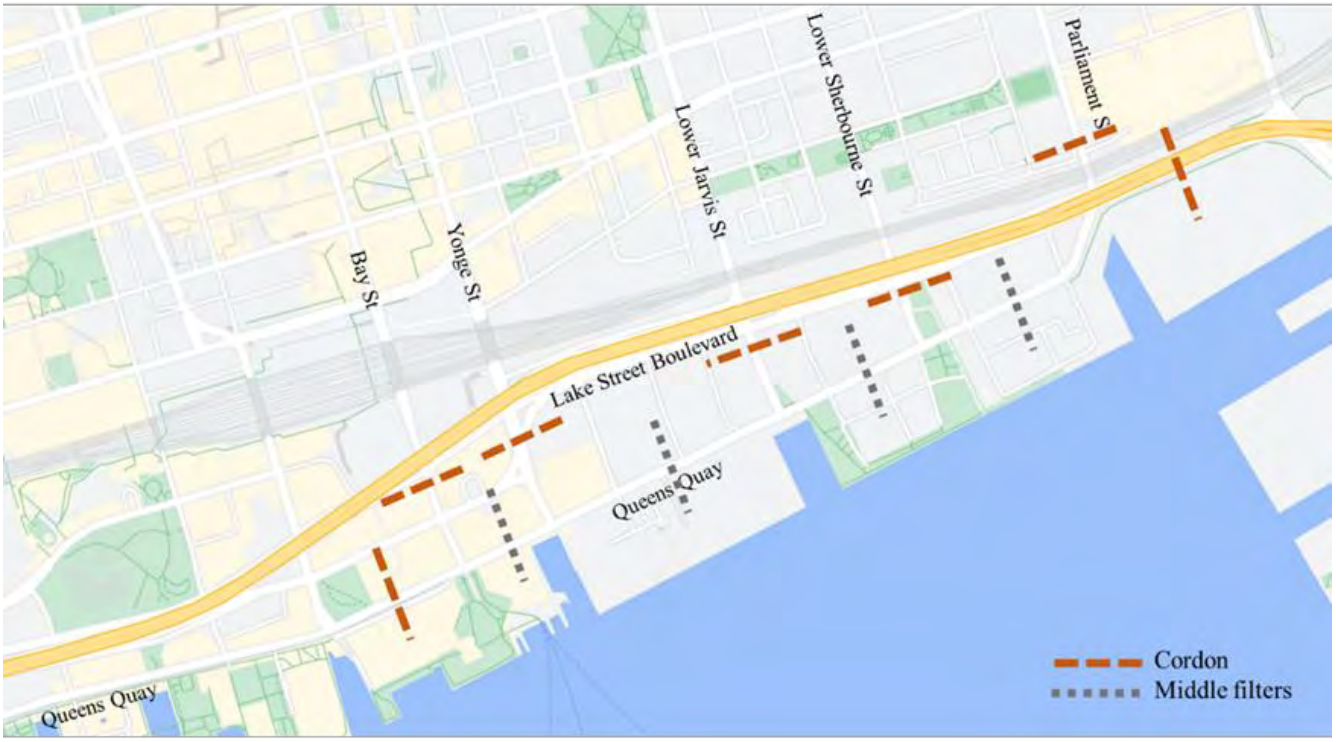


Figure 36 Pass-through trip analysis – Location of cordon and middle filters

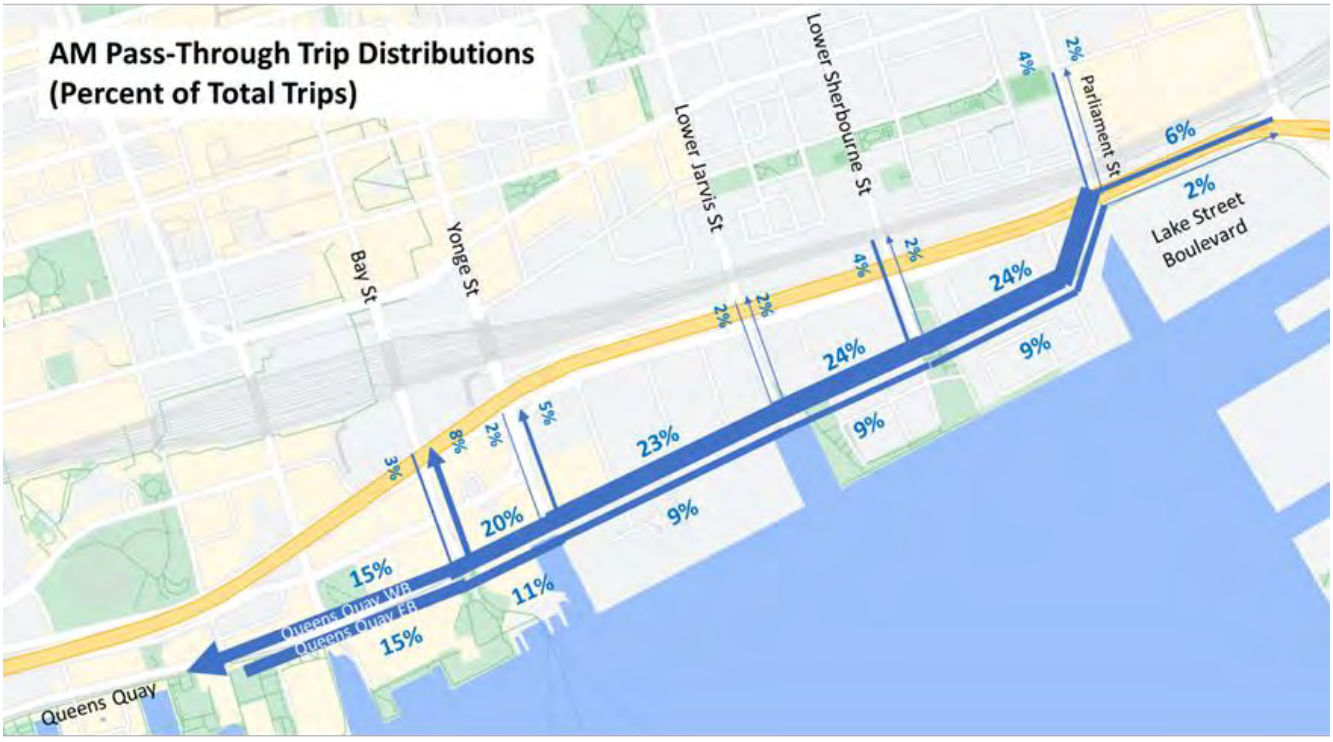


Figure 37 Percentage of pass-through trips – AM peak hour

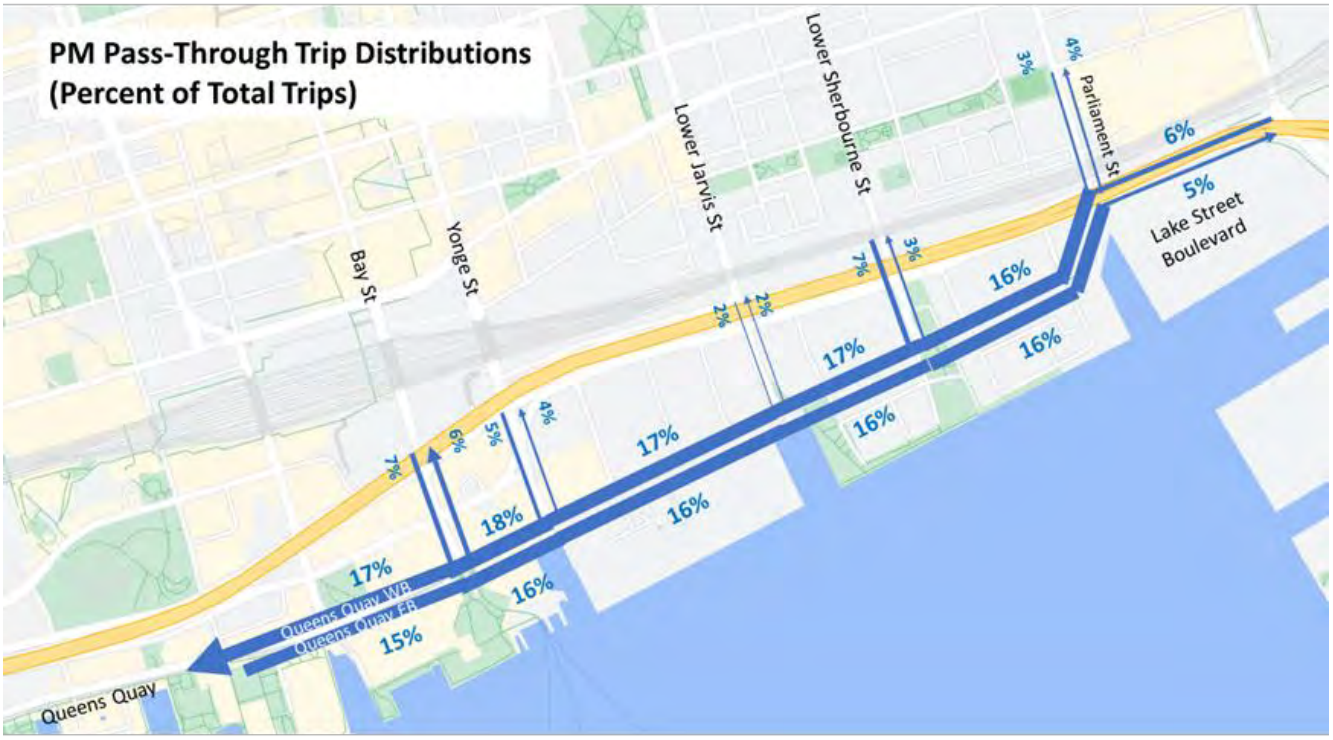


Figure 38 Percentage of pass-through trips – PM peak hour

3.3.2.4 Future volume estimates

Based on the data collected from all available sources, the following approach was used to estimate future traffic volumes for all intersections within the study area.

- For intersections with existing traffic volumes and no reliable future volumes from previous studies, a percentage reduction or increase was applied to the existing volumes depending on the segment of the study area. These rates were estimated as a percentage difference between link volumes from the 2011 and 2041 EMME model and how they relate to the existing TMCs:

- In the AM peak hour:
  - **Bay Street** (northbound and southbound): 30% reduction of existing volumes.
  - **Queens Quay** (eastbound and westbound): 30% reduction of existing volumes. This reduction is also supported by the percentage of pass-through trips identified in Section 3.3.2.3.
  - **Cherry Street** (northbound and southbound): 130% increase of existing volumes.
- In the PM peak hour:
  - **Bay Street** (northbound and southbound): 40% reduction of existing volumes.
  - **Queens Quay**:
    - Westbound: 40% reduction of existing volumes.
    - Eastbound:
    - 40% reduction of existing volumes for intersections west of Yonge Street
    - 15% increase in volumes for intersections east of Yonge Street

– **Cherry Street** (northbound and southbound): 130% increase of existing volumes.

Future volumes from previous studies were also used to inform the future volume estimates developed for this analysis when reasonable:

- Pier 27 TIS future volumes were used to inform volume estimates at Freeland Street / Queens Quay East and New Street / Queens Quay East.
- The East Bayfront EA was used to inform volume estimates to/from the Redpath west and centre accesses.
- East Bayfront EA future volumes were used to inform volume estimates at Queens Quay East intersections with Richardson Street, Lower Sherbourne Street, Bonnycastle Street, Small Street, and Parliament Street.
- 309 Cherry St TIS future volumes were used to inform volume estimates at Cherry Street / Queens Quay East and Cherry Street / Lake Shore Boulevard East.
- Volumes for the Bayside development (assumed to have a dedicated access road in previous studies) were split and assigned evenly to Small and Bonnycastle streets.
- For the residents of Residences of the World Trade Centre, volumes on Queens Quay West are expected to decrease with the introduction of the LRT and enhancement to pedestrian and cycling infrastructure with 30% reduction for AM Peak and 40% reduction for PM peak.

– The following special treatments were applied to some intersections based on knowledge of the study area and anticipated travel patterns and/or to allow for smoother traffic operations:

- Westin Harbour Castle Hotel volumes (from historical counts) were added to the Yonge Street intersection given that Yonge Slip infill will provide direct access to the hotel. Volumes were maintained per historical counts (2007) assuming no significant changes in hotel operations.
- Given that right turns are not permitted at Lower Sherbourne Street / Lake Shore Boulevard East, westbound right volumes were increased at Lower Sherbourne Street / Queens Quay East to account for traffic trying to access downtown or other points to the north.
- Existing condition volumes at Munition Street / Commissioners Street were obtained by balancing volumes from Cherry Street / Commissioners Street. The volumes at this intersection were then increased by 130 percent, as was done for all the intersections along Cherry Street.
- Eastbound left turns from Queens Quay East to Richardson Street and Bonnycastle Street were assumed to be restricted during the peak hours.

Most driveways (right-in/right-out) other than those at Redpath Sugar Plan and Residences of the World Trade Centre were not considered as part of this analysis as no existing or future data are available.

The resulting future traffic volumes were used in the Synchro intersection performance analysis and the Vissim simulation. An initial run of the Vissim simulation found that intersections along Cherry Street—which is the only road into Villiers Island from the north—may experience delays due to high vehicle volumes accessing planned development in the Lower Don Lands and Port Lands. Specifically, the congestion is caused by high volumes of vehicles making protected southbound lefts or northbound rights onto Villiers Street and Commissioners Street from Cherry Street.[6] As these protected turns conflict with LRT movements, the simulation indicates that the turning phases may directly impede transit operations on Cherry Street.

[6] As discussed in Section 3.2.2.1, the design for the intersection of Cherry Street / Villiers Street shows the intersection as unsignalized. This analysis, however, assumes that the intersection is signalized and has a southbound left-turn lane and a northbound right-turn lane.

3.3.2.5 Volumes along Cherry Street - Munition Street Bridge scenario

The delay identified in the initial Vissim simulation is consistent with findings from the Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (LDL IMP). In this study, it was noted that traffic volumes on Cherry Street would be high following the implementation of proposed developments in the Lower Don Lands. As a result, a second crossing at Munition Street was considered. The traffic analysis undertaken as part of the LDL IMP found that Cherry Street would operate at a LOS of E or better if the Munition Street crossing was also available. The final preferred transportation network presented in the LDL IMP included two vehicular bridges, one at Cherry Street and one at Munition Street.

The Lower Don Lands Environmental Assessment Master Plan Addendum (LDL EAMP Addendum) updates the LDL IMP to align with the outcomes of the PLAI and the amended March 2014 Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment. The LDL EAMP Addendum's preferred transportation network does not include a vehicle crossing at Munition Street. However, more recent studies (including the Port Lands Planning Framework, the Villiers Island Precinct Plan, and the Port Lands and South of Eastern Transportation and Servicing Master Plan) include a realigned Munition Street with a vehicle bridge over the Keatings Channel. Refer to Appendix K for a more detailed summary of the Munition Street crossing.

It is anticipated that additional network links will help overall circulation in the area. As such, a new EMME scenario was requested from the city that includes a vehicular connection from Munition Street across the Keating Channel (refer to Appendix G).

– Upon comparing the updated EMME volumes to existing traffic counts, it was found reasonable to increase the existing volumes along Cherry Street by 70% rather than 130 percent. Given the low existing volumes at Munition Street / Commissioners Street (obtained by balancing volumes from Cherry Street / Commissioners Street), it was found reasonable to maintain the 130% increase in volumes noted in the preceding section at this intersection only.

3.3.2.6 Final future volumes

Appendix L includes the final estimated balanced traffic volumes for the AM and PM peak hours for the 2041 horizon year.

It should be noted that the approach used to estimate volumes is a high-level approach. The city is currently developing an Aimsun model for the Lower Yonge Precinct. Once completed, this analysis may be compared and validated with the simulated volumes from that modelling task.

3.3.3 Future transit demand

Based on the 2041 EMME model, transit volumes along Queens Quay East reach 2,800 in the eastbound direction and 1,900 in the westbound direction in the AM peak and reach 1,700 in the eastbound direction and 2,300 in the westbound direction in the PM peak (Appendix G). Along Cherry Street, transit volumes reach 1,300 in the northbound direction and 2,500 in the southbound direction in the AM peak and reach 1,400 in the northbound direction and 1,200 in the southbound direction in the PM peak. These volumes are shared between the streetcar and other bus services that serve the study area.

Travel demand to and from the Lower Don Lands and Keating Channel Precinct is expected to grow significantly over the next 20 years to 2041. Several studies, including approved EAs and subsequent addenda, were undertaken for the area and recommended the transportation network currently planned and generally shown on Figure 2 below. Specifically, the EAs recommended vehicular connections across the Keating Channel at Cherry Street and Munition Street with the LRT connection only at Cherry Street. This current transportation analysis indicates that the network approved in the EA may not be sufficient to accommodate the amount of transit travel activity anticipated in the area. This finding was identified based on the results of recent micro-simulation (in VI SSIM) and a travel demand analysis (in EMME using the GTAModel v4).

Transit demand is directly related to transit speeds; demand increases as speed increases and decreases as speed decreases. The transit speeds used to calculate demand in the EMME model are consistent with the speeds output by the Vissim simulation as part of the transit analysis (Section 3.4.2.1), indicating that the EMME demand

estimates would be able to be provided by the service as modelled in the microsimulation modelling. This correlation can then be assumed to mean that the EMME demand can be reliably used to calculate the required number of vehicles and headways for Route 519.

The number of vehicles required for Route 519 was calculated by dividing the transit demand outputs from the EMME model by 130 (the capacity of a streetcar according to TTC's Vehicle Crowding Standards, shown in Figure 39). The headways required for Route 519 were then calculated by dividing 60 (the number of minutes in an hour) by the number of vehicles required (Table 3-6). The headways for Route 504 (AM Peak: 4 minutes 36 seconds, PM Peak: 5 minutes 14 seconds) were provided by the city.

Transit Service Classification / Vehicle Type	Peak periods	Off-peak periods**
Bus (local, express)		
Orion VII 12-metre low-floor bus (38 seats)	53	38
Orion VII 12-metre low-floor bus (36 seats)	51	36
New Flyer D40LF 12-metre low-floor bus	50	35
Nova LFS 12-metre low-floor bus*	51	35
Nova LFS artic 18-metre low-floor bus*	77	46
Bus (community)		
To be determined	seated load	seated load
Streetcar		
Standard 15-metre streetcar (CLRV)	74	42
Articulated 23-metre streetcar (ALRV)	108	61
Articulated 30-metre low-floor streetcar*	130	70
Rapid transit		
Train (6 cars, TR-series)	1100	540
Train (6 cars, T-series)	1000	500
Train (4 cars, S-series)	220	130
Train (4 cars, TR-series)	740	370

Note: *Standards for new vehicles are subject to confirmation after in-service experience.
**The off-peak crowding standard for bus is a seated load up to a minimum of 35

Figure 39 TTC vehicle crowding standards

Table 3-6 Headway validation – Route 519

Route	Peak demand	# of 30-metre low-floor streetcars required per hour (peak demand / streetcar load)	Required headway (60 minutes / # of streetcars)
519	2,300 – 2,800	~18-21 cars per hour	~ 3min

3.3.4 Mode share

Based on the 2041 EMME outputs, 60-70% of trips will use transit or active modes. Most active trips are between locations within the study area or neighbouring areas in the city. For origins and destinations in the rest of Toronto and the GTA area, the modes of travel are split between auto and transit with the majority using transit.

Mode shares are comparable in the outbound and inbound trips for the AM and PM peak hours, respectively. This may indicate that the same modes are used in the morning and afternoon commutes.

These findings further support the assumptions of significant modal shift to transit and active modes as a result of transit service provision and overall improvement in the study area. Subsequently, it validates the auto volume reductions specifically along Queens Quay used to estimate future traffic volumes.

Figure 40 and Figure 41 illustrate the mode share for inbound and outbound trips in the AM and PM peak hours.

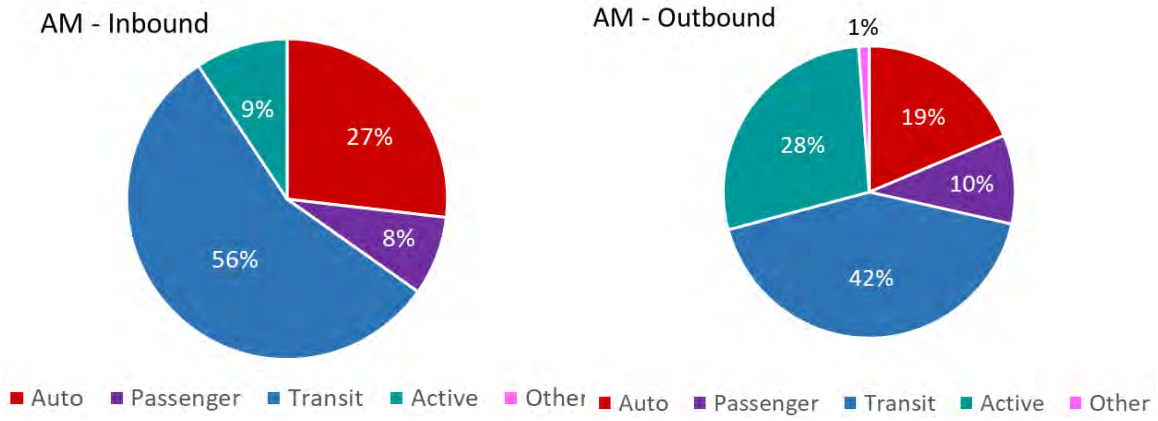


Figure 40 Inbound and outbound mode share – AM peak hour

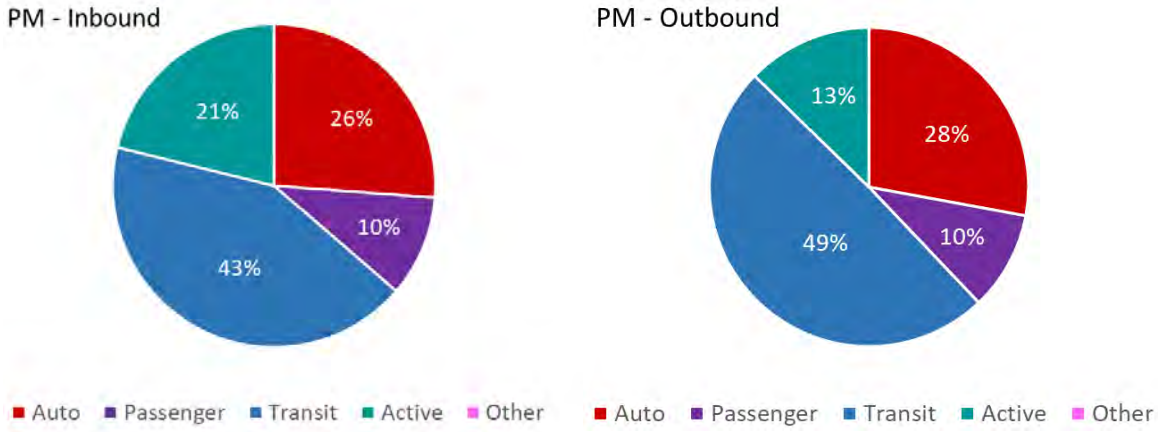


Figure 41 Inbound and outbound mode share – PM peak hour

3.3.5 Future cycling demand

Cycling on the Martin Goodman Trail was not estimated or simulated in the modelling to date.

3.3.6 Future pedestrian demand

Future pedestrian volumes are dependent on a range of factors including but not limited to the surrounding land use, weather, seasonality, and nearby events. As such, forecasting future pedestrian volumes is an inherently uncertain exercise requiring the use of several assumptions. In this study, future pedestrian volumes were estimated as a sum of the future background pedestrian volumes plus the additional transit boarding and alighting volumes at intersections with transit stops. The specific steps and assumptions used to generate future pedestrian volumes for the 2041 horizon year are as follows:

- Historic pedestrian counts for intersections in the study area were obtained from the city's Open Data Portal and from several transportation studies completed in support of development applications within the study area. When an intersection had several historic pedestrian counts available, the highest counts after January 1, 2017 were used. The pedestrian counts used are for the peak hour based on traffic volumes, not based on pedestrian volumes. Any jaywalkers were removed from the historic counts.
- The historic pedestrian counts were grown using a projected growth rate. The specific projected growth rate applied to each intersection was interpolated from a growth rate of 164 percent, the amount by which internal walk/cycle trips were predicted to increase between 2001 and 2031 in the 2016 Gardiner Expressway and

Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study (EA).[7] The EA's growth rate was reduced by a maximum of 150% towards the west of the corridor where there is less room for new development and was increased by a maximum of 150% towards the east of the corridor where significant new development is expected. This approximately corresponds to a 0.5% annual increase in pedestrian volumes towards the west of the corridor and a 6.5% annual increase in pedestrian volumes towards the east of the corridor through 2041. The expected growth rates between 2011 and 2041 for jobs (ranging from a 5% annual increase in Lower Yonge to an 8% annual increase in the Lower Don Lands) and population throughout the study area validates the high growth rate assumptions used in this analysis.

- The historic counts were also adjusted to account for seasonal differences in pedestrian volumes. It is inherently difficult to identify the extent to which seasonality impacts pedestrian volumes. None of the intersections with historic counts available had several counts taken in different months within the same year. Even where counts were available from different months separated by a few years, the trends were difficult to parse – some winter counts recorded lower pedestrian volumes than summer counts. These discrepancies are likely driven by factors other than seasonality, such as weather or nearby events. In order to reflect the fact that pedestrian volumes are typically expected to be higher in the summer than in the spring, and higher in the spring than in the winter, an additional growth rate of 110% was applied to historic counts from spring months and an additional growth rate of 120% was applied to historic counts from late fall or winter months.
- The forecasted volumes were adjusted to reflect the addition of new crosswalks where necessary (such as at Queens Quay East & Freeland Street, which will get new crosswalks across the east and west legs).
- Counts were derived for intersections with no historical pedestrian counts using the counts for intersections with historical counts after the growth rates were applied. Where data was available on either side of an intersection with missing data, gaps were filled by averaging adjacent counts. For example, the value for the north crosswalk of New Street / Queens Quay East was calculated by averaging the number of people crossing the north crosswalk of Cooper Street / Queens Quay East and Lower Jarvis Street / Queens Quay East. Where data was only available on one side of an intersection with missing data, the volumes from that one side were assumed to be consistent along the remainder of the street. For example, the values for the north crosswalks of all intersections along Queens Quay East from Bonnycastle Street to Cherry Street were assumed to be the same as the number of people crossing the north crosswalk at Sherbourne Street. For crosswalks without adjacent data (for example, the east/west crosswalks on Queens Quay East), data from streets with similar typologies were used. The number of east/west crossings at Parliament Street, Trinity Street, and Cherry Street were assumed to be the same as the average number of east/west crossings at Lower Jarvis Street and Lower Sherbourne Street, since all these streets are expected to have pedestrian connections to areas north of Lake Shore Boulevard. The number of east/west crossings at Richardson Street, Bonnycastle Street, Small Street, and Street A were assumed to be equal to 75% of the average number of east/west crossings at Lower Jarvis Street and Lower Sherbourne Street, since all these streets are smaller and do not connect north of Lake Shore Boulevard. Similar assumptions were made to fill in other missing values along Cherry Street and Commissioners Street.
- Once all intersections had a forecasted future pedestrian volume, transit riders were added. The number of boarding and alighting at each transit platform were derived from the City of Toronto's EMME model.[8] The analysis assumes that all people boarding or alighting at a transit stop are coming from or going to one of the four blocks or quadrants immediately adjacent to the transit stop at an even rate. The transit riders were assigned to crosswalks accordingly. Transit riders at Cherry Street / Centre Street were assumed to walk to or

[7] The EA assumed full buildout of the waterfront area by 2031 and projected a 164% growth in internal walking and cycling trips between 2001 and 2031. The study area of the EA's transportation study was much larger than the study area of this report, stretching from Spadina Avenue to the west, Woodbine Avenue to the east, Dundas Street to the north, and Lake Ontario to the south. For this reason, it was assumed that most of the walking trips in the current, smaller study area would be classified as internal trips based on the EA's study area and the internal growth rate was used for this analysis.

[8] The City's EMME model includes two stops—one at Commissioners Street/Bouchette Street and one at Eastern Avenue/Broadview Avenue—which are not planned for implementation in Phase 1 of the WELRT. As such, the number of boarding and alighting assumed in this analysis is likely higher than they will be when Phase 1 of the WELRT is implemented.

from the intersection of Cherry Street / Villiers Street or Cherry Street / Commissioners Street as they are unable to cross Cherry Street at Centre Street.

The designs used for this analysis are included in Appendix H. As noted in 3.2.3.1, Queens Quay Station is assumed to have a pedestrian tunnel connecting to the south side of Queens Quay East.

Table 3-7 shows the projected future pedestrian volumes per crosswalk for intersections in the study area. The intersection future condition pedestrian volumes during AM and PM peak hours are illustrated in **Figure** 42 and **Figure** 43, respectively.

Table 3-7 Future condition pedestrian volumes

Intersection	AM Peak Hour				PM Peak Hour			
	N	S	E	W	N	S	E	W
Bay Street / Queens Quay West	645	455	260	440	625	785	635	740
Westin Harbour Castle Conference Centre / Queens Quay West	710	0	0	0	830	0	0	0
Residences of the World Trade Centre West Access / Queens Quay West	710	0	0	0	830	0	0	0
Residences of the World Trade Centre East Access / Queens Quay West	710	0	0	0	830	0	0	0
Yonge Street / Queens Quay	770	605	420	360	1030	735	485	430
Residences of the World Trade Centre / Yonge Street	0	0	0	360	0	0	0	430
Freeland Street / Queens Quay East	415	600	325	355	680	665	505	540
Redpath West Access / Queens Quay East	0	325	275	275	0	600	495	495
Cooper Street / Queens Quay East	210	0	0	0	325	0	0	0
Redpath Centre Access / Queens Quay East	0	220	0	0	0	415	0	0
New Street / Queens Quay East	255	0	0	0	430	0	0	0
Redpath East Access / Queens Quay E	0	220	0	0	0	415	0	0
Lower Jarvis Street / Queens Quay East	300	0	465	205	535	0	300	560
Richardson Street / Queens Quay East	425	395	455	525	515	585	535	490
Knapp Lane / Queens Quay East	250	0	0	0	340	0	0	0
Lower Sherbourne Street / Queens Quay East	200	115	475	520	150	230	350	610
Bonnycastle Street / Queens Quay East	300	215	420	410	245	330	445	435
Driveway A / Queens Quay East	200	0	0	0	150	0	0	0
Small Street / Queens Quay East	200	115	315	315	150	230	340	340
Parliament Street / Queens Quay East	285	0	525	485	210	0	515	515
Street A / Queens Quay East	200	0	315	315	150	0	340	340
Trinity Street / Queens Quay East	200	115	415	415	150	230	455	455

Intersection	AM Peak Hour				PM Peak Hour			
	N	S	E	W	N	S	E	W
Cherry Street / Queens Quay East	230	355	585	520	195	440	630	535
Cherry Street / Lake Shore Boulevard East	50	50	415	415	85	85	455	455
Cherry Street / Villiers Street	100	245	345	180	95	210	465	210
Cherry Street / Centre Street	0	0	705	110	0	0	790	235
Cherry Street / Commissioners Street	310	130	330	190	315	220	485	390
Commissioner Street / Munition Street	330	135	355	195	520	285	650	390

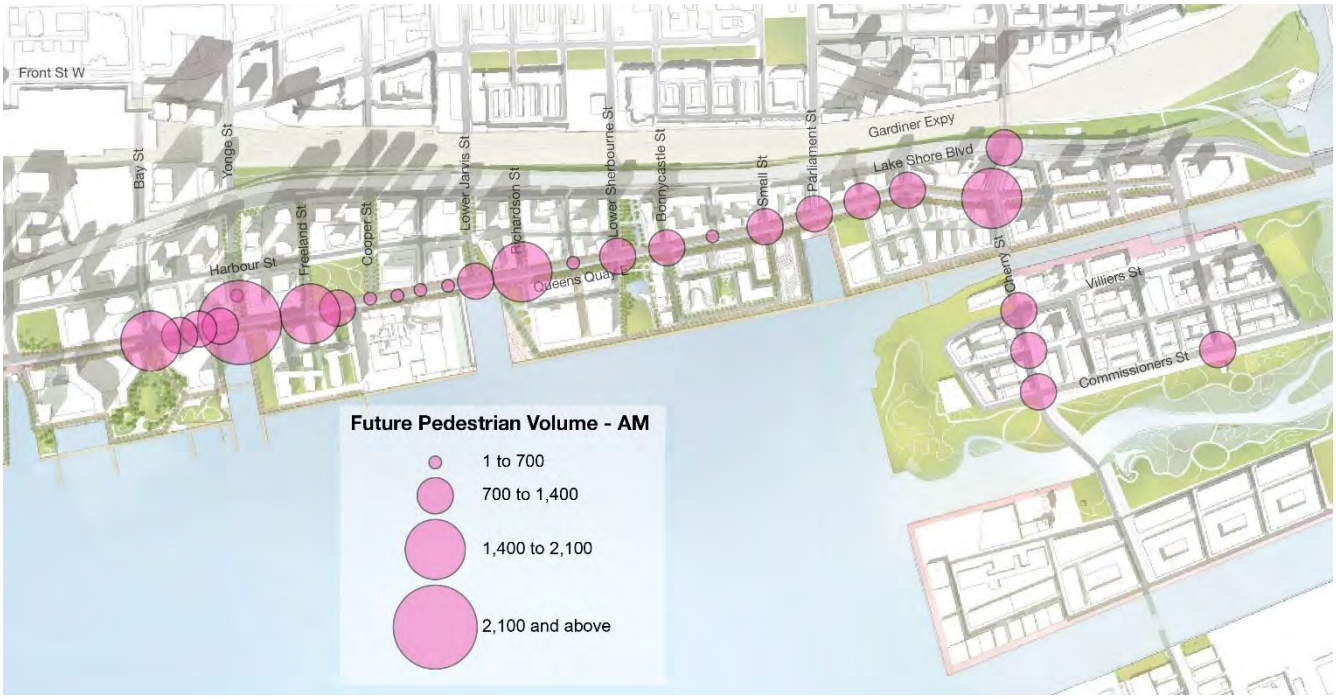


Figure 42 Future conditions pedestrian volume - AM

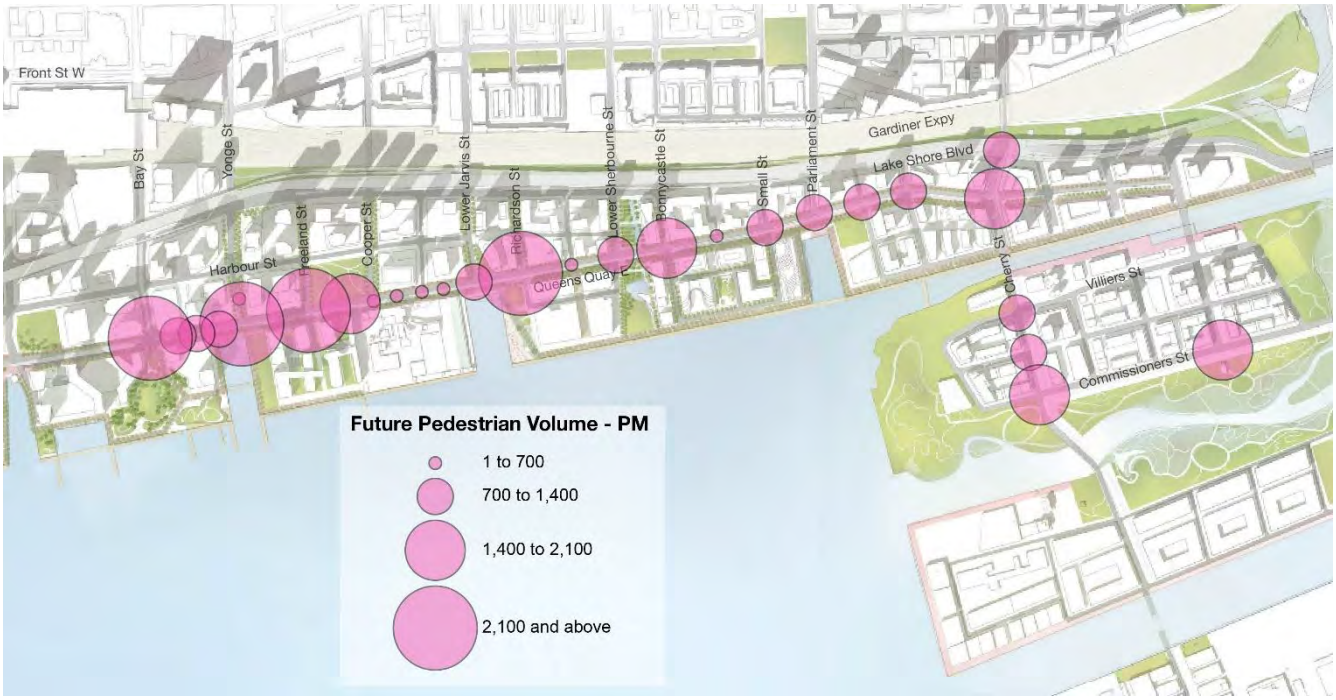


Figure 43 Future conditions pedestrian volume - PM

The following observations conform to expectations for the future study area and affirm the validity of the forecasted pedestrian volumes:

- The number of pedestrian crossings in the AM peak hour is lower than the number of pedestrian crossings in the PM peak hour.
- The highest pedestrian volumes are concentrated at the west end of the corridor, at Bay Street / Queens Quay West and Yonge Street / Queens Quay.

- To the east, volumes along Queens Quay East are generally highest at intersections with transit stops (Freeland, Richardson, Bonnycastle, Parliament, and Cherry).
- Volumes are higher at Lower Jarvis Street, Lower Sherbourne Street, and Trinity Street (streets with pedestrian connections north past Lake Shore Boulevard) than they are at Small Street and Street A (streets that do not connect north past Lake Shore Boulevard).
- On Cherry Street, volumes are highest at the intersection with Commissioners Street, the largest east/west street on Villiers Island.

3.4 Operational analysis

All analyses of future operations use a horizon year of 2041, which represents the full build-out of the project and corresponds to the ultimate horizon year of the city's EMME model. The transportation operations were analyzed using Synchro and further simulated using Vissim.

3.4.1 Road network

3.4.1.1 Intersection performance

To assess the future peak hour traffic conditions, a level of service analysis was undertaken for the study area intersections using Synchro 11 Software and following the City of Toronto's Guidelines. The key parameters used in this analysis are the same as those referenced in Section 2.4.1.1 with the exception of the future geometry and signal timing assumptions. A Vissim simulation was also developed to assess the impacts of transit on the road network's performance.

The VISSIM simulation found that intersections along Cherry Street and Commissioners will experience significant delays due to a concentration of all transit on this single link (which also has significant general traffic demand). Figure 2 illustrates where routes 504 and 519 overlap on Cherry Street and Commissioners Street resulting in a combined headway of approximately 90 seconds. Of particular importance are the two streetcar turning movements required: the 519 at Queens Quay and Cherry Street and the 504/519 at Cherry Street and Commissioners Street. Due to the slow turning speed required, length of the vehicles, and need for a dedicated transit phase, these turning movements significantly reduce capacity at the intersections for both transit and general traffic. Protected turning movements over the tracks also reduce both transit and general traffic capacity.

The EMME analysis was used to estimate potential re-routing of traffic by adding additional network elements in Villiers Island including the vehicular connection at Munition Street. The results showed new traffic using the Munition bridge rather than diverting trips from Cherry which suggests that the transit network is constrained. I.e. there is no more transit capacity and so the model increased vehicular demand with the additional vehicular capacity. It appears clear from this analysis that an additional transit connection may be required to provide additional transit capacity and increase transit mode share in the area. The network simulation shows that the streets as planned will be over capacity in 2041 with no room for growth.

Accommodating traffic demand

The results from the Synchro analysis indicate that the road network is able to accommodate the expected traffic demand throughout the study area. Figure 44 and Figure 45 illustrate the overall LOS for each of the intersections within the study area. The PM peak hour showed more delays as compared to the AM peak hours due to higher volumes. Detailed Synchro analysis outputs are provided for reference in Appendix M. Most turning movements show an LOS under D and a V/C ratio less than 1. The turning movements that do not meet these criteria are included in Table 3-8.

Table 3-8: Critical Movements Identified in 2041 Future Conditions by Synchro

Peak Hour	Intersection	Movement	LOS	V/C
AM	Small Street / Queens Quay East	WBL	F	< 1
	Cherry Street / Lakeshore Street	EBL	F	< 1
	No movements with V/C > 1			
PM	Bonnycastle Street / Queens Quay East	EBR	F	< 1
	Small Street / Queens Quay East	WBL	F	< 1
	Trinity Street / Queens Quay East	WBL	F	< 1
	No movements with V/C > 1			

–



Figure 44 Future condition overall intersection LOS – AM peak hour



Figure 45 Future condition overall intersection LOS – PM peak hour

As mentioned in Section 3.3.2.5, the congestion identified in the VISSIM microsimulation suggests that Cherry Street will not be able to adequately accommodate the expected demand should it remain the only vehicular connection across the Keating Channel. This finding is consistent with findings from the Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (LDL IMP), which noted that high traffic volumes following the implementation of proposed developments in the Lower Don Lands may require a second vehicular crossing at Munition Street. The traffic analysis undertaken as part of the LDL IMP found that Cherry Street would operate at a LOS of E or better if the Munition Street crossing was also available.

The final preferred transportation network presented in the LDL IMP included two vehicular bridges, one at Cherry Street and one at Munition Street. [9]

To redistribute traffic and alleviate pressure on Cherry Street, an updated Vissim microsimulation considered the proposed extension of Munition Street to Lake Shore Boulevard East as an alternative route into Villiers Island. In this analysis, the simulated volumes in Vissim were similar to the input traffic turning movements, indicating that there are no major blocking or gridlock concerns. However, the microsimulation still shows a significant amount of delay and long queues at the protected southbound lefts turns on Cherry Street and along the northbound movements.

The key results (from Vissim microsimulation) to review are the high delay numbers and queuing issues. Delay numbers that result in LOS F and queues that exceed supply are highlighted. These results indicate that there is insufficient green time available to allow these queues to clear, with congestion at the Cherry Street / Queens Quay East intersection backing up and affecting the intersections of Cherry Street / Villiers Street and Cherry Street / Commissioners Street. This can be seen in the northbound queues and delays in the AM and PM peaks and the southbound left at Villiers. Additionally, the eastbound and westbound delays at Cherry Street / Queens Quay East indicate that the streetcar turning movements and the phasing required to support these movements are impacting the performance of this intersection. The Vissim delay and queuing results were generally consistent with those from the Synchro analysis. Detailed Vissim analysis outputs are provided for reference in Appendix N.

Signal phasing and timing

- The implementation of the project will result in new signalized intersections and impacts on existing signal operations. The Synchro analysis was used to test both 90-second and 120-second cycle lengths for all signalized intersections along the project corridor. The results from the 120-second cycle length scenario indicated that long delays would be experienced for eastbound right and westbound left movements crossing the LRT tracks on Queens Quay East as these movements require a protected phase. The results from the 90-second cycle length scenario indicated that shorter cycle lengths at Queens Quay intersections can help improve performance for these movements and reduce queue spillback issues. The shorter cycle lengths also benefit vehicles making permissive turns to the north, as shorter cycle lengths mean that the amber phase—which is when vehicles making permissive turns often complete their movement—makes up a higher proportion of total time.

- Intersections along Cherry Street require a cycle length of 120 seconds or more to accommodate protected turn phases and dedicated LRT phases. The intersection of Cherry Street / Queens Quay East requires a cycle length of 140 seconds for dual insertions of dedicated LRT phases. The remaining Cherry Street intersections have a cycle length of 120 seconds. The signal timings from the Synchro analysis—90-second cycle lengths along Queens Quay, 120-second cycle lengths along Cherry Street, and a 140-second cycle length for Cherry Street / Queens Quay East—were used as inputs to the Vissim simulation.

Lane configurations

The results from the Synchro and Vissim analyses indicate that the proposed lane configurations along the project corridor are suitable to accommodate anticipated demand.

<u>Queens Quay lane reduction</u>

Both the Synchro and the Vissim analyses show that Queens Quay East will largely operate acceptably during the AM and PM peak hours despite a reduction in vehicle lanes from two lanes per direction to one lane per

[9] The Lower Don Lands Environmental Assessment Master Plan Addendum (LDL EAMP Addendum) updated the LDL IMP to align with the outcomes of the PLAI and the amended March 2014 Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment. The LDL EAMP Addendum's preferred transportation network does not include a vehicle crossing at Munition Street. However, more recent studies (including the Port Lands Planning Framework, the Villiers Island Precinct Plan, and the Port Lands and South of Eastern Transportation and Servicing Master Plan) include a realigned Munition Street with a vehicle bridge over the Keating Channel.

direction (discussed in Section 3.2.2). Like any downtown street, some busy movements are expected during peak hours. However, the corridor does not gridlock or experience major queues. As shown in Figure 44, the overall intersection LOS for Queens Quay East intersections does not drop below LOS C in the AM peak hour. In the PM peak hour, the overall intersection LOS does not drop below LOS D (Figure 45).

Turn lane removal

As noted in Section 3.2.2, the existing dedicated westbound right-turn lane at Bay Street / Queens Quay West will be removed to enable more public space. Additionally, the previously planned dedicated westbound right-turn lane at Yonge Street / Queens Quay is no longer included in the design. Westbound right turns at both intersections will still be permitted from shared through/right lanes. The results from the Synchro analysis of future signalized intersections indicate that the shared westbound through/right turn lanes are expected to operate acceptably in both the AM and PM peak hours (Table 3-9 and Table 3-10). The westbound through/right lane at Bay Street / Queens Quay West operates with an LOS of A during both peak hours, and the westbound through/right lane at Yonge Street / Queens Quay operates with an LOS of B during the AM peak hour and an LOS of C during the PM peak hour. Additionally, none of the 95th percentile queues are expected to be long enough to spill back into the adjacent intersections.

Table 3-9 Future condition intersection performance – Bay Street / Queens Quay West and Yonge Street / Queens Quay – AM peak hour

Intersection name	Movement	Traffic count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th percentile queue (m)	95th percentile queue (m)
Bay Street / Queens Quay West	WBT	225	4.5	0.39	A	7.2	29.3
	WBR	80					
Yonge Street / Queens Quay	WBT	265	14.6	0.56	B	22.1	46.3
	WBR	70					

Table 3-10 Future condition intersection performance – Bay Street Queens / Quay West and Yonge Street / Queens Quay – PM peak hour

Intersection name	Movement	Traffic count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th percentile queue (m)	95th percentile queue (m)*
Bay Street / Queens Quay West	WBT	255	7.4	0.46	A	25.3	m38.6
	WBR	135					
Yonge Street / Queens Quay	WBT	305	25.3	0.78	C	33.2	#109.7
	WBR	125					

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m = Volume for 95th percentile queue is metered by upstream signal.

Queens Quay West between Bay Street and Yonge Street

As discussed in Section 3.2.2, the stretch of Queens Quay West between Bay Street and Yonge Street will be impacted both by the reduction of lanes along Queens Quay and by the proposed location of the east portal just west of Yonge Street. Infill at the Yonge Slip will support new accesses to the Westin Harbour Castle Hotel and

the Jack Layton Ferry Terminal. To evaluate the traffic impacts of the lane reduction and the east portal on this stretch of road, the new Yonge Slip design and the accesses to the Residences of the World Trade Centre were analyzed using Vissim. The Vissim simulation included pedestrian demands at all intersections, including the crosswalks at the accesses to the Residences of the World Trade Centre off Queens Quay West (705 pedestrians in the AM peak hour and 825 pedestrians in the PM peak hour) and off Yonge Street (355 pedestrians in the AM peak hour and 430 pedestrians in the PM peak hour). Refer to Section 3.3.6 for a description of the methodology used to calculate anticipated pedestrian demand.

The results of this analysis show that the accesses to the Residences of the World Trade Centre along Queens Quay West have minimal impact on the westbound traffic. Simulated delay and queue results (Table 3-11) show that there is likely sufficient road capacity in this section of road to accommodate peak hour demand and while max queues appear to be large (>50m) at the driveways of the Residences of the World Trade Centre, and the Westin, the average queues and model observations show that traffic will likely not spillback onto the adjacent major intersection (i.e., Yonge Street and Queens Quay).

Table 3-11 Average and maximum queuing results for intersections on Queens Quay West between Bay Street and Yonge Street – single-stage crossing scenario

Intersections	Movement	Vissim Output									
		AM Peak Hour					PM Peak Hour				
		Traffic Count	Simulated Volume	Delay (s)	Avg Queue (m)	Max Queue (m)	Traffic Count	Simulated Volume	Delay (s)	Avg Queue (m)	Max Queue (m)
Residences of the World Trade Centre East / Queens Quay East	EBL	15	14	6	1	39	25	21	9	3	46
	EBT	355	363	1	0	31	430	432	2	2	38
	WBT	310	289	2	0	47	385	336	3	1	76
	WBR	15	15	15	1	60	40	33	19	3	89
	Overall	695	681	2	1	60	880	823	3	2	89
Residences of the World Trade Centre West / Queens Quay East	EBT	365	372	1	1	35	450	450	2	1	35
	WBT	310	288	2	1	47	385	336	2	2	44
	SBL	5	4	34	1	21	5	4	59	1	21
	SBR	10	10	27	1	21	10	11	29	1	21
	Overall	690	675	2	1	47	850	801	3	1	44
Westin / Queens Quay East	EBL	15	19	11	1	81	0	0	0	1	98
	EBT	355	360	2	1	69	445	445	2	1	85
	WBT	305	281	3	0	20	385	334	3	0	20
	WBR	15	16	3	1	28	10	12	4	1	25
	SBL	10	12	31	1	22	5	5	49	2	22
	SBR	35	32	20	2	22	45	44	26	2	22
	Overall	735	721	4	1	81	890	841	4	1	98
Residences of the World Trade Centre / Yonge St	EBL	10	11	16	0	28	10	11	16	0	28
	EBR	10	9	13	0	28	10	9	14	0	28
	NBL	5	5	3	0	24	5	6	2	0	19
	NBT	160	154	0	0	15	215	190	0	0	9
	SBT	180	197	1	0	24	165	178	1	0	0
	SBR	25	26	5	0	19	25	25	5	0	15
	Overall	390	402	1	0	28	430	418	1	0	28

Turn lane storage

Queue lengths were output from the Synchro and Vissim analyses to understand whether the designed turn lanes throughout the study area can accommodate anticipated demand. The median (50th percentile) and 95th percentile queue lengths were extracted from the Synchro analysis for all signalized intersections within the study area. The average and maximum queue lengths were extracted from the Vissim simulations for all intersections within the study area. The turn lane lengths were determined by adding the storage length (area of a turn lane demarcated by a solid white line) plus one third of the taper length (area of a turn lane demarcated by a dashed white line).

In general, Synchro's median queues are similar in length to Vissim's average queues. Most of the turn lane lengths can accommodate median/average vehicle queueing lengths. However, as shown in red in Table 3-12 and Table 3-13, longer turn lanes may be required to accommodate the median/average queues for some movements.

- Several turn lanes throughout the study area are unable to accommodate the simulated 95th percentile (Synchro) and maximum (Vissim) queue lengths. The queues that exceed the turn lane lengths are shown in red in Table 3-12 and Table 3-13. This data shows that the two-stage crossing scenario was likely to exhibit longer queues than the single stage crossing scenario. Opportunities to extend turn lanes to accommodate anticipated demand are discussed in Section 4.1.1.4.

Table 3-12 Future condition queues - AM peak hour

Intersection	Movement	Storage (m)	Synchro		Vissim – Single-stage		Vissim – Two-stage	
			50th % queue (m)	95th % queue (m)*	Average queue (m)	Max queue (m)	Average queue (m)	Max queue (m)
Bay Street / Queens Quay West	EBL	25	7	22	2	31	9	110
	WBL	35	1	m2.9	3	36	2	34
Yonge Street / Queens Quay	EBL	22	10	#39.6	5	68	3	69
Redpath West Access / Queens Quay East	EBR	30	3	m6.3	7	103	3	97
Lower Jarvis Street / Queens Quay East	EBL	32	20	43	7	53	4	54
	WBR	32	0	m8.0	5	105	5	115
Richardson Street / Queens Quay East	EBR	37	12	#34.7	6	74	3	44
Lower Sherbourne Street / Queens Quay East	EBL	28	9	#22.1	6	66	7	111
	WBL	29	10	m#25.1	6	57	3	33
	WBR	30	18	39	3	43	5	98
Bonnycastle Street / Queens Quay East	EBR	27	3	14	5	47	24	121
Small Street / Queens Quay East	WBL	27	8	m16.0	4	32	8	100
	SBL	21	12	25	4	43	3	38

Intersection	Movement	Storage (m)	Synchro		Vissim – Single-stage		Vissim – Two-stage	
			50th % queue (m)	95th % queue (m)*	Average queue (m)	Max queue (m)	Average queue (m)	Max queue (m)
Parliament Street / Queens Quay East	EBL	24	21	40	7	95	35	109
Cherry Street / Queens Quay East	EBL	56	15	29	13	74	28	85
	WBL	32	8	18	2	31	4	121
	NBL	40	19	30	61	248	31	207
	SBL	25	8	18	3	42	11	117
Cherry Street / Lake Shore Boulevard East	NBL	25	57	#105.3	41	132	21	132
	SBL	54	36	#69.7	13	72	7	52
Cherry Street / Villiers Street	NBR	18	5	m13.6	30	73	19	73
	SBL	28	16	#44.2	21	273	40	260
Cherry Street / Commissioners Street	NBR	25	0	9	64	343	16	160
	SBL	88	41	m#83.1	33	91	22	85

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
M = Volume for 95th percentile queue is metered by upstream signal.

Table 3-13 Future condition queues – PM peak hour

Intersection	Movement	Storage (m)	Synchro		Vissim – Single-stage		Vissim – Two-stage	
			50th % queue (m)	95th % queue (m)*	Average queue (m)	Max queue (m)	Average queue (m)	Max queue (m)
Bay Street / Queens Quay West	EBL	25	12	38	9	110	8	110
	WBL	35	2	m4.6	2	34	2	28
Yonge Street / Queens Quay	EBL	22	12	#29.3	3	69	3	68
Redpath West Access / Queens Quay East	EBR	30	2	m3.4	3	97	4	91
Lower Jarvis Street / Queens Quay East	EBL	32	14	31	4	54	4	55
	WBR	32	3	10	5	115	7	100
Richardson Street / Queens Quay East	EBR	37	8	m17.9	3	44	3	32
Lower Sherbourne Street / Queens Quay East	EBL	28	5	m20.1	7	111	5	99
	WBL	29	6	m10.2	3	33	3	40
	WBR	30	16	32	5	98	4	59

Intersection	Movement	Storage (m)	Synchro		Vissim – Single-stage		Vissim – Two-stage	
			50th % queue (m)	95th % queue (m)*	Average queue (m)	Max queue (m)	Average queue (m)	Max queue (m)
Bonnycastle Street / Queens Quay East	EBR	27	11	27	24	121	24	115
Small Street / Queens Quay East	WBL	27	18	m#30.8	8	100	7	100
	SBL	21	7	16	3	38	3	38
Parliament Street / Queens Quay East	EBL	24	4	#71.5	35	109	48	114
Cherry Street / Queens Quay East	EBL	56	20	42	28	85	32	85
	WBL	32	9	21	4	121	5	91
	NBL	40	26	37	31	207	44	243
	SBL	25	16	30	11	117	9	111
Cherry Street / Lake Shore Boulevard East	NBL	25	39	#68.5	21	132	19	127
	SBL	54	18	#34.4	7	52	7	52
Cherry Street / Villiers Street	NBR	18	0	1	19	73	19	73
	SBL	28	67	#103.1	40	260	36	222
Cherry Street / Commissioners Street	NBR	25	0	15	16	160	16	160
	SBL	88	28	#78.2	22	85	22	91

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m = Volume for 95th percentile queue is metered by upstream signal.

3.4.1.2 Logistics operations

Both the Redpath Sugar Plant and the Loblaws site require tractor trailer truck access. Since both sites are located between Yonge Street and Lower Jarvis Street, an inbound truck route was identified via Yonge Street with intersection modifications made to accommodate the movement. Trucks leaving Redpath will exit via Lower Jarvis Street, while trucks leaving Loblaws have direct egress to Lake Shore Boulevard East. Any other routing, during busy times, may result in tractor trailer trucks becoming unable to make a turn due to conflicts with other road users. The proposed inbound and outbound truck routes to Redpath Sugar and Loblaws are illustrated in Figure 46.



Figure 46 Inbound and outbound truck routes to Redpath Sugar Plant and Loblaws

As noted in Section 2.2.1, vehicles can currently turn into all of Redpath's accesses from all directions. In the future condition, the westbound left into the centre access is removed so that the eastbound through lane does not exceed the maximum lane shift allowed through an intersection by the City of Toronto (1.5 metres). To mitigate this impact, the eastbound right-turn lane into the centre access is extended all the way to Redpath's west access. Details of the 30% design can be found in Appendix H.

Per inputs from Redpath, 15 trucks have been simulated in Vissim during the AM peak hour and 10 trucks during the PM peak hour for the eastbound right turn movement into the west access. Vissim outputs were reported to account for the close spaced intersections and the LRT interactions. The averaged queue shows there is no issues based on the storage lane provided for that movement, but demand may occasionally exceed the storage lane based on the max queue condition. See detailed queuing conditions in Table 3-14.

Table 3-14 Redpath West Access future queuing conditions

Scenarios	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
AM Peak	EBT	385	391	15	12	106			
	EBR	15	30	53	7	103	30	N	Y
	WBT	380	373	12	13	68			
	NBL	5	5	33	1	20			
	NBR	10	10	37	1	20			
	Overall	795	810	16	6	106			
PM Peak	EBT	485	476	23	22	107			
	EBR	10	20	49	3	97	30	N	Y
	WBT	435	373	32	34	68			
	NBL	5	5	49	0	20			
	NBR	5	5	43	0	20			

Scenarios	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	Overall	940	880	27	10	107			

3.4.2 Transit network

Transit throughout the project was simulated using Vissim microsimulation software. The purpose of this analysis is to understand the speed of service (including travel time and variability) and the service reliability (adherence to scheduled headways) to evaluate whether the proposed transit routes can provide adequate transit access to the waterfront. The Vissim analysis was also used to evaluate the impacts of single-stage crossings and two-stage crossings on transit operations.

3.4.2.1 Speed and travel time

The average speed used for Route 519 in the EMME model is 12.1 km/h (Table 3-15). As shown in Table 3-16, the average speed for Route 519 from Vissim's five-run simulation output is consistent with that from the EMME model, ranging between 11.4 km/h and 12.0 km/h depending on the peak hour and the scenario (single-stage crossings or two-stage crossings). As noted in Section 3.3.3, the LRT's speed has an impact on how much demand exists for a route; demand increases as speed increases and decreases as speed decreases. Were there a significant difference between the speed used in the EMME model and the speed output from the Vissim simulation, the EMME model would need to be updated to recalculate expected transit demand. However, the consistency between the speeds indicates that the EMME transit demand outputs can be reliably used to estimate the number of vehicles needed to serve the route.

Table 3-15 Simulated speed – Route 519 – EMME

Output source	Direction	AM peak hour average operating speed (km/h)	PM peak hour average operating speed (km/h)
EMME Model	Eastbound LRT	12.1	12.1
	Westbound LRT	12.1	12.1

Table 3-16 Simulated journey time and speed – Route 519 – Vissim

Segment	Journey time				Speed (km/h)				# of LRV pass-throughs			
	AM		PM		AM		PM		AM		PM	
	1-stage	2-stage	1-stage	2-stage	1-stage	2-stage	1-stage	2-stage	1-stage	2-stage	1-stage	2-stage
Entire Route – Villiers Loop to Villiers Loop	00:30:40	00:30:21	00:32:00	00:31:02	11.9	12.0	11.4	11.7	20	19	20	21
Westbound – Villiers Loop to Union Station Entry	00:16:37	00:16:09	00:17:29	00:17:12	10.9	11.2	10.3	10.5	20	20	20	20
Villiers Loop to Cherry Street / Queens Quay East	00:04:10	00:04:07	00:04:45	00:04:45	8.9	9.0	7.8	7.8	19	20	20	20
Cherry Street / Queens Quay East to East Portal*	00:07:33	00:07:03	00:07:39	00:07:23	13.2	14.1	13.0	13.5	19	19	20	19
East Portal to Union Station Entry	00:01:31	00:01:30	00:01:31	00:01:31	21.4	21.7	21.6	21.6	19	20	20	20
Union Station Entry to Union Station Exit	00:02:06	00:02:07	00:02:06	00:02:06	5.3	5.3	5.3	5.3	35	37	37	37
Eastbound – Union Station Exit to Villiers Loop	00:14:07	00:14:00	00:14:36	00:13:54	13.0	13.1	12.6	13.2	20	19	20	21
Union Station Exit to East Portal	00:02:27	00:02:25	00:02:27	00:02:27	19.3	19.6	19.2	19.3	20	21	21	20
East Portal to Cherry Street / Queens Quay East*	00:08:00	00:07:54	00:08:16	00:07:28	12.3	12.4	11.9	13.1	20	20	21	20
Cherry Street / Queens Quay East to Villiers Loop	00:03:44	00:03:44	00:03:49	00:03:56	10.1	10.2	9.9	9.7	20	19	20	21

*Segment where intersections being assessed for single-stage vs. two-stage crossings are located

Table 3-16 also indicates that transit in the two-stage crossing simulation has a marginally faster travel time and higher speed compared to transit in the single-stage crossing simulation during both peak hours. This finding is further highlighted in Figure 47 to Figure 50, which show the travel time distribution of Route 519 streetcars along the Queens Quay East corridor (between the intersection of Cherry Street / Queens Quay East and the east portal). In all four scenarios (in both peak hours and in both directions), transit in the two-stage crossing simulation has a marginally faster travel time compared to transit in the single-stage crossing simulation. A series of two-sample z-tests were conducted to assess whether the differences in mean travel times were significantly significant. As shown in Figure 51, the shorter mean transit travel time along Queens Quay East for the two-stage crossing simulations are statistically significant ($z>1.96$) for only the PM peak scenarios.

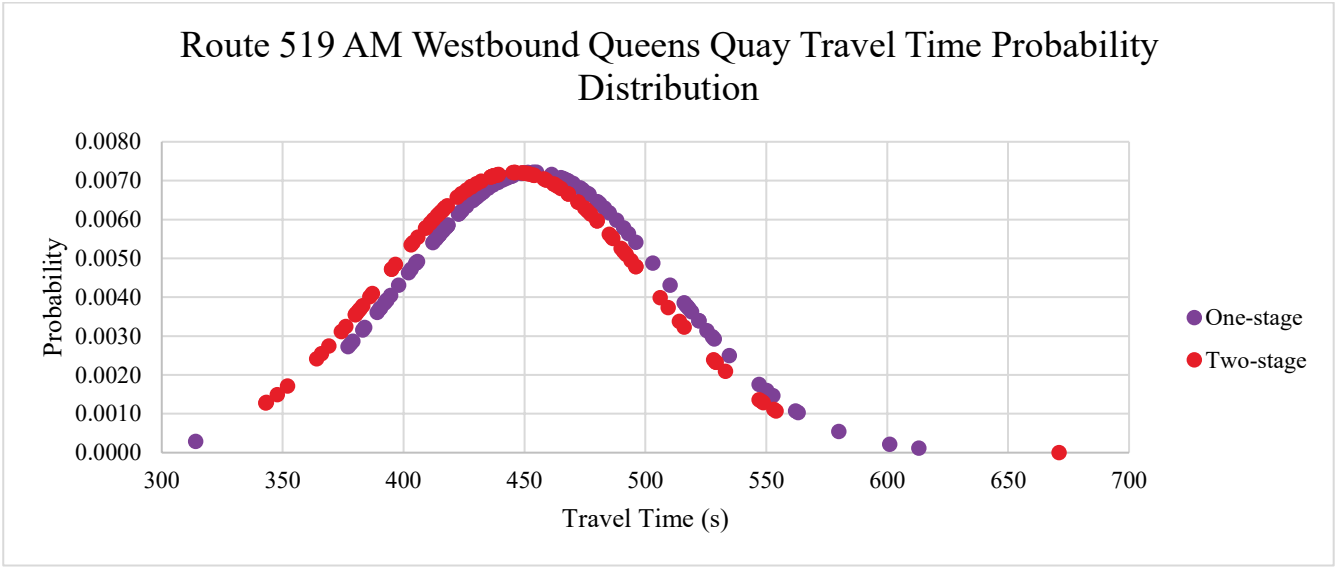


Figure 47 Comparison of westbound travel times in single-stage and two-stage crossing scenarios – Route 519 – AM peak hour

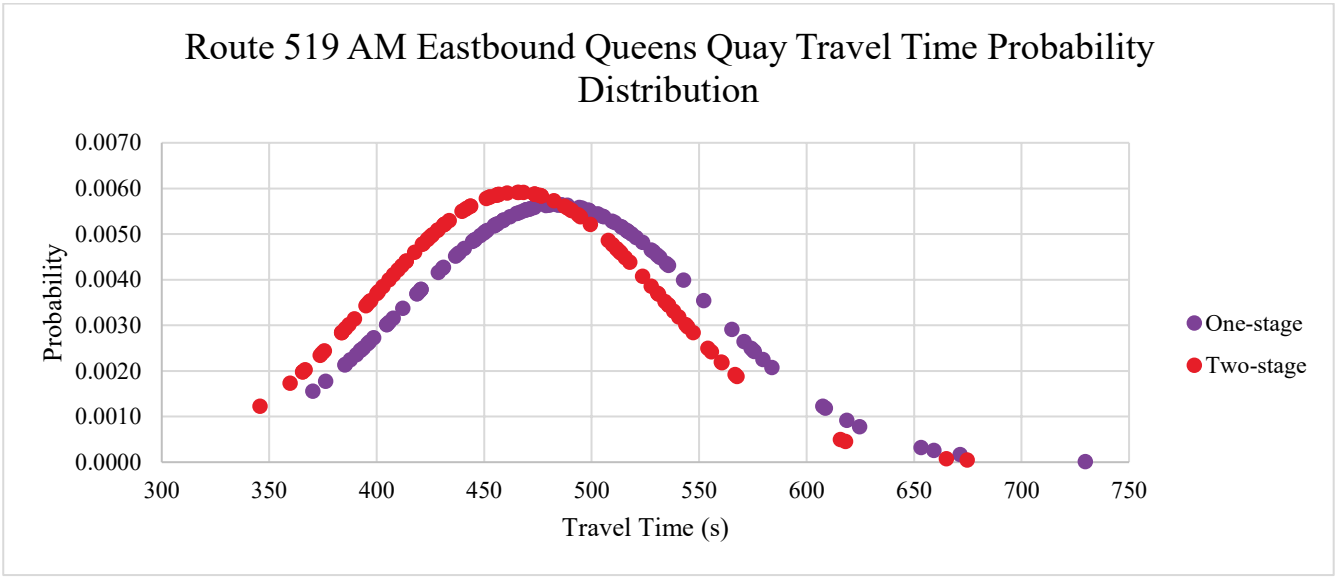


Figure 48 Comparison of eastbound travel times in single-stage and two-stage crossing scenarios – Route 519 – AM peak hour

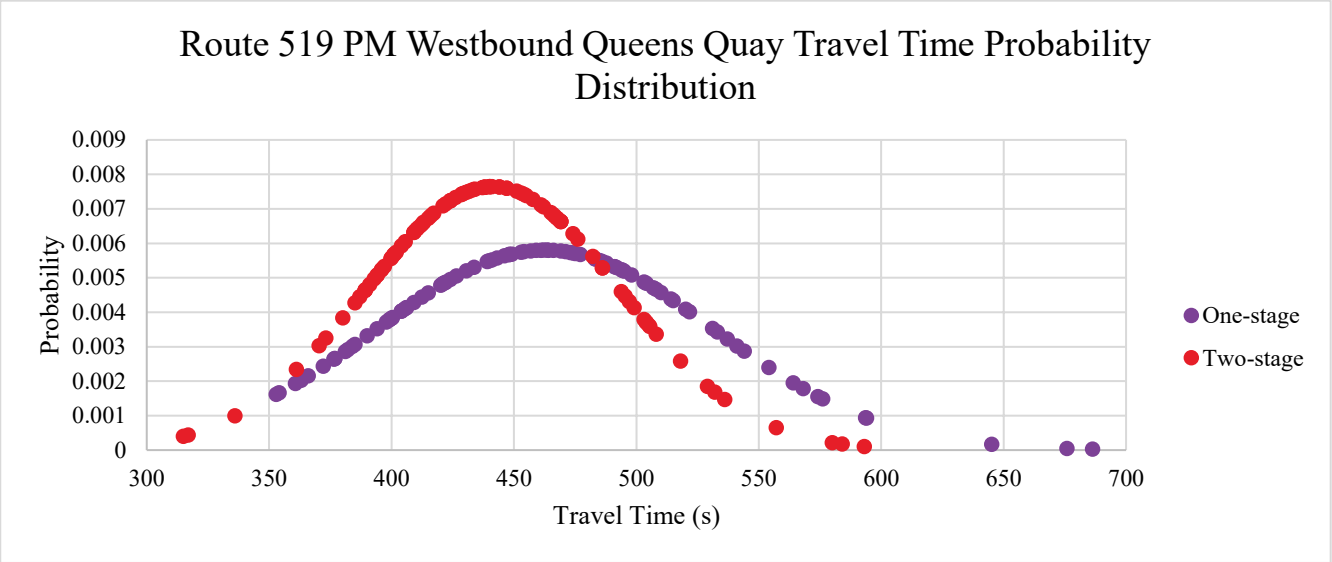


Figure 49 Comparison of westbound travel times in single-stage and two-stage crossing scenarios – Route 519 – PM peak hour

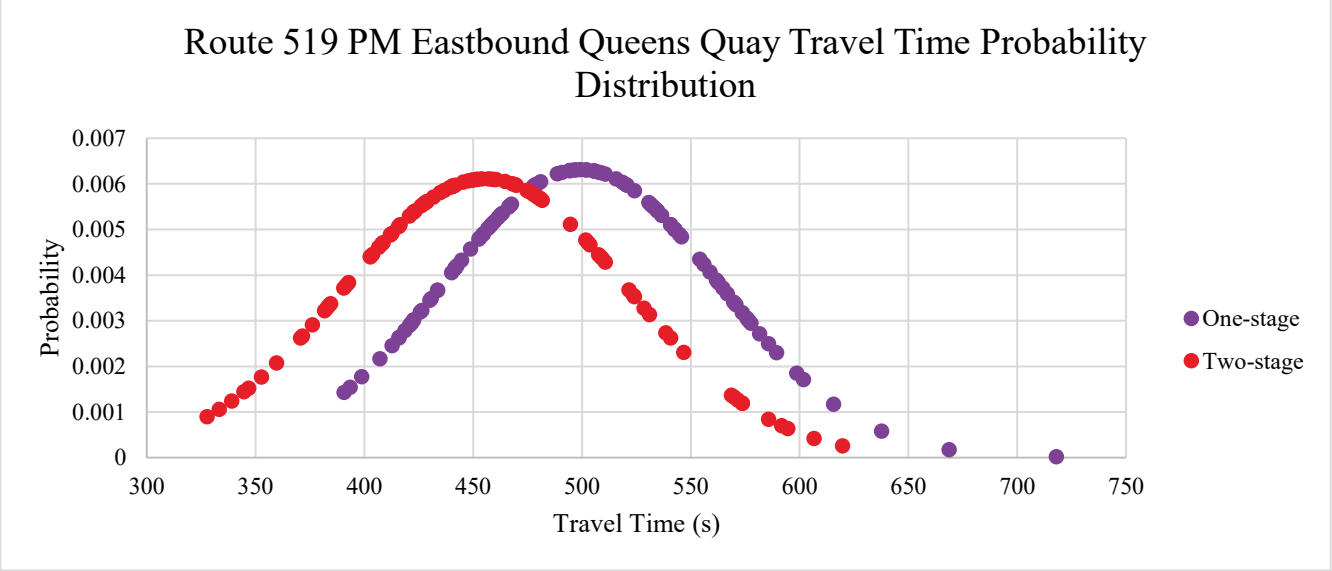


Figure 50 Comparison of eastbound travel times in single-stage and two-stage crossing scenarios – Route 519 – PM peak hour

AM Westbound	*One-stage*	*Two-stage*
Mean	454.0808081	445.895
Known Variance	3054.46	3062.45
Observations	99	100
Hypothesized Mean Difference	0	
z	1.044006001	
P(Z<=z) one-tail	0.148241307	
z Critical one-tail	1.644853627	
P(Z<=z) two-tail	0.296482613	
z Critical two-tail	1.959963985	

AM Eastbound	*One-stage*	*Two-stage*
Mean	483.7735294	465.3754902
Known Variance	4999.16	4549.67
Observations	102	102
Hypothesized Mean Difference	0	
z	1.901500944	
P(Z<=z) one-tail	0.028618214	
z Critical one-tail	1.644853627	
P(Z<=z) two-tail	0.057236429	
z Critical two-tail	1.959963985	

PM Westbound	*One-stage*	*Two-stage*
Mean	462.5958763	441.234
Known Variance	4721.32	2720.24
Observations	97	100
Hypothesized Mean Difference	0	
z	2.452379901	
P(Z<=z) one-tail	0.007095737	
z Critical one-tail	1.644853627	
P(Z<=z) two-tail	0.014191474	
z Critical two-tail	1.959963985	

PM Eastbound	*One-stage*	*Two-stage*
Mean	499.4990291	455.595
Known Variance	3997.03	4265.03
Observations	103	100
Hypothesized Mean Difference	0	
z	4.864539426	
P(Z<=z) one-tail	5.73618E-07	
z Critical one-tail	1.644853627	
P(Z<=z) two-tail	1.14724E-06	
z Critical two-tail	1.959963985	

Figure 51 Results of two-sample z-tests comparing mean transit travel times from single-stage and two-stage simulations

3.4.2.2 Service reliability

Measuring the variation in headway adherence is a common method to evaluate the service reliability of transit systems operating at headways of 10 minutes or less. The measure is based on the coefficient of variation of headways of transit vehicles serving a particular route, and is calculated as follows:

$$C_{VH} = \frac{\text{standard deviation of headway deviations}}{\text{mean scheduled headway}}$$

where C_{VH} = coefficient of variation of headways.

The C_{VH} describes the likelihood that a given transit vehicle's headway will be off-headway by more than one-half of the scheduled headway. The higher the C_{VH}, the more irregular the service as shown in Figure 52.

c_{vh}	P (abs[h_i-h] > 0.5 h)	Passenger and Operator Perspective
0.00-0.21	≤2%	Service provided like clockwork
0.22-0.30	≤10%	Vehicles slightly off headway
0.31-0.39	≤20%	Vehicles often off headway
0.40-0.52	≤33%	Irregular headways, with some bunching
0.53-0.74	≤50%	Frequent bunching
≥0.75	>50%	Most vehicles bunched

Note: Applies to average scheduled headways of 10 min or less.

Figure 52 Coefficient of variation of headways (TCQSM, 3rd Edition)

The C_{VH}s shown in Table 3-17 measure streetcar bunching at the end of the Queens Quay East corridor in both directions. In the westbound direction, streetcar bunching is measured at the entrance to the east portal. In the eastbound direction, streetcar bunching is measured at the intersection of Cherry Street / Queens Quay East. During both peak periods and in both directions, the Queens Quay East corridor is expected to experience frequent bunching of vehicles. There is slightly less bunching of streetcar vehicles in the two-stage crossing simulation as compared to the single-stage crossing simulation. An optimized LRT TSP strategy could potentially help mitigate the bunching.

Table 3-17 Coefficient of variation of headways – Queens Quay East – Route 519

Location	AM		PM	
	1-stage	2-stage	1-stage	2-stage
Westbound - East Portal Entrance	0.51	0.48	0.50	0.48
Eastbound - Cherry Street / Queens Quay East	0.61	0.50	0.60	0.59

The coefficients of variation of headways can also be used to determine how likely streetcars are to bunch at Union Station. Streetcar bunching would occur when a streetcar arrives at Union Station while a previous streetcar is still using its assigned platform. The platform assignments in Union Station were assumed to occur as shown in Figure 53 (from the Area 1 Baseline Design Review Submission). Although Route 519 is shown in Figure 53 to be split into two services, the Vissim simulation assumes one 519 service between Union Station and the Villiers Loop. 519 streetcars will alternatively use the north and south platforms on the east side of Union Station; in other words, every other 519 streetcar will use the same platform. Assuming headways of three minutes, that means that a 519 streetcar will arrive at each of the eastern platforms every six minutes (360 seconds).

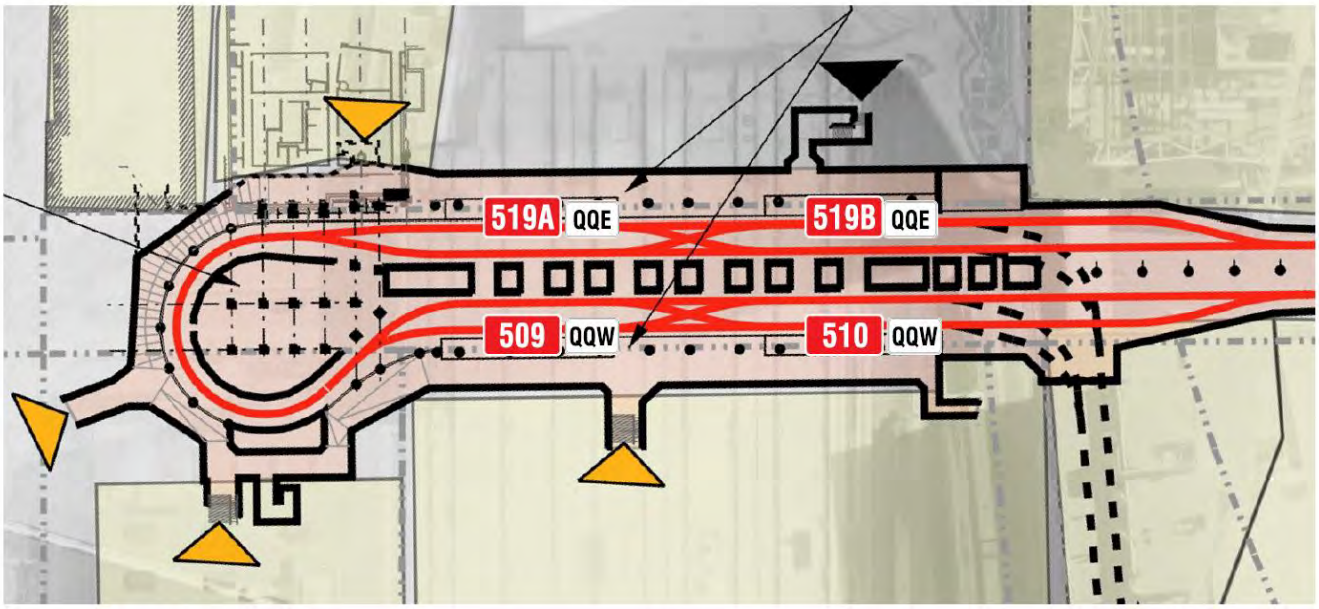


Figure 53 Union Station platform assignment

Dwell times of 180 seconds were assumed at Union Station. This dwell time is longer than the 120.4 seconds required for 130 passengers (max capacity) to alight and another 130 passengers to board, including door opening and closing times.[10] In addition to the dwell time of 180 seconds, it was also assumed that a clearance time of 20 seconds is required between trains. As such, a streetcar that arrives within 200 seconds of the previous streetcar assigned to the same platform will experience bunching and will be forced to wait for the previous streetcar to clear the platform before it can allow passengers to alight.

Given these assumptions, the C_{VH}s were used to compare how frequently streetcars in the single-stage and two-stage crossing scenarios would experience delay at Union Station due to arriving within 200 seconds of the previous streetcar. First, the C_{VH}s were multiplied by 360 seconds to calculate the standard deviation of headways in each scenario (for both Route 519 platforms in both peak hours). Next, the z-score of a 200-second headway was calculated for each scenario. This z-score was used to derive the probability of a headway shorter than 200 seconds. As shown in Table 3-18, streetcars in the single-stage simulation are slightly more likely to arrive within 200 seconds of the previous streetcar (3.1% chance – 11.0% chance) than streetcars in the two-stage simulation (3.1% chance – 5.7% chance). However, the probabilities of streetcar bunching on Route 519 at Union Station are low overall and are not expected to be a concern with either single-stage or two-stage crossings.

[10] Assuming that a streetcar arriving at Union Station is full (130 passengers), it will take approximately 52.3 seconds for all passengers to alight (0.4025 seconds per passenger). Assuming that 130 passengers are also waiting to board the streetcar, it will take another 62.1 seconds to complete boarding (0.4775 seconds per passenger). Door opening and door closing is assumed to take 3.0 seconds each. As such, the total time required to open the doors, allow passengers to alight, allow passengers to board, and close the doors is equal to 120.4 seconds.

Table 3-18 Probability of streetcar delay at Union Station

Peak hour	Platform	1-stage C_{VH}	2-stage C_{VH}	Difference in C_{VH}	Single-stage scenario			Two-stage scenario			Difference in probability of delay at terminal
					Standard deviation (sd) ($360s * C_{VH}$)	z-score of 200s headway (200s - 360) / sd	Probability of headway < than 200s (area to left of z-score under normal curve)	Standard deviation (sd) ($360s * C_{VH}$)	z-score of 200s headway (200s – 360s) / sd	Probability of headway < than 200s (area to left of z-score under normal curve)	
AM	519A platform	0.36	0.30	0.06	129.6	-1.23	11.0%	108.0	-1.48	5.7%	5.3%
PM	519A platform	0.31	0.31	0.00	111.6	-1.43	3.1%	111.6	-1.43	3.1%	0.0%
AM	519B platform	0.33	0.31	0.02	118.8	-1.35	5.6%	111.6	-1.43	3.1%	2.5%
PM	519B platform	0.33	0.30	0.03	118.8	-1.35	5.6%	108.0	-1.48	5.7%	0.0%

3.4.2.3 Route 65 alignment

As noted in Section 3.2.3.2, Route 65 was assumed to move clockwise through the Dockside Drive loop for the purposes of this analysis, making a westbound left turn at Dockside Drive & Lower Sherbourne Street / Queens Quay East and a northbound right turn at Dockside Drive & Richardson Street / Queens Quay East. The TTC prefers that this route move counter-clockwise through Dockside Drive. However, the future design does not currently allow for protected westbound left turns at Dockside Drive & Richardson Street / Queens Quay East. Should buses make the turn from a shared lane, travel time may be negatively impacted. Were a dedicated westbound left-turn lane to be added, impacts would include curb adjustments, removal of lay-by space, private property impacts, and/or travel lane offsets.

Figure 54 includes a detailed comparison of seven options to accommodate Route 65 and the impacts of each on TTC operations, traffic, public realm, and property. Options 1b, 2 and 4 will be reviewed in more detail in the next stage of design to confirm the preferred routing for Route 65.

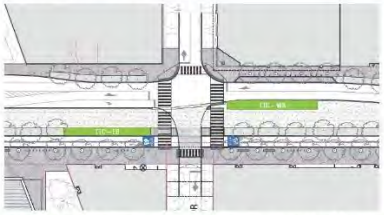
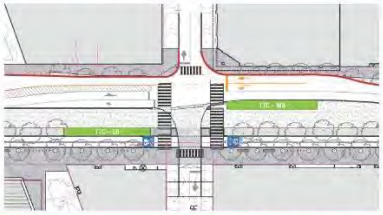
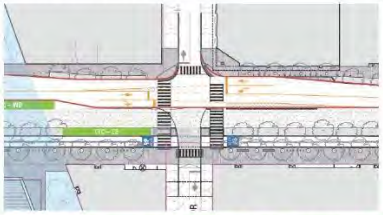
	CRITERIA	30% DESIGN SHARED WBL TURN LANE	OPTION 1A DESIGNATED WBL LANE	OPTION 1B DESIGNATED WBL LANE (OPTIMIZED)	OPTION 2 JARVIS WB TRANSIT STOP
					
TTC OPERATIONS	Route 65 Bus Circulation	Shared WB turn lane into Dockside Dr; no bus priority. May negatively impact travel time reliability.	Dedicated WBL turn lane into Dockside Dr with signal priority. Improve travel time reliability.	Dedicated WBL turn lane into Dockside Dr with signal priority. Improve travel time reliability.	Dedicated WBL turn lane into Dockside Dr with signal priority. Improve travel time reliability.
	User Experience / Passenger Comfort	Passengers arrive and depart from the Waterfront Innovation Centre. Travel time reliability may be negatively impacted by lack of bus priority.	Passengers arrive and depart from the Waterfront Innovation Centre. Improved travel time reliability due to lane and signal priority.	Increased lateral movement due to the guideway shift may affect passenger comfort. Passengers arrive and depart from the Waterfront Innovation Centre. Improved travel time reliability due to lane and signal priority.	Passengers can enjoy the lake and head of slip views while in/waiting for the streetcar. WB passengers arrive and depart from the Jarvis head of slip. Improved travel time reliability due to lane and signal priority.
TRAFFIC	Road and Guideway Impacts	No travel lane offsets in the intersection.	Minor north side curb adjustments. Travel lane offset for the EB through lane in the intersection.	Entire guideway shifted south. Curb and travel lane alignments are affected from Sherbourne through to Jarvis, due to guideway adjustment. Travel lane offset for the EB through lane in the intersection. Minor north side curb adjustments.	Curb and travel lane alignments are impacted from Richardson through Jarvis to New St. Turn lane queuing space reduced both EB and WB between Jarvis and Richardson. Travel lane offsets for both the EB and WB through lanes in the intersection.
	Layby Space at 162 QQE *(property under SPA review)*	Layby accommodated.	Layby lost; may be relocated east of the intersection by replacing the open planter.	Layby lost; may be relocated east of the intersection by replacing the open planter.	Layby lost; may be relocated east of the intersection by replacing the open planter.
PUBLIC REALM	Pedestrian Circulation and Experience	Minimum north side pedestrian clearway is 3.5m No impacts to south promenade.	Minimum north side pedestrian clearway is 2.7m No impacts to south promenade.	Minimum north side pedestrian clearway is 3.0m South promenade width is reduced by 0.3m.	Minimum north side pedestrian clearway is 3.7m No impacts to south promenade.
	Planting Impacts	Northwest trees in open planters. Northeast trees in hardscape.	Northwest trees reduced to hardscape condition. Northeast trees in hardscape condition.	Northwest trees reduced to hardscape condition. Northeast trees in hardscape condition.	Northwest trees reduced to hardscape condition. Northeast trees in hardscape condition. At least 1 tree lost west of Jarvis due to guideway shift and associated curb adjustments.
	Views and Waterfront Arrival Experience	No visual impacts to the lake and Jarvis head of slip attractions.	No visual impacts to the lake and Jarvis head of slip attractions.	No visual impacts to the lake and Jarvis head of slip attractions.	Views to the lake and Jarvis head of slip attractions from the north are obstructed by transit stop shelters. WB transit users have a direct view to lake and Jarvis head of slip attractions when disembarking a streetcar.
OTHER	Property Impacts	No private property impacts.	No private property impacts.	No private property impacts.	Property impacts at Loblaws frontage; increased easement required.

Figure 54 Route 65 alternatives

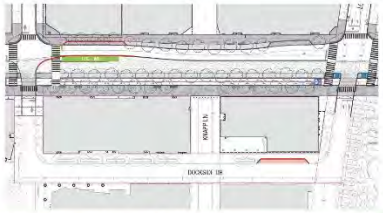
	CRITERIA	OPTION 3A MIRRORED STOPS (SHARED EBR LANE)	OPTION 3B MIRRORED STOPS (DESIGNATED EBR LANE)	OPTION 4 REVERSE ROUTING
				
TTC OPERATIONS	Route 65 Bus Circulation	Dedicated WBL turn lane into Dockside Dr with signal priority at Sherbourne St. Improvement to travel time reliability.	Dedicated WBL turn lane into Dockside Dr with signal priority at Sherbourne St. Improvement to travel time reliability.	Clockwise routing around Dockside Dr. Dedicated WBL turn lane into Dockside Dr with signal priority at Sherbourne St. Improvement to travel time reliability.
	User Experience / Passenger Comfort	Passengers arrive and depart from the Waterfront Innovation Centre. Improved travel time reliability due to lane and signal priority.	Passengers arrive and depart from the Waterfront Innovation Centre. Improved travel time reliability due to lane and signal priority.	Passengers arrive and depart from the Waterfront Innovation Centre. Improved travel time reliability due to lane and signal priority.
TRAFFIC	Road and Guideway Impacts	Travel lane offsets for both the EB and WB through lanes in the intersection.	Inadequate buffers between road and building face; setback required. Travel lane offsets for both the EB and WB through lanes in the intersection.	Widened curb radii at southeast corner of Richardson intersection. WB transit stop at Richardson shifted east to accommodate curb radii. East crosswalk pushed further east. Extension of the intersection may cause visibility concerns for drivers.
	Layby Space at 162 QQE *(property under SPA review)*	Layby lost; may be relocated east of the intersection by replacing the open planter.	Layby lost; may be relocated east of the intersection by replacing the open planter.	Layby accommodated; shifted slightly east with crosswalk.
PUBLIC REALM	Pedestrian Circulation and Experience	Minimum north side pedestrian clearway is 3.5m No impacts to south promenade.	Eliminates the sidewalk along the northeast frontage. Inadequate north side pedestrian clearway along the northwest frontage (>2.1m). No impacts to south promenade.	Shifted crosswalk is inconsistent with the City's Vision Zero guidelines: the extended intersection may create safety risks for pedestrians crossing N-S. Minimum north side pedestrian clearway is 3.5m No significant impacts to south promenade.
	Planting Impacts	Northwest trees in open planters. Northeast trees in hardscape.	All north side trees lost. Creates a bleak streetscape condition.	1 tree lost on south promenade due to the shifted crosswalk.
	Views and Waterfront Arrival Experience	No visual impacts to the lake and Jarvis head of slip attractions.	No visual impacts to the lake and Jarvis head of slip attractions.	No visual impacts to the lake and Jarvis head of slip attractions.
OTHER	Property Impacts	No private property impacts.	Significant easements would be required within private property to provide minimum pedestrian clearways on the north side.	Layby required on Dockside Dr at the 185 QQE frontage to prevent PU/DO cars from obstructing the bus route. Addition of layby would need to be discussed further with City, Waterfront Toronto, and developer to determine feasibility; development currently under SPA review.

Figure 50 continued: Route 65 alternatives

3.4.3 Pedestrian network

3.4.3.1 Crosswalks

According to the Ontario Traffic Manual, crosswalks must have a minimum width of 2.5 metres.[11] No maximum width for crosswalks is defined, although sight lines are an important consideration as drivers turning right on red must be able to see the entire crosswalk to ensure it is clear of pedestrians before turning. Several intersections in Toronto feature crosswalks up to 6 metres wide.

Where possible, crosswalks should be the full width of the sidewalk. Using the fail-safe principle of human factors engineering, activities that users find convenient or direct should be made safe, instead of installing signage discouraging the convenient behaviour. The wide and decorative feature sidewalk sets up the expectation that users are free to roam in the way they would on a pedestrian street. Breaking the pattern set up in users' mental map can be dangerous. As the most vulnerable road users, and those representing the primary function of the space (i.e., walking/wheeling along the waterfront is the destination), it should be made safe for sidewalk users to act in the way in which they are most likely to.

Toronto's Complete Streets Guidelines note that crosswalk widths should be proportionate to the intensity of pedestrian activity at intersections, to reduce crowded conditions.[12] No North American guidance for sizing crosswalks based on pedestrian demand has been found.[13] However, Transport for London (TfL) released a Pedestrian Comfort Guidance document which provides a methodology for sizing crosswalks and sidewalks according to pedestrian demand.[14] The guide defines ranges of pedestrian density (people/metre/minute) called Pedestrian Comfort Levels (PCL) which allow varying degrees of freedom of mobility (Figure 55).

For crosswalks, a minimum PCL of B- is recommended. In general, users of main streets and tourist attraction settings have higher sensitivity to crowding and slower movement and a higher expectation for a comfortable environment. To offer an environment suited to a landmark destination, pedestrians walking at varying speeds should be able to comfortably coexist with minimal conflicts.

[11] https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAIY&record=fa5caef1-9963-4786-b3c9-4b5e50e70321

[12] https://www.toronto.ca/wp-content/uploads/2017/11/9873-Chapter-9.pdf

[13] HCM includes a methodology for calculating Pedestrian Level of Service on links and segments. However, this methodology is not applicable to crosswalks alone.

[14] https://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf

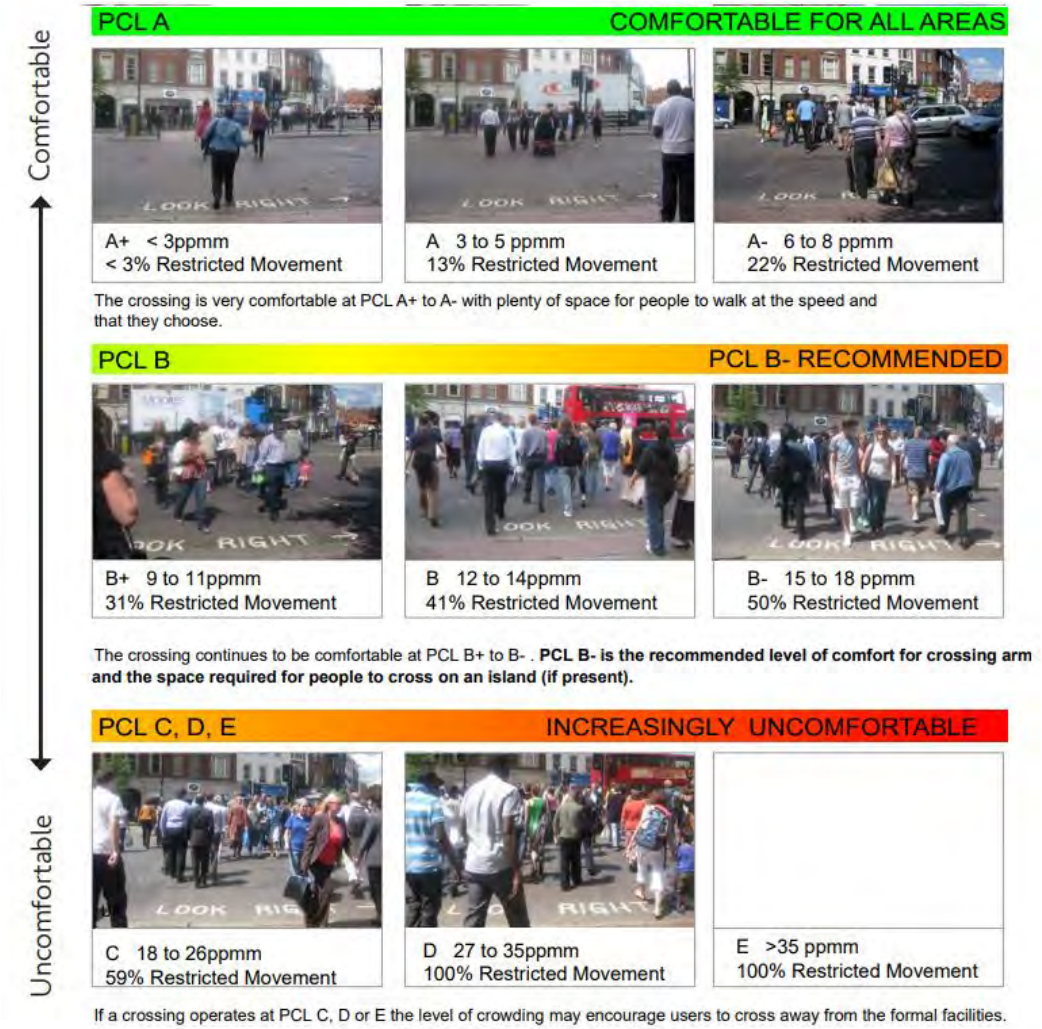


Figure 55 Transport for London's pedestrian comfort levels

Sizing crosswalks according to anticipated pedestrian demands is subject to uncertainty around future volumes due to the major changes in land use and activities planned. A high-level analysis using the methodology provided in TfL's guidance document was carried out to review the extent to which the crosswalks in the study area can accommodate pedestrian demand. The methodology included the following steps:

- **Calculate the number of people crossing each crosswalk**. The pedestrian volumes described in the preceding section were estimated for the AM and PM peak hours on a summer weekday. However, pedestrian volumes are likely to peak on summer weekends. A multiplier was calculated to understand the difference in pedestrian volumes on summer weekdays and summer weekends using pedestrian counts from August 2006 and August 2007. The multiplier was applied to the forecasted background pedestrian volumes (i.e., the forecasted pedestrian volumes before the forecasted transit riders were added in). After the multiplier was applied to derive forecasted pedestrian volumes on a summer weekend, the forecasted transit riders were added.
- **Calculate the percentage time available to cross each crosswalk**. This is equivalent to the amount of time pedestrians have to cross the street (walk signal or flashing don't walk signal) divided by the total cycle length.

- **Calculate the relative people per hour crossing each crosswalk**. The relative people per hour value reflects the fact that demand for crosswalks is not evenly spread across an hour as there are periods during which pedestrians are not allowed to use the crosswalk. The relative people per hour is calculated by dividing the pedestrian demand by the percentage time available for crossing.
- **Calculate the width needed to achieve specified PCL**. The width required to ensure the achievement of a given PCL can be calculated by dividing the relative people per hour by 60 by the maximum people per metre per minute allowed for that PCL. For example, to calculate the crosswalk width needed to achieve a PCL of B-, the relative people per hour would be divided by 60 and by 18 (the maximum people per metre per minute for PCL B-).

Table 3-19 and Table 3-20 compare the designed widths of the crosswalks and the widths that would be needed to achieve PCL B- and PCL C. The analysis was only carried out for the PM peak hour, as the pedestrian volumes are higher during the PM peak hour than the AM peak hour. In these tables, red shading indicates that the designed width is less than the required width to achieve the desired PCL, green shading indicates sufficient width and red text indicates designed widths are below guidelines (<2.5m).

Table 3-19 Crosswalk widths required to achieve PCL B-

Intersections	Width Required to Achieve PCL B-				Designed Width			
	N	S	E	W	N	S	E	W
Bay Street / Queens Quay West	16.2	16.8	15.9	18.4	3.0	3.0	5.0	5.0
Yonge Street / Queens Quay	33.4	23.7	10.4	9.3	3.0	4.5	4.5	4.7
Freeland Street / Queens Quay East	7.5	7.3	4.0	4.1	3.0	3.0	5.0	5.0
Redpath West Access / Queens Quay East		8.1	4.9	4.9		1.8	3.0	3.0
Cooper Street / Queens Quay East	0.9				3.0			
Redpath Centre Access / Queens Quay East		6.3				2.1		
New Street / Queens Quay East	1.2				3.0			
Redpath East Access / Queens Quay E		1.2				2.1		
Lower Jarvis Street / Queens Quay East	5.5		2.5	4.7	3.0		5.0	5.0
Richardson Street / Queens Quay East	6.4	7.6	3.6	3.4	3.0	3.0	5.0	5.0
Knapp Lane / Queens Quay East	1.0				N/A			
Lower Sherbourne Street / Queens Quay East	1.8	2.8	2.9	5.1	3.0	3.0	5.0	5.0
Bonnycastle Street / Queens Quay East	2.5	3.7	3.3	3.3	3.0	3.0	5.0	5.0
Driveway A / Queens Quay East	0.4				3.0			
Small Street / Queens Quay East	1.7	2.7	2.8	2.8	3.0	3.0	5.0	5.0
Parliament Street / Queens Quay East	1.6		3.6	3.6	3.0		5.0	5.0
Street A / Queens Quay East	2.3		3	3	3.0		4.0	4.0
Trinity Street / Queens Quay East	1.8	2.8	4	4	3.0	3.0	4.6	5.0
Cherry Street / Queens Quay East	1.7	3.1	5.8	5.5	5.0	5.0	5.0	5.0
Cherry Street / Lake Shore Boulevard East	1.2	1.2	4.3	4.3	N/A	N/A	N/A	N/A
Cherry Street / Villiers Street	0.6	0.9	5.5	2.7	N/A	N/A	N/A	N/A
Cherry Street / Centre Street			1.3	0.7			N/A	N/A
Cherry Street / Commissioners Street	2.1	1.9	5.8	5.6	4.0	4.0	4.0	4.0
Commissioner Street / Munition Street	3.9	3.1	6.0	4.7	N/A	N/A	N/A	N/A

Table 3-20 Crosswalk widths required to achieve PCL C

Intersections	Width Required to Achieve PCL C				Designed Width			
	N	S	E	W	N	S	E	W
Bay Street / Queens Quay West	11.2	11.6	11.0	12.8	3.0	3.0	5.0	5.0
Yonge Street / Queens Quay	23.1	16.4	7.2	6.4	3.0	4.5	4.5	4.7
Freeland Street / Queens Quay East	5.2	5.1	2.8	2.8	3.0	3.0	5.0	5.0
Redpath West Access / Queens Quay East		5.6	3.4	3.4		1.8	3.0	3.0
Cooper Street / Queens Quay East	0.6				3.0			
Redpath Centre Access / Queens Quay East		4.3				2.1		
New Street / Queens Quay East	0.8				3.0			
Redpath East Access / Queens Quay E		0.8				2.1		
Lower Jarvis Street / Queens Quay East	3.8		1.7	3.2	3.0		5.0	5.0
Richardson Street / Queens Quay East	4.4	5.2	2.5	2.4	3.0	3.0	5.0	5.0
Knapp Lane / Queens Quay East	0.7				N/A			
Lower Sherbourne Street / Queens Quay East	1.2	1.9	2.0	3.5	3.0	3.0	5.0	5.0
Bonnycastle Street / Queens Quay East	1.8	2.6	2.3	2.3	3.0	3.0	5.0	5.0
Driveway A / Queens Quay East	0.3				3.0			
Small Street / Queens Quay East	1.2	1.9	2.0	2.0	3.0	3.0	5.0	5.0
Parliament Street / Queens Quay East	1.1		2.5	2.5	3.0		5.0	5.0
Street A / Queens Quay East	1.6		2.1	2.1	3.0		4.0	4.0
Trinity Street / Queens Quay East	1.2	1.9	2.8	2.8	3.0	3.0	4.6	5.0
Cherry Street / Queens Quay East	1.2	2.1	4.0	3.8	5.0	5.0	5.0	5.0
Cherry Street / Lake Shore Boulevard East	0.8	0.8	3.0	3.0	N/A	N/A	N/A	N/A
Cherry Street / Villiers Street	0.4	0.6	3.8	1.9	N/A	N/A	N/A	N/A
Cherry Street / Centre Street			0.9	0.5			N/A	N/A
Cherry Street / Commissioners Street	1.4	1.3	4.0	3.9	4.0	4.0	4.0	4.0
Commissioner Street / Munition Street	2.7	2.1	4.2	3.3	N/A	N/A	N/A	N/A

3.4.4 Multi-modal network

3.4.4.1 Single-stage vs. two-stage crossings analysis

As noted in Section 3.2.4.1, a two-stage crossing conceptual design was proposed for the Queens Quay East intersections with Lower Jarvis and Parliament streets in the 2010 EBF Transit Class EA. However, the current design update proposes the elimination of two-stage crossings for several reasons.

Table 3-21 compares the single-stage crossings and two-stage crossings across a range of criteria. The two stage crossing assessed in this section, is based on the design update of the two stage crossing introduced in Section 3.2.4.1. While two-stage crossings do show benefits for transit in the form of shorter travel times and increased reliability (Section 3.4.2.1 and Section 3.4.2.2), the benefits are minor and are not expected to impact demand for transit. Single-stage crossings provide a range of benefits for pedestrians, cyclists, and public realm, including shorter and more intuitive crossings that are consistent with the rest of the corridor, a cycling cross-ride connection, and fewer easement requirements.

Table 3-21 Single-stage and two-stage crossing comparison summary

Criteria		Single-stage crossing	Two-stage crossing
Design Intent		Consistency and inclusiveness	Minimizing transit delay
Pedestrian	North-south crossing movement	Pedestrians cross in a single stage: 1. From north curb of roadway to south of the Martin Goodman Trail (signalized).	Pedestrians cross in multiple stages: 1. From north curb of roadway to north of the guideway (signalized). a. May stop at a protected waiting area between roadway and streetcar tracks. Cross guideway during next signal phase. 2. After looking both ways to ensure there are no oncoming cyclists, cross the MGT (unsignalized, crosswalk only).
	Total length of crossing for pedestrians	27-30m	27-30m (approx. 25m + 5m)
	Pedestrian safety impacts	Intuitive for pedestrians with audio and/or visual impairments. Consistency with the rest of Queens Quay East and West will improve the user experience and safe navigation through the intersection. This design encompasses: • Improved visibility for pedestrians • More inclusive and accessible design for all types of pedestrians (elderly, children, people with disabilities etc.)	Unintuitive for pedestrians with audio and/or visual impairments as the second stage requires pedestrian to observe whether the crossing of the guideway is permitted. This design encompasses: • Provides space for users to stop mid-crossing if speed or ability requires

Criteria		Single-stage crossing	Two-stage crossing
Cyclist	MGT connection to road network	• Cycling cross-ride connection with dedicated space for cyclists to wait on their bicycles without having to dismount. • Cyclists have their own signals in both N-S and E-W directions.	
	Cyclist safety impacts	• Streamlined infrastructure improves cyclist navigation and reduces cognitive load. • Accommodates all types of cyclists (e.g. cargo bikes, three-wheel bikes, etc.).	• Streamlined infrastructure improves cyclist navigation and reduces cognitive load. • reduced ability to accommodate all types of cyclists (e.g. cargo bikes, three-wheel bikes, etc.) • Provides space for users to stop mid-crossing if speed or ability requires a user to stop.
	Cyclist convenience impacts	• Cyclists remain mounted. • Cyclists cross N-S in single movement. • Cyclists travelling E-W on the MGT have to come to a complete stop when pedestrians have a N-S crossing signal.	Cyclists remain mounted, but would stop at the guideway.
Transit	Streetcar efficiency	• **Number of vehicles:** – AM peak: 20 WB and 20 EB – PM peak: 20 WB and 20 EB • **Speed:** – AM peak: 10.9 kph WB and 13 kph EB – PM peak: 10.3 kph WB and 12.6 kph EB • **Travel Time reliability** – AM peak: 0.61 for EB and 0.56 for WB – PM Peak: 0.60 for EB and 0.50 for WB	• **Number of vehicles:** – AM peak: 20 WB and 20 EB – PM peak: 20 WB and 20 EB • **Speed:** – AM peak: 11.1 kph WB and 13 kph EB – PM peak: 10.4 kph WB and 12.8 kph EB • **Travel Time reliability** – AM peak: 0.60 for EB and 0.54 for WB – PM Peak: 0.60 for EB and 0.50 for WB
	Other service impacts	Permits replacement bus entry/exit from guideway	May permit replacement bus entry/exit from guideway; option to construct median to deter vehicle access
Other	Consistency with user expectations	Consistent with intersection design of all other intersections on Queens Quay East	Inconsistent with design of all other intersections on Queens Quay East
	Property impacts	Easement required at Loblaws frontage to provide adequate pedestrian clearway	• Easement required at Loblaws frontage to provide adequate pedestrian clearway. • Property taking and partial demolition of Loblaws site required to achieve min. north side pedestrian clearway

Criteria		Single-stage crossing	Two-stage crossing
	Traffic impacts	• Current vehicular operations maintained • Fire/EMS access accommodated in roadway and guideway	• Fire/EMS access impeded in roadway and guideway
	Planting	Seven trees in open planter between New Street and Jarvis Street (north side).	No trees between New Street and Jarvis Street. Two additional trees at head of slip.
	Public realm	Meet or exceed min. clearway requirements both north and south.	• Loss of all trees on north side. • Reduction of public realm to minimum or sub-standard widths.

4. Impacts and mitigation measures

The analysis presented in the preceding sections has demonstrated that the future transportation network as detailed in the 30% preliminary design and engineering, facilitates acceptable transportation operations with some constraints. However, there are minor impacts which require mitigation measures. These impacts and proposed mitigations are summarized in the remainder of this section.

4.1 Road network

4.1.1 Intersection performance

4.1.1.1 Accommodating traffic demand

Along Queens Quay, the addition of new multimodal transportation facilities (including LRT guideways, the Martin Goodman Trail, and the pedestrian promenade) will increase overall capacity. Moreover, the extension of Harbour Street will enable new routing options and provide drivers with alternatives to Queens Quay East. This extension, combined with the removal of the existing on-ramp from northbound Bay Street to eastbound Gardiner Expressway, is expected to result in a significant reduction of traffic on Queens Quay between Bay Street and Lower Jarvis Street. Overall, Queens Quay is expected to operate with busy but acceptable conditions consistent with levels of congestion expected in downtown Toronto.

Vehicle, transit and pedestrian demand on Cherry Street and Commissioners Street is expected to grow significantly following the completion of planned Villiers Island developments. The Vissim simulation suggested that there may be congestion along Cherry Street caused by high volumes of vehicles making protected southbound lefts or northbound rights onto Villiers Street and Commissioners Street from Cherry Street.[15] Additionally, as these protected turns conflict with LRT movements, the simulation indicated that the turning phases may directly impede transit operations on Cherry Street.

The analysis suggests that Cherry Street may not be able to adequately accommodate this demand should it remain the only vehicular connection across the Keating Channel. This finding is consistent with findings from the Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (LDL IMP), which noted that high traffic volumes following the implementation of proposed developments in the Lower Don Lands may require a second vehicular crossing at Munition Street. The traffic analysis undertaken as part of the LDL IMP found that Cherry Street would operate at a LOS of E or better if the Munition Street crossing was also available. The final preferred transportation network presented in the LDL IMP included two vehicular bridges, one at Cherry Street and one at Munition Street.

The Lower Don Lands Environmental Assessment Master Plan Addendum (LDL EAMP Addendum) updated the LDL IMP to align with the outcomes of the PLAI and the amended March 2014 Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment. The LDL EAMP Addendum's preferred transportation network does not include a vehicle crossing at Munition Street. However, more recent studies (including the Port Lands Planning Framework, the Villiers Island Precinct Plan, and the Port Lands and South of Eastern Transportation and Servicing Master Plan) include a realigned Munition Street with a vehicle bridge over the Keatings Channel. Refer to Appendix K for a more detailed summary of the Munition Street crossing.

Given the findings of the Vissim analysis, the proposed vehicular crossing at Munition Street is recommended to be implemented by the 2041 horizon year to increase the road network's resiliency; to reduce transit congestion on Cherry Street; and to reduce turning movements at Cherry Street / Queens Quay East, Cherry Street / Villiers

[15] As discussed in Section 3.2.2.1, the design for the intersection of Cherry Street / Villiers Street shows the intersection as unsignalized. This analysis, however, assumes that the intersection is signalized and has a southbound left-turn lane and a northbound right-turn lane.

Street and Cherry Street / Commissioners Street. In the meantime, conditions on Cherry Street should be monitored closely. The specific trigger requiring the implementation of the Munition Street crossing could be subject to future analysis, potentially leveraging the City of Toronto's forthcoming Aimsun analysis.

However, even with the Munition Street crossing, the Vissim analysis still indicates that there may be high amounts of delay at the protected southbound left and northbound right turning movements along Cherry Street. As such, protected turning movements should be removed where possible to allow more time to be shifted to other signal phases. Given the significant network role of Commissioners Street, both turning movements may be required at Cherry Street / Commissioners Street. However, given Villiers Street's comparatively smaller significance, either the southbound left or northbound right turn can likely be removed from this intersection. More analysis is required to confirm the final lane configuration and signal phasing required at this intersection.

4.1.1.2 Signal phasing and timing

The implementation of the project will result in new signalized intersections and impacts on existing signal operations. The intersection performance analysis indicated that cycle lengths of 120 seconds negatively impacted the ability of vehicles turning off Queens Quay to complete their movements.

As such, shorter cycle lengths of 90 seconds are recommended for intersections along the Queens Quay corridor to support acceptable vehicle operations, reduce delays and queues, and support overall signal progression. The proposed signal timings and phasing are detailed in Table 3-1 in Section 3.2.2.2 of this report.

4.1.1.3 Lane configurations

Queens Quay lane reduction

As mentioned throughout this report, a key impact of the provision of the streetcar is the reduction in travel lanes along Queens Quay East. The lane reduction will be mitigated by the following measures:

- The addition of new multimodal transportation facilities (including higher order transit, the Martin Goodman Trail, and the pedestrian promenade) which increase the overall capacity of Queens Quay East.
- The extension of Harbour Street will provide alternative routing options that may be used instead of Queens Quay East. As shown in Figure 56, vehicles travelling from Queens Quay East (Point 'A') to Bay St and Lake Shore Boulevard East intersection (Point 'B') will have nine different alternative routes. Moreover, as shown in Figure 57, vehicles travelling from Queens Quay East (Point 'A') to Yonge St and Lake Shore Boulevard East intersection (Point 'B') will have seven different alternative routes.
- The planned removal of the existing ramp from northbound Bay Street to eastbound Gardiner Expressway is expected to reduce trips northbound on Bay Street and westbound on Queens Quay as people will need to re-route to Lake Shore Boulevard to gain access to the Gardiner Expressway at Lower Jarvis Street.
- New turning lanes throughout the corridor to prevent queues from forming as a result of turning vehicles blocking through traffic.
- Appropriate signal timing to minimize delays traffic and transit.
- Queens Quay is expected to operate acceptably after the implementation of these mitigation measures.

As such, no additional mitigations are recommended.

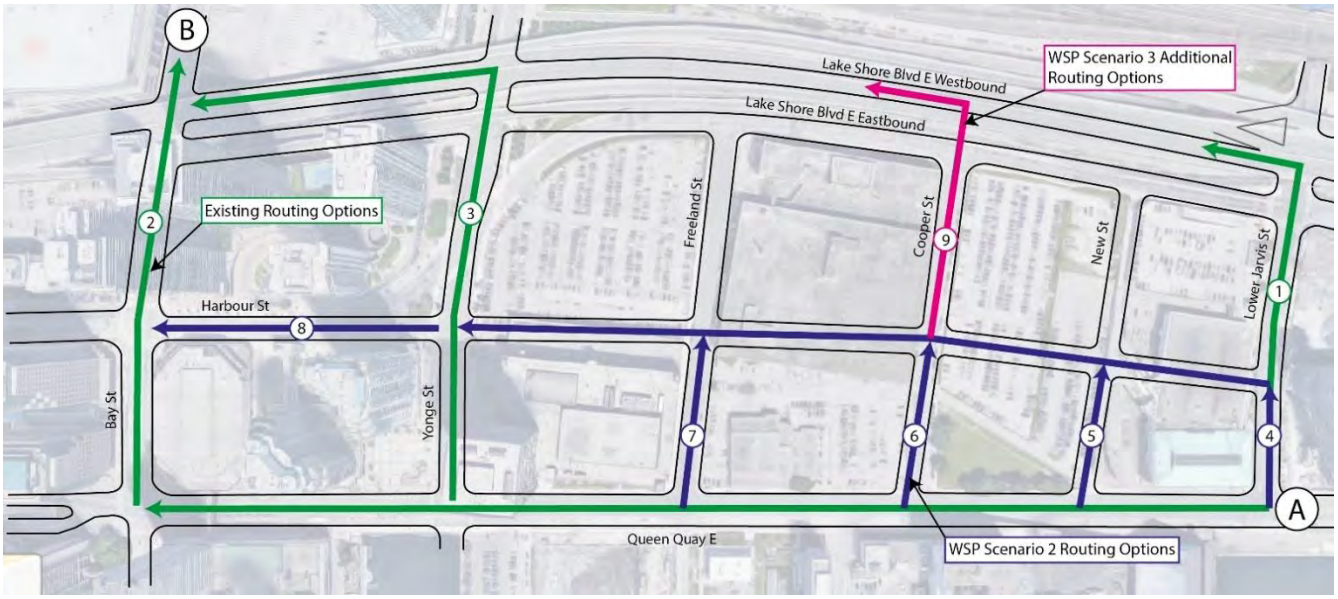


Figure 56 Route options for vehicles travelling from Queens Quay East to Bay Street / Lake Shore Boulevard West

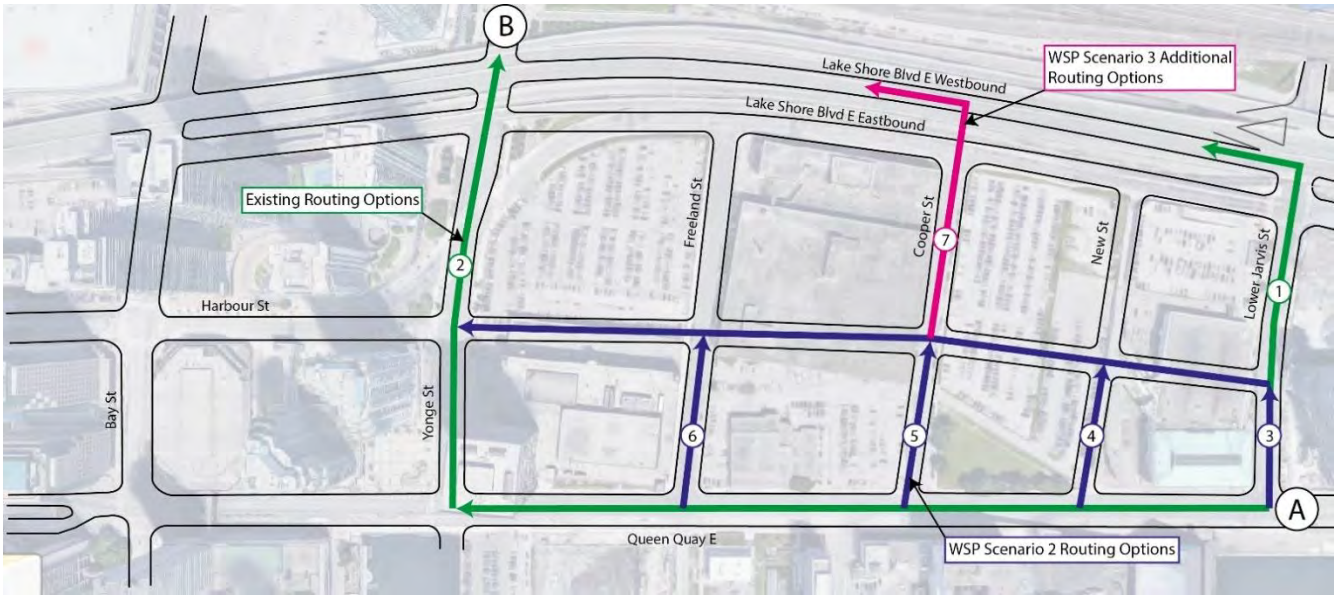


Figure 57 Route options for vehicles travelling from Queens Quay East to Yonge Street / Lake Shore Boulevard

Turning lane removal

The existing dedicated westbound right-turn lane at Bay Street / Queens Quay West will be removed to enable more public space. Additionally, the previously planned dedicated westbound right-turn lane at Yonge Street / Queens Quay is no longer included in the design. Westbound right turns at both intersections will still be permitted from shared through/right lanes.

Changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—are expected to reduce the volume of vehicles making the westbound right turn at Bay Street / Queens Quay West and Yonge Street / Queens Quay. As such, the turn is expected to operate acceptably. No further mitigations are recommended.

Queens Quay West between Bay Street and Yonge Street

The new east portal is proposed to be constructed on Queens Quay West between Bay Street and Yonge Street to facilitate streetcars' transition between below-grade and at-grade. This location will require a reconfiguration of the existing Queens Quay West corridor between Bay Street and Yonge Street. The future reconfiguration will have a single lane in each direction, remove the curb side loading zones, and reduce the storage length at the left turn lanes. Additionally, the relocation of the east portal will remove vehicular access to the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal.

The following concerns were raised by local stakeholders regarding the reconfiguration of Queens Quay West:

- The reduction of road lanes on Queens Quay West causing congestion and safety hazard;
- Queuing of resident vehicles accessing Residences of the World Trade Centre (located on the north side of Queens Quay West) causing spillback onto adjacent major intersections; and
- Existing buses currently operating along Queens Quay West in front of Westin Harbour Castle block traffic and create a safety hazard.

The following sections summarize the proposed measures to mitigate the impact of the east portal location on Westin Harbour Castle and Ferry Terminal and Residences of the World Trade Centre.

Westin Harbour Castle Hotel and Jack Layton Ferry Terminal

While the proposed location of the east portal will block access to the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal, the Yonge Slip infill provides new access points for both. The slip will be accessible via a new south leg at the signalized Yonge Street intersection. Coach buses, taxis and deliveries that are currently accommodated off Queens Quay West will be accommodated in a new drop-off area located on the slip infill.

The design for the drop-off area at the Yonge Head of Slip arranges the coach bus parking perpendicular to Queens Quay (4 bus bays). Taxi parking is integrated in a lay-by (4 lay-bys) immediately south of the pedestrian boulevard where taxis can queue and enter the Westin Harbour Castle Hotel conveniently. Moreover, the design will support WB-20 access to the Westin Hotel loading dock on the east face of the building.

The new Yonge Head of Slip is expected to mitigate all impacts of the new east portal location on the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal. As such, no further mitigations are recommended.

Residences of the World Trade Centre

The reconfiguration of the Queens Quay West segment will remove the existing eastbound left-turn lane that is currently available to access the Residences of the World Trade Centre. The planned removal of the eastbound left-turn lane into this development raised concerns that there is insufficient gap in the westbound direction to enable vehicles to turn – causing an eastbound spillback onto the Bay Street / Queens Quay West intersection. The Vissim analysis showed minimal impact from the proposed changes to Queens Quay West between Bay and Yonge streets (refer to Section 3.4.1.1 for more details).

While the existing conditions are often busy, several changes in the future condition will mitigate congestion:

- The new Yonge head of slip will enable the removal of all of the current pick-up/drop-off and motorcoach loading activities from the street. The consolidation of turning movements into the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal at a new, single signalized intersection will simplify traffic operations between Bay Street and Freeland Street relative to the existing condition, which has separate accesses for the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal.
- As noted above, the addition of multimodal transportation facilities will increase Queens Quay's overall capacity.

- The future traffic volumes on Queens Quay East are anticipated to be substantially lower compared to existing volumes as there are more alternative vehicular routes to traverse through the study area that are introduced by the Lower Yonge Precinct improvement. As noted above, changes to the road network in the Lower Yonge Precinct (including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway) will enable additional routing alternatives. 2041 EMME outputs show that the Lower Yonge Precinct road network changes will significantly reduce traffic on Queens Quay West between Bay Street and Yonge Street, enabling easier left turns into the Residences of the World Trade Centre.

The Residences of the World Trade Centre condo board has suggested that swapping the inbound and outbound access points to their parking garage may further reduce potential problems. However, as the Vissim analysis did not highlight any concerns, Arup does not believe this change, nor any other mitigations, are necessary. Conditions on Queens Quay West between Bay Street and Yonge Street should be monitored as the future condition is implemented to ensure traffic is operating acceptably.

4.1.1.4 Turn lane storage

The analysis of queue lengths in Section 3.4.1.1 indicates that several turn lanes are not long enough to accommodate the median/average and/or 95th percentile/maximum queue lengths simulated in Synchro and Vissim. Table 4-1 notes where there is potential to expand turn lanes to accommodate demand.

Table 4-1 Opportunities to expand storage lengths to accommodate expected queues

Intersection	Movement	Storage (m)	Queues not accommodated	Mitigation measures
Bay Street / Queens Quay West	EBL	25	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Add dedicated turn phase for this movement
	WBL	35	AM peak: Vissim Max Q for 2-stage PM peak: Vissim Max Q for 2-stage	Add dedicated turn phase for this movement
Yonge Street / Queens Quay	EBL	22	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Add dedicated turn phase for this movement
	WBL	49	PM peak: Vissim Max Q for single-stage	Mitigation measures likely not required as max queue only exceeds designed storage length by 3 metres for PM peak only
Freeland Street / Queens Quay East	WBL	43	PM peak: Vissim Max Q for single-stage	Mitigation measures likely not required as max queue only exceeds designed storage length by 4 metres for PM peak only
Redpath West Access / Queens Quay East	EBR	30	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Mitigation measures likely not required as average queue or 50th queue is manageable.

Intersection	Movement	Storage (m)	Queues not accommodated	Mitigation measures
				Could consider giving more green time for protected EBR movement if a queuing issue is observed in future conditions
Lower Jarvis Street / Queens Quay East	EBL	32	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Add dedicated turn phase for this movement
	WBR	32	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Mitigation measures likely not required as average queue or 50th queue are accommodated Could extend WBR storge lane but will require removal of landscaping along northern sidewalk
Richardson Street / Queens Quay East	EBR	37	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for single-stage	Mitigation measures likely not required as average queue or 50th queue are accommodated. Could consider giving more green time for protected EBR movement if observing queuing issue for future conditions
Lower Sherbourne Street / Queens Quay East	EBL	28	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Add dedicated turn phase for this movement
	WBL	29	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Mitigation measures likely not required as average queue or 50th queue are accommodated. Could consider giving more green time for protected WBL movement if observing queuing issue for future conditions
	WBR	30	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Could extend WBR storge lane but will require removal of landscaping along northern sidewalk
Bonnycastle Street / Queens Quay East	EBR	27	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Could consider giving more green time for protected EBR movement if a queuing issue is observed in future conditions
Small Street / Queens Quay East	WBL	27	AM peak: Vissim Max Q for both single-stage and 2-stage	Limited potential to expand by reducing length of EBL at Parliament Street / Queens Quay East Could also consider giving more green time for protected WBL movement if

Intersection	Movement	Storage (m)	Queues not accommodated	Mitigation measures
			PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	observing queuing issue for future conditions
	SBL	21	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Potential to extend the length of storage lane for this movement
Parliament Street / Queens Quay East	EBL	24	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Add dedicated turn phase for this movement
	SBL	34	PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Limited potential to expand by reducing SBL turn lane at Parliament Street / Queens Quay East Could also consider giving more green time for SB movements if observing queuing issue for future conditions
Trinity Street / Queens Quay East	EBL	38	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Add dedicated turn phase for this movement
	WBL	54	PM peak: Vissim Max Q for 2-stage	Potential to extend the length of storage lane for this movement
Cherry Street / Queens Quay East	EBL	56	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Potential to extend the length of storage lane for this movement
	WBL	32	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Storage lane length is based on assumption. Potential to extend the length of storage lane for this movement in detailed design
	NBL	40	AM peak: Vissim Avg Q & Max Q for both single-stage and 2-stage PM peak: Vissim Avg Q & Max Q for both single-stage and 2-stage	Potential to extend the length of storage lane for this movement
	SBL	25	AM peak: Vissim Max Q for both single-stage and 2-stage PM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Storage lane based on design from Lower Don Lands EA. Limited potential to expand without reducing NBL turn lane at Cherry Street / Lake Shore Boulevard East

Intersection	Movement	Storage (m)	Queues not accommodated	Mitigation measures
Cherry Street / Lake Shore Boulevard East	EBL	29	PM peak: Vissim Max Q for 2-stage	Storage lane based on design from Lower Don Lands EA. Mitigation measures likely not required as max queue only exceeds designed storage length by 2 metres for PM peak only
	WBL	48	PM peak: Vissim Max Q for both single-stage and 2-stage	Storage lane based on design from Lower Don Lands EA. Potential to extend the length of storage lane for this movement
	NBL	25	AM peak: all queuing conditions for Synchro and Vissim outputs PM peak: all queuing conditions for Synchro and Vissim outputs	Storage lane based on design from Lower Don Lands EA. Add dedicated turn phase for this movement
	SBL	54	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage	Storage lane based on design from Lower Don Lands EA. Limited potential to expand without reducing NBL turn lane at Cherry Street / Distillery Lane
Cherry Street / Villiers Street	NBR	18	AM peak: Vissim Avg Q & Max Q for both single-stage and 2-stage PM peak: Vissim Avg Q and Max Q for both single-stage and 2-stage	Potential to extend the length of storage lane for this movement Could also consider giving more green time for protected NBR movement if a queuing issue is observed in future conditions
	SBL	28	AM peak: Synchro 95th Q; Vissim Max Q for both single-stage and 2-stage PM peak: all queuing conditions for Synchro and Vissim outputs	Potential to extend the length of storage lane for this movement
Cherry Street / Commissioners Street	NBR	25	AM peak: Vissim Avg Q & Max Q for both single-stage and 2-stage PM peak: Vissim Max Q for both single-stage and 2-stage	Potential to extend the length of storage lane for this movement
	SBL	88	AM peak: Vissim Max Q for both single-stage and 2-stage	Limited potential to expand without impacting Cherry Street / Centre Street intersection

As noted in Table 4-1, there are limited opportunities to expand some of the queue lengths due to design constraints. At some intersections, modifications to signal timings may help reduce queue lengths. However, any modifications that reduce queue lengths could potentially limit green time for transit, decreasing average transit

speeds and increasing average transit travel times. Additional study is required to confirm adjustments to storage lengths and signal timings.

4.1.2 Logistics operations

Tractor and semi-trailer trucks require access to serve the existing Redpath Sugar and Loblaws sites. Both sites are located between Yonge and Lower Jarvis streets and an inbound truck route was identified via Yonge Street with intersection modifications made to accommodate the movement. Trucks leaving Redpath will exit via Lower Jarvis Street while trucks leaving Loblaws have direct egress to Lake Shore Boulevard East. Any other routing, during busy times, may result in tractor trailer trucks becoming unable to make a turn due to conflicts with other road users.

As noted in Section 2.4.1.2, vehicles can currently access all of Redpath's accesses from all directions. In the future condition, the westbound left into the centre access is removed so that the eastbound through lane does not exceed the maximum lane shift allowed through an intersection by the City of Toronto (1.5 metres).

To mitigate this impact, the eastbound right-turn lane into the centre access is extended all the way to Redpath's west access. The extension of this lane provides space for an extra truck to queue on Queens Quay East on the approach to the centre access. This should assist with peak operations, particularly during the winter when ships dock in the Port Lands and sugar is trucked to the Plant.

The analysis presented in Section 3.4.1.2 suggests that vehicle operations at Redpath's accesses will operate acceptably in the future condition. In general, due to the new signalizations and reduced space west of the west access, it will not be as easy for trucks to queue on Queens Quay East. As such, Redpath may need to organize truck staging elsewhere.

4.1.3 Summary of road network recommendations

Topic	Impact	Recommended mitigation measure
Accommodating traffic demand	High vehicle and transit demand on Villiers Island result in unacceptable operations on Cherry Street when it is the only vehicular connection across the Keating Channel.	Implement the Munition Street connection over the Keating Channel as soon as possible before the 2041 horizon year to mitigate congestion on Cherry Street and increase the road network's resiliency. Perform additional analysis to assess the feasibility of eliminating protected northbound right and southbound left turns along Cherry Street.
Signal phasing and timing	Long cycle lengths result in delays and queuing along Queens Quay.	Shorten cycle lengths along Queens Quay to 90 seconds.
Lane configuration	Queens Quay will be reduced from a four-lane road to a two-lane road.	Several mitigation measures are already incorporated as part of the design, including: the addition of new multimodal transportation facilities, new turn lanes throughout the corridor, and appropriate signal timings to minimize delay. Additionally, changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—will reduce volumes along Queens Quay East. The corridor is expected to operate acceptably with the above measures. As such, no further mitigations are recommended.
	The dedicated westbound right-turn lane at Bay Street / Queens Quay West will be removed to enable more public space. Vehicles will still be	Changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—are expected to reduce the volume of vehicles making the westbound right turn at Bay

Topic	Impact	Recommended mitigation measure
	permitted to make a westbound right turn from a shared through/right lane.	Street / Queens Quay West. As such, the turn is expected to operate acceptably. No further mitigations are recommended.
	Queens Quay West between Bay Street and Yonge Street: The existing accesses to the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal will be blocked by the east portal.	The Yonge Slip infill provides new access points for the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal. The slip will be accessible via a new south leg at the signalized Yonge Street intersection. No further mitigations are recommended.
	Queens Quay West between Bay Street and Yonge Street: Space used by buses currently operating along Queens Quay West in front of Westin Harbour Castle will be removed.	Coach buses, taxis and deliveries that are currently accommodated off Queens Quay West will be accommodated in a new drop-off area located on the slip infill. No further mitigations are recommended.
	Queens Quay West between Bay Street and Yonge Street: The existing left-turn lane used by resident vehicles accessing the Residences of the World Trade Centre will be removed.	Changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—are expected to reduce volumes on this segment of Queens Quay West between Bay Street and Yonge Street, making it easier to make a left-turn into the Residences of the World Trade Centre.
Turning-lane storage	Several turn lanes do not have sufficient storage to accommodate expected demand.	Consider increasing storage of turn lanes for: • Westbound left at Cherry Street / Commissioners Street • Southbound left at Cherry Street / Villiers Street • Northbound left at Cherry Street / Queens Quay East
Logistics operations	The reduction in lanes on Queens Quay East removes the opportunity for trucks queuing at Redpath's west access to wait on street.	Redpath Sugar Plant may need to consider staging trucks elsewhere.
	The initially proposed westbound left-turn lane into Redpath Sugar Plant's centre access has been removed.	The eastbound right-turn lane into Redpath Sugar Plant's centre access has been extended all the way to the west access. No other mitigation measures are recommended.

4.2 Transit network

4.2.1 Speed and travel time

Streetcar speeds were found to be marginally faster in the two-stage crossing Vissim simulation than in the single-stage crossing Vissim simulation (Section 3.4.2.1). Should single-stage crossings be implemented at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East (as is recommended in Section 3.4.4.1), further signal optimization is recommended throughout detailed design to minimize the impact on transit.

4.2.2 Service reliability

Streetcars in the two-stage crossing Vissim simulation were found to experience less bunching along Queens Quay East and at Union Station than streetcars in the single-stage crossing Vissim simulation (3.4.2.2). Should

single-stage crossings be implemented at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East (as is recommended in Section 3.4.4.1), further signal optimization is recommended throughout detailed design to minimize the impact on transit.

4.2.3 Route 65 alignment

For the purposes of this analysis, Route 65 was assumed to move clockwise through the Dockside Drive loop, making a westbound left turn at Dockside Drive & Lower Sherbourne Street / Queens Quay East and a northbound right turn at Dockside Drive & Richardson Street / Queens Quay East. The TTC prefers that this route move counter-clockwise through Dockside Drive. However, as noted in Section 3.4.2.3, the future design does not allow for protected westbound left turns at Dockside Drive & Richardson Street / Queens Quay East. Should buses make the turn from a shared lane, travel time may be negatively impacted. Were a dedicated westbound left-turn lane to be added, impacts would include curb adjustments, removal of lay-by space, private property impacts, and/or travel lane offsets. More discussion is required to confirm the preferred routing for Route 65.

4.2.4 Summary of transit network recommendations

Topic	Impact	Recommended mitigation measure
Speed and travel time	The inclusion of single-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East will have minor impacts on transit speeds.	Further optimize signal transit progression through detailed design.
Service reliability	The inclusion of single-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East will have minor impacts on transit reliability.	Further optimize signal transit progression through detailed design.
Route 65 alignment	The TTC's preferred alignment for route 65 may have impacts on travel time (should left turn be made from a shared lane) or impacts on design (should a dedicated left-turn lane be added)	Further discussion required to identify preferred alignment.

4.3 Pedestrian network

4.3.1 Crosswalks

An analysis of crosswalk widths throughout the study area was undertaken to examine the extent to which the designed crosswalks will be able to accommodate expected pedestrian demand. The analysis yielded the following findings:

- The south crosswalks across the Redpath West Entrance, the Redpath Central Entrance, and the Redpath East Entrance range in width between 1.8 metres and 2.1 metres, smaller than the minimum requirement of 2.5 metres. The design team should consider increasing the width of these crosswalks should be increased to at least 2.5 metres to comply with city standards if possible.
- Several crosswalks have designed widths smaller than the widths required to achieve PCL B- or a PCL C. These crosswalks are highlighted in red in Table 3-19and Table 3-20. The design teams may consider increasing the widths of these crosswalks. Although there is no maximum width defined for crosswalks, the maximum width used in Toronto appears to be approximately 6 metres wide. Crosswalk width must be considered in conjunction with sight lines – drivers turning right on red must be able to see the entire crosswalk to ensure it is clear of pedestrians before turning.
- The expected pedestrian volumes at the intersections of Queens Quay and Bay Street, Yonge Street, Freeland Street, and Redpath West Entrance are too high to accommodate through wider crosswalks; reduced PCLs must be accepted at these locations. Further consideration may be given to accommodating the high levels of pedestrian demand at Bay Street and Queens Quay West during the Bay Street Visioning exercise. Additionally, consideration should be given to maintaining the proposed pedestrian tunnel between Queens Quay Station and the south side of Queens Quay West to avoid increasing the pedestrian volumes at this busy intersection.

4.3.2 Summary of pedestrian network recommendations

Topic	Impact	Recommended mitigation measures
Crosswalks	Designed width of south crosswalks across the Redpath West Entrance, the Redpath Central Entrance, and the Redpath East Entrance are narrower than the city's minimum requirement of 2.5 metres.	Consider adjusting the design to comply with the city's minimum requirements if possible.
	Designed width of several crosswalks may lead to crowded conditions.	Consider increasing widths of crosswalks expected to experience crowded conditions.
	Expected pedestrian volumes at several intersections are too high to accommodate through wider crosswalks.	Consider accommodating pedestrian demands at the western edge of the study area through the Bay Street Visioning exercise. Consider maintaining the pedestrian tunnel between Queens Quay Station and the south side of Queens Quay West.

4.4 Multi-modal network

4.4.1 Single-stage/two-stage crossing

A detailed comparison of single-stage crossings and two-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East is provided in Section 3.4.4.1. The analysis concludes that the two-stage crossing scenario has benefits for transit operations, including reduced travel times and greater service

reliability. However, the single-stage crossing scenario has benefits for the remainder of criteria analyzed, including impacts to pedestrians, cyclists, private property, and public realm.

As noted above, the design approach for the project corridor was centred on equity and inclusivity. The single-stage crossings were selected based on this approach: they are inclusive and equitable by enabling direct connections for all modes. The two-stage crossings are less equitable than the single-stage crossings as they do not provide direct connections for cyclists. Additionally, by diverging from the intersection design used throughout the rest of the corridor, the two-stage crossings present legibility concerns, particularly for visually impaired pedestrians. The incremental benefits for transit travel time and reliability provided by the two-stage crossings are therefore deemed not large enough to warrant the cost imposed to users of other modes; as such, single-stage crossings are recommended for the intersections of Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East. The slight reduction in transit travel time and reliability can be addressed through further optimization of the signal transit progression during detailed design.

4.4.2 Summary of multi-modal network impacts

Topic	Impact	Recommended mitigation measures
Single-stage vs. two-stage crossings	The inclusion of single-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East will have minor impacts on transit operations in terms of travel times and service reliability.	Further optimize signal transit progression through detailed design.

5. Summary

The Waterfront East Light Rail Transit project ("the project") proposes the implementation of transit, bike, and pedestrian infrastructure along portions of Bay Street, Queens Quay West, Queens Quay East, Cherry Street, and Commissioners Street.

The project is currently at the Preliminary Design and Preliminary Design Business Case stage. The project's transit project assessment process (TPAP)—which will cover the area between Union Station and Street A—is expected to start in early 2023. This transportation study was undertaken to assess the existing and future transportation operations as part of the requirements for TPAPs under Ontario's regulation 231/08 for Transit Projects and Metrolinx Undertakings. Specifically, the goal of this study is to confirm that transportation within the study area works as intended given changes to the project (e.g., the east portal location) and changes to the physical context (e.g., plans for the Lower Yonge precinct) since it was originally planned in 2010.

This report should be reviewed in conjunction with the Environmental Project Report (EPR) and the 30% preliminary design and engineering work.

5.1 Project description

The Waterfront East LRT project starts at Union Station, where the LRT alignment runs south below Bay Street using existing track and tunnel. After passing through Queens Quay Station below the intersection of Bay Street and Queens Quay West, the LRT alignment turns east and transitions to street level using the proposed east portal on Queens Quay West between Bay Street and Yonge Street. Once at grade, the LRT alignment continues east along Queens Quay East adjacent to a pedestrian promenade, an enhanced Martin Goodman Trail, and a bi-directional roadway until reaching the realigned Cherry Street. The proposed corridor turns south at Cherry Street, continuing until Commissioners Street. At Commissioners Street, the proposed corridor heads east until the proposed Villiers Loop. The proposed corridor also includes the stretch of Cherry Street between the existing Distillery Loop and Queens Quay East, where LRT infrastructure will enable the extension of transit service from the Distillery Loop (which is to be decommissioned) to the Villiers Loop.

The following sections describe key features of the project.

5.1.1 Road network

- The proposed future condition of each of the roads directly impacted by the project is as follows:
- Portions of Bay Street will be removed to facilitate the expansion of Union Station. The street's existing conditions will be reinstated following construction.
- Queens Quay West and East between Bay Street and Street A will be expanded to 38 metres and will include an LRT guideway in the middle of the street, with a bidirectional roadway north of the guideway and multi-use path (Martin Goodman Trail) and pedestrian promenade south of the guideway. The road will be reduced from four lanes (two lanes in each direction) to two lanes (one lane in each direction) plus turn lanes. Queens Quay East will be extended past the realigned Cherry Street.
- The realignment of Queens Quay East will necessitate the realignment of Parliament Street between Queens Quay East and Lake Shore Boulevard East so that Parliament Street intersects with Queens Quay East at as close to a 90-degree angle as possible.
- Cherry Street is currently being realigned 50 metres to the west of its current location as part of the Port Lands Flood Protection project. In its future condition, it will have a 38.6-metre right-of-way featuring, from west to east, a sidewalk, the Martin Goodman Trail, a roadway with two bi-directional vehicular lanes, an LRT guideway, and a sidewalk.

- Commissioners Street will have a right-of-way ranging in width between 39.1 metres and 42.4 metres. The street will feature an LRT guideway to the south adjacent to bi-directional bike lanes, and a bi-directional roadway with turn lanes. The street will have wide areas dedicated to plantings and four- to five-metre sidewalks on both sides.

- The future design eliminates or modifies some dedicated turn lanes available in the existing condition or proposed in previous iterations of the design due to space and signal phasing constraints. These include:

- The removal of the existing dedicated westbound right-turn lane at Bay Street / Queens Quay West and the previously planned dedicated westbound right-turn lane at Yonge Street / Queens Quay. Westbound right turns at both intersections will still be permitted from shared through/right lanes.

- The extension of the eastbound right-turn lane into the centre access at Redpath Sugar Plant and the removal of the previously planned westbound left-turn lane into the centre access at Redpath Sugar Plant. Westbound left turns at this intersection will not be permitted.

- The consolidation of movements into the Westin Harbour Castle Hotel and Jack Layton Ferry Terminal at the south leg of the Yonge Street / Queens Quay intersection on the future Yonge head of slip. The existing Westin Harbour Castle Hotel and Jack Layton Ferry Terminal accesses will be closed due to the proposed location of the east portal.

5.1.2 Transit network

- The implementation of streetcar infrastructure included in this project will support two streetcar routes. The proposed 519 streetcar service will run between Union Station and the proposed Villiers Loop (at the intersection of Commissioners and Munition streets). The existing 504 streetcar service will be extended from the Distillery Loop to the proposed Villiers Loop. Key features of the proposed transit network are as follows:

- To accommodate more streetcars and passengers once the project is operational, the Union Station LRT Loop will be expanded to include four platforms (two northbound and two southbound). Based on the direction of the value engineering exercise for the underground portion of the project at the time this analysis was completed, Queens Quay Station is assumed to remain as is with two platforms (one northbound and one southbound).

- A new eastern terminus is intended to be provided via a loop located somewhere on Villiers Island (the Villers Loop). For purposes of this analysis, the loop is located near the intersection of Commissioners and Munition Street; however, the actual site of the loop is not yet finalized and is subject of ongoing review. However the location of this loop is not likely to impact the results and conclusions of this analysis.

- The Distillery Loop will be decommissioned to accommodate the new streetcar underpass below the Union Station Rail Corridor.

- In addition to Union Station, Queens Quay Station, and Villiers Loop, streetcar stops will be located at Freeland Street / Queens Quay East, Richardson Street / Queens Quay East, Bonnycastle / Queens Quay East, Parliament Street / Queens Quay East, Cherry Street / Queens Quay East, Cherry Street / Centre Street, Cherry Street / Commissioners Street, and near Cherry Street / Distillery Lane (to replace the stop currently located at the Distillery Loop).

- A new east portal will be constructed on Queens Quay West between Bay Street and Yonge Street which will require the closure of existing accesses at the Westin Harbour Castle Hotel and Jack Layton Ferry Terminal.

- Several bus routes in and around the study area will provide supplementary transit service. For the purposes of this analysis, Route 65 was assumed to move clockwise through the Dockside Drive loop, making a westbound left turn at Dockside Drive & Lower Sherbourne Street / Queens Quay East and a northbound right

turn at Dockside Drive & Richardson Street / Queens Quay East. However, the TTC prefers that this route move counter-clockwise through Dockside Drive. The impacts of various alignments for Route 65 are assessed in this analysis.

5.1.3 Pedestrian network

All streets in the study area will feature sidewalks on both sides. Key features of the proposed pedestrian network include:

- Additional public space at Yonge and Parliament Slips (where partial infilling of the slips is required to support the transit extension), which will provide new and enhanced water-based amenities and other opportunities for public enjoyment.
- The addition of signalized intersections along the corridor, which will create new crossing locations for pedestrians, increasing connectivity between the waterfront and points north. Intersections on Queens Quay East will feature single-stage crosswalks that cross the roadway, LRT guideway, and Martin Goodman Trail (contrary to intersections on Queens Quay West, which were initially constructed with crosswalks that only crossed the roadway and LRT guideway). The intersections at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East are located at slips with no road (or driveway) to the south. Without a road to the south, the intersections could be implemented with an alternative 'two-stage' pedestrian crossing configuration. This was considered previously as part of the East Bayfront Transit Class EA to reduce potential for delay to transit. The design requires a pedestrian refuge between the road and guideway which would likely result in additional property impacts and precludes the potential for cross-ride for cyclists across Queens Quay East. A scenario was included in this analysis to assess the operational benefits of two-stage crossings to transit and to evaluate whether those benefits outweigh the potential disbenefits.

5.1.4 Cycling network

The Martin Goodman Trail will be widened to support its role as a major connector within the bicycle network in the downtown area. Key north-south streets will provide bike lanes that connect cyclists to the Martin Goodman Trail. These include:

- Existing bike lanes on Bay, Yonge and Lower Sherbourne streets; and
- New bike lanes on Cooper, Lower Jarvis and Parliament streets.

5.1.5 Concurrent projects

The key projects that have the largest and most direct impacts on the physical environment of the study area include the following:

- **Lower Yonge Master Plan**: The Lower Yonge Master Plan includes several transportation network improvements that are expected to provide new routing opportunities that will distribute trips throughout the study area, thereby reducing vehicle demand on Queens Quay.
- **Port Lands Flood Protection**: The Port Lands Flood Protection project includes a series of initiatives to renaturalize the mouth of the Don River and protect surrounding areas from floodwaters. Several elements of the Port Lands Flood Protection project enable or impact the project and future WELRT phases.
- **Gardiner Expressway Realignment**: The Gardiner Expressway East Environmental Assessment recommended the realignment of the Gardiner Expressway. The preferred alternative will result in changes to the traffic patterns in the area and will create new space for public realm improvements.
- **Ontario Line**: The Ontario Line is a new rail service that will connect the Exhibition/Ontario Place, downtown Toronto, Corktown, East Harbour, Pape Station (Line 2 Bloor-Danforth), and the Eglinton

Crosstown LRT. Due to its proximity to the project, the Ontario Line is expected to absorb some of the streetcar demand.

5.2 Analysis

5.2.1 Existing condition

An intersection performance analysis (using Synchro) was used to identify critical turning movements along the corridor in the AM and PM peak hours under existing conditions. Given future changes to the area, particular focus was given to the segment of Queens Quay West between Bay Street and Yonge Street. A traffic safety analysis was undertaken to assess collisions involving vehicles, bikes, and pedestrians at 12 intersections within the study area. Additionally, logistics operations related to Redpath Sugar Plant and to Loblaws were reviewed.

5.2.2 Future condition

An intersection performance analysis (using Synchro) was used to identify critical turning movements along the corridor in the AM and PM peak hours under future conditions. Traffic operations were also assessed using a Vissim multi-modal simulation in the AM and PM peak hours. All Synchro and Vissim analyses relied on the designs available at the time of analysis. Minor deviations from the design made during analysis are detailed in Section 3.2.2.1.

The Synchro and Vissim outputs were used to assess the network's ability to accommodate future traffic demand; signal phasing and timing; turn lane storage; logistics operations; and specific lane configurations including the reduction of lanes on Queens Quay and the removal of certain turn lanes along the corridor. As with the existing conditions, particular focus was given to the segment of Queens Quay West between Bay Street and Yonge Street.

Streetcar operations—including speed and service reliability—were assessed using the Vissim simulation. The Vissim analysis was also used to evaluate the impacts of single-stage crossings and two-stage crossings on transit operations. Additionally, seven options to accommodate bus route 65 and the impacts of each on TTC operations, traffic, public realm, and property were compared.

Pedestrian conditions on crosswalks were analyzed to assess the extent to which the designed crosswalk widths will be able to accommodate expected pedestrian demand in the AM and PM peak hours.

Finally, the report analyzes the varying impacts of single-stage and two-stage crossings on a range of criteria including pedestrian movements, cyclist movements, TTC operations, public realm, and private property.

5.3 Outcomes and recommendations

The analysis presented in this report demonstrates that the future transportation network as detailed in the 30% preliminary design and engineering largely facilitates acceptable transportation operations. The analyses identified some minor impacts for which mitigation measures are recommended, but no fundamental changes to the project are required.

Along Queens Quay, the addition of new multimodal transportation facilities (including LRT guideways, the Martin Goodman Trail, and the pedestrian promenade) will increase overall capacity. Moreover, the extension of Harbour Street will enable new routing options and provide drivers with alternatives to Queens Quay East. This extension, combined with the removal of the existing on-ramp from northbound Bay Street to eastbound Gardiner Expressway, is expected to result in a significant reduction of traffic on Queens Quay between Bay Street and Lower Jarvis Street. Overall, Queens Quay is expected to operate with busy but acceptable conditions consistent with levels of congestion expected in downtown Toronto.

Transportation operations along Cherry Street may become constrained in the future condition. The Vissim simulation suggested that congestion may occur due to high volumes of vehicles making protected southbound

lefts or northbound rights onto Villiers Street and Commissioners Street from Cherry Street. Additionally, as these protected turns conflict with LRT movements, the simulation indicated that the turning phases may directly impede transit operations on Cherry Street. Potential measures to reduce congestion on Cherry Street include:

- Implement the Munition Street connection over the Keating Channel as soon as possible to increase the road network's resiliency; to reduce transit congestion on Cherry Street; and to reduce turning movements at Cherry Street / Queens Quay East, Cherry Street / Villiers Street and Cherry Street / Commissioners Street.
- Perform additional analysis to assess the feasibility of eliminating protected northbound right and southbound left turns along Cherry Street.
- Transit congestion was observed along Cherry Street which will be investigated in future studies.

Refer to the summary tables in Section 4 for a detailed description of additional minor project impacts and associated mitigation measures.

Topic	Impact	Recommended mitigation measure
Accommodating traffic demand	High vehicle and transit demand on Villiers Island result in unacceptable operations on Cherry Street when it is the only vehicular connection across the Keating Channel.	Implement the Munition Street connection over the Keating Channel as soon as possible before the 2041 horizon year to mitigate congestion on Cherry Street and increase the road network's resiliency. Perform additional analysis to assess the feasibility of eliminating protected northbound right and southbound left turns along Cherry Street.
Signal phasing and timing	Long cycle lengths result in delays and queuing along Queens Quay.	Shorten cycle lengths along Queens Quay to 90 seconds.
Lane configuration	Queens Quay will be reduced from a four-lane road to a two-lane road.	Several mitigation measures are already incorporated as part of the design, including: the addition of new multimodal transportation facilities, new turn lanes throughout the corridor, and appropriate signal timings to minimize delay. Additionally, changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—will reduce volumes along Queens Quay East. The corridor is expected to operate acceptably with the above measures. As such, no further mitigations are recommended.
	The dedicated westbound right-turn lane at Bay Street / Queens Quay West will be removed to enable more public space. Vehicles will still be permitted to make a westbound right turn from a shared through/right lane.	Changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—are expected to reduce the volume of vehicles making the westbound right turn at Bay Street / Queens Quay West. As such, the turn is expected to operate acceptably. No further mitigations are recommended.
	Queens Quay West between Bay Street and Yonge Street: The existing accesses to the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal will be blocked by the east portal.	The Yonge Slip infill provides new access points for the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal. The slip will be accessible via a new south leg at the signalized Yonge Street intersection. No further mitigations are recommended.
	Queens Quay West between Bay Street and Yonge Street: Space used by buses currently operating	Coach buses, taxis and deliveries that are currently accommodated off Queens Quay West will be

Topic	Impact	Recommended mitigation measure
	along Queens Quay West in front of Westin Harbour Castle will be removed.	accommodated in a new drop-off area located on the slip infill. No further mitigations are recommended.
	Queens Quay West between Bay Street and Yonge Street: The existing left-turn lane used by resident vehicles accessing the Residences of the World Trade Centre will be removed.	Changes planned as part of other projects—including the extension of Harbour Street and the removal of the Bay Street on-ramp to the Gardiner Expressway—are expected to reduce volumes on this segment of Queens Quay West between Bay Street and Yonge Street, making it easier to make a left-turn into the Residences of the World Trade Centre.
Turning-lane storage	Several turn lanes do not have sufficient storage to accommodate expected demand.	Consider increasing storage of turn lanes for: • Westbound left at Cherry Street / Commissioners Street • Southbound left at Cherry Street / Villiers Street • Northbound left at Cherry Street / Queens Quay East
Logistics operations	The reduction in lanes on Queens Quay East removes the opportunity for trucks queuing at Redpath's west access to wait on street.	Redpath Sugar Plant may need to consider staging trucks elsewhere.
	The initially proposed westbound left-turn lane into Redpath Sugar Plant's centre access has been removed.	The eastbound right-turn lane into Redpath Sugar Plant's centre access has been extended all the way to the west access. No other mitigation measures are recommended.
Speed and travel time	The inclusion of single-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East will have minor impacts on transit speeds.	Further optimize signal transit progression through detailed design.
Service reliability	The inclusion of single-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East will have minor impacts on transit reliability.	Further optimize signal transit progression through detailed design.
Route 65 alignment	The TTC's preferred alignment for route 65 may have impacts on travel time (should left turn be made from a shared lane) or impacts on design (should a dedicated left-turn lane be added)	Further discussion required to identify preferred alignment.
Crosswalks	Designed width of south crosswalks across the Redpath West Entrance, the Redpath Central Entrance, and the Redpath East Entrance are narrower than the city's minimum requirement of 2.5 metres.	Consider adjusting the design to comply with the city's minimum requirements if possible.
	Designed width of several crosswalks may lead to crowded conditions.	Consider increasing widths of crosswalks expected to experience crowded conditions.
	Expected pedestrian volumes at several intersections are too high to accommodate through wider crosswalks.	Consider accommodating pedestrian demands at the western edge of the study area through the Bay Street Visioning exercise. Consider maintaining the pedestrian tunnel between

Topic	Impact	Recommended mitigation measure
		Queens Quay Station and the south side of Queens Quay West.
Single-stage vs. two-stage crossings	The inclusion of single-stage crossings at Lower Jarvis Street / Queens Quay East and Parliament Street / Queens Quay East will have minor impacts on transit operations in terms of travel times and service reliability.	Further optimize signal transit progression through detailed design.

5.4 Next steps

In addition to considering the recommendations detailed in Section 4, the following are potential next steps:

- Compare and validate the results of this transportation study with the simulated volumes from the city's Aimsun model for the Lower Yonge Precinct.
- Collect additional turning movement counts to refine the existing and future condition volume estimates.
- Conduct additional assessment of bus operations through the study area.
- Optimize intersection transit signal priority along the corridor.

Appendix A

Existing turning movement counts

A.1 Turning movement count sources

Intersection	Count Date	Count Source
Bay Street / Lake Shore Boulevard West	4/4/2017	Spectrum Counts
Bay Street / Harbour Street	25/2/2020	11 Bay Street Proposed Mixed Use Development
Bay Street / Queens Quay West	10/11/2021	Arup Canada (through Spectrum)
Westin Harbour Castle Conference Centre Access / Queens Quay West	10/11/2021	Arup Canada Arup Canada (through Spectrum)
Residences of the World Trade Centre West Access / Queens Quay West	10/11/2021	Arup Canada (through Spectrum)
Residences of the World Trade Centre East Access / Queens Quay West	10/11/2021	Arup Canada (through Spectrum)
Yonge Street / Queens Quay	25/2/2020	11 Bay Street Proposed Mixed Use Development
Freeland Street / Queens Quay East	25/2/2020	Pier 27 Building A & F (Phase 3) 25 & 35 Queens Quay East Urban Transportation Considerations Study
Redpath West Access / Queens Quay East	10/11/2021	Arup Canada (through Spectrum)
Cooper Street / Queens Quay East	10/11/2021	Arup Canada (through Spectrum)
Loblaws Access / Queens Quay East	10/11/2021	Arup Canada (through Spectrum)
Lower Jarvis Street / Queens Quay East	1/5/2019	Pier 27 Building A & F (Phase 3) 25 & 35 Queens Quay East Urban Transportation Considerations Study
Richardson Street / Queens Quay East	26/6/2019	Spectrum Counts
Lower Sherbourne Street / Queens Quay East	10/11/2021	Arup Canada (through Spectrum)
Parliament Street / Lake Shore Boulevard East	22/6/2016	Spectrum Counts
Cherry Street (North) / Lake Shore Boulevard East	29/10/2019	125R Mill Street Mixed-Use Development
Cherry Street (South) / Lake Shore Boulevard East	31/5/2016	309 Cherry Street Phase 2 Mixed Use Development
Cherry Street / Villiers Street	11/11/2021	Arup Canada (through Spectrum)
Cherry Street / Commissioners Street	19/10/2009	City Open Data

A.2 Turning movement counts

Spectrum

Turning Movement Count
Location Name: BAY ST & LAKE SHORE BLVD W
Date: Tue, Apr 04, 2017 Deployment Lead: Chris Koukaras

Turning Movement Count (3 . BAY ST & LAKE SHORE BLVD W)

Start Time	N Approach BAY ST								E Approach LAKESHORE BLVD W								SE Approach GARDINER EXRESSWAY ON RAMP								S Approach BAY ST								W Approach LAKESHORE BLVD W								Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Bear Left N:SE	Left N:E	U-Turn N:N	Peds CCW N:	Peds CW N:	Approach Total	Right E:N	Thru E:W	Left E:S	Hard Left E:SE	U-Turn E:E	Peds CCW E:	Peds CW E:	Approach Total	Hard Right SE:E	Bear Right SE:N	Bear Left SE:W	Hard Left SE:S	U-Turn SE:SE	Peds CCW SE:	Peds CW SE:	Approach Total	Hard Right S:SE	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds CCW S:	Peds CW S:	Approach Total	Right W:S	Bear Right W:SE	Thru W:E	Left W:N	U-Turn W:W	Peds CCW W:	Peds CW W:	Approach Total		
07:30:00	63	32	0	0	0	37	20	95	31	287	22	0	0	42	26	340	0	0	0	0	0	0	0	0	68	0	137	19	0	5	22	224	0	0	0	0	0	41	23	0	659	
07:45:00	39	35	0	0	0	38	27	74	42	326	23	0	0	45	20	391	0	0	0	0	0	1	0	0	56	0	123	21	0	6	52	200	0	0	0	0	0	64	42	0	665	
08:00:00	63	37	0	0	0	71	32	100	36	396	33	0	0	93	42	465	0	0	0	0	0	1	0	0	50	0	150	20	0	6	59	220	0	0	0	0	0	65	59	0	785	
08:15:00	52	48	0	0	0	65	39	100	50	414	22	0	0	101	37	486	0	0	0	0	0	1	0	0	55	0	155	28	0	6	70	238	0	0	0	0	0	86	78	0	824	2933
08:30:00	47	40	0	0	0	96	45	87	37	374	19	0	0	120	34	430	0	0	0	0	0	1	0	0	46	0	137	24	0	8	102	207	0	0	0	0	0	87	72	0	724	2998
08:45:00	52	51	0	0	0	78	53	103	56	424	16	0	0	146	41	496	0	0	0	0	0	2	0	0	47	0	165	30	0	7	96	242	0	0	0	0	0	93	111	0	841	3174
09:00:00	62	47	0	0	0	65	34	109	30	408	38	0	0	99	23	476	0	0	0	0	0	1	0	0	43	0	131	36	0	8	67	210	0	0	0	0	0	72	80	0	795	3184
09:15:00	56	48	0	0	0	54	30	104	38	364	32	0	0	76	27	434	0	0	0	0	0	1	0	0	55	0	151	24	0	3	33	230	0	0	0	0	0	60	37	0	768	3128
BREAK																																											
16:00:00	97	46	0	0	0	42	38	143	6	282	12	0	0	43	36	300	0	0	0	0	0	0	0	0	47	0	84	47	0	19	25	178	0	0	0	0	0	22	123	0	621	
16:15:00	96	45	0	0	0	37	54	141	13	270	13	0	0	26	57	296	0	0	0	0	0	0	0	0	73	0	58	42	0	13	28	173	0	0	0	0	0	28	65	0	610	
16:30:00	116	27	0	0	0	49	57	143	13	253	6	0	0	48	74	272	0	0	0	0	0	2	0	0	69	0	87	55	0	17	27	211	0	0	0	0	0	23	84	0	626	
16:45:00	102	33	0	0	0	54	54	135	12	230	12	0	0	60	64	254	0	0	0	0	0	6	0	0	84	0	73	50	0	24	27	207	0	0	0	0	0	51	100	0	596	2453
17:00:00	115	29	0	0	0	57	65	144	12	288	17	0	0	53	72	317	0	0	0	0	0	1	0	0	75	0	97	37	0	24	36	209	0	0	0	0	0	45	98	0	670	2502
17:15:00	96	39	0	0	0	56	120	135	26	299	15	0	0	53	126	340	0	0	0	0	0	1	3	0	69	0	89	39	0	32	26	197	0	0	0	0	0	64	128	0	672	2564
17:30:00	129	50	0	0	0	121	161	179	27	274	17	0	0	65	147	318	0	0	0	0	0	8	9	0	72	0	82	35	0	43	32	189	0	0	0	0	0	62	111	0	686	2624
17:45:00	115	54	0	0	0	83	160	169	22	256	10	0	0	35	119	288	0	0	0	0	0	11	5	0	58	0	89	45	0	28	76	192	0	0	0	0	0	51	102	0	649	2677
Grand Total	1300	661	0	0	0	1003	989	1961	451	5145	307	0	0	1105	945	5903	0	0	0	0	0	37	17	0	967	0	1808	552	0	249	778	3327	0	0	0	0	0	914	1313	0	**11191**	-
Approach%	66.3%	33.7%	0%	0%	0%			-	7.6%	87.2%	5.2%	0%	0%			-	0%	0%	0%	0%	0%			-	29.1%	0%	54.3%	16.6%	0%			-	0%	0%	0%	0%	0%			-	**-**	-
Totals %	11.6%	5.9%	0%	0%	0%			17.5%	4%	46%	2.7%	0%	0%			52.7%	0%	0%	0%	0%	0%			0%	8.6%	0%	16.2%	4.9%	0%			29.7%	0%	0%	0%	0%	0%			0%	**-**	-
Heavy	53	91	0	0	0			-	14	152	8	0	0			-	0	0	0	0	0			-	12	0	107	36	0			-	0	0	0	0	0			-	**-**	-
Heavy %	4.1%	13.8%	0%	0%	0%			-	3.1%	3%	2.6%	0%	0%			-	0%	0%	0%	0%	0%			-	1.2%	0%	5.9%	6.5%	0%			-	0%	0%	0%	0%	0%			-	**-**	-
Bicycles	1	4	0	0	0			-	0	0	0	0	0			-	0	0	0	0	0			-	0	0	11	0	0			-	0	0	0	0	0			-	**-**	-
Bicycle %	0.1%	0.6%	0%	0%	0%			-	0%	0%	0%	0%	0%			-	0%	0%	0%	0%	0%			-	0%	0%	0.6%	0%	0%			-	0%	0%	0%	0%	0%			-	**-**	-

Spectrum

Turning Movement Count
Location Name: BAY ST & LAKE SHORE BLVD W
Date: Tue, Apr 04, 2017 Deployment Lead: Chris Koukaras

Peak Hour: 08:15 AM - 09:15 AM Weather: Fog (7.6 °C)

Start Time	N Approach BAY ST								E Approach LAKESHORE BLVD W								SE Approach GARDINER EXRESSWAY ON RAMP								S Approach BAY ST								W Approach LAKESHORE BLVD W								Int. Total (15 min)
	Right	Thru	Bear Left	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	Hard Left	U-Turn	Peds CCW	Peds CW	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Peds CCW	Peds CW	Approach Total	Hard Right	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Bear Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	
08:15:00	52	48	0	0	0	65	39	100	50	414	22	0	0	101	37	486	0	0	0	0	0	1	0	0	55	0	155	28	0	6	70	238	0	0	0	0	0	86	78	0	824
08:30:00	47	40	0	0	0	96	45	87	37	374	19	0	0	120	34	430	0	0	0	0	0	1	0	0	46	0	137	24	0	8	102	207	0	0	0	0	0	87	72	0	724
08:45:00	52	51	0	0	0	78	53	103	56	424	16	0	0	146	41	496	0	0	0	0	0	2	0	0	47	0	165	30	0	7	96	242	0	0	0	0	0	93	111	0	841
09:00:00	62	47	0	0	0	65	34	109	30	408	38	0	0	99	23	476	0	0	0	0	0	1	0	0	43	0	131	36	0	8	67	210	0	0	0	0	0	72	80	0	795
Grand Total	213	186	0	0	0	304	171	399	173	1620	95	0	0	466	135	1888	0	0	0	0	0	5	0	0	191	0	588	118	0	29	335	897	0	0	0	0	0	338	341	0	**3184**
Approach%	53.4%	46.6%	0%	0%	0%			-	9.2%	85.8%	5%	0%	0%			-	0%	0%	0%	0%	0%			-	21.3%	0%	65.6%	13.2%	0%			-	0%	0%	0%	0%	0%			-	**-**
Totals %	6.7%	5.8%	0%	0%	0%			12.5%	5.4%	50.9%	3%	0%	0%			59.3%	0%	0%	0%	0%	0%			0%	6%	0%	18.5%	3.7%	0%			28.2%	0%	0%	0%	0%	0%			0%	**-**
PHF	0.86	0.91	0	0	0			0.92	0.77	0.96	0.63	0	0			0.95	0	0	0	0	0			0	0.87	0	0.89	0.82	0			0.93	0	0	0	0	0			0	**-**
Heavy	11	26	0	0	0			37	6	57	2	0	0			65	0	0	0	0	0			0	3	0	28	16	0			47	0	0	0	0	0			0	**-**
Heavy %	5.2%	14%	0%	0%	0%			9.3%	3.5%	3.5%	2.1%	0%	0%			3.4%	0%	0%	0%	0%	0%			0%	1.6%	0%	4.8%	13.6%	0%			5.2%	0%	0%	0%	0%	0%			0%	**-**
Lights	202	160	0	0	0			362	167	1563	93	0	0			1823	0	0	0	0	0			0	188	0	560	102	0			850	0	0	0	0	0			0	**-**
Lights %	94.8%	86%	0%	0%	0%			90.7%	96.5%	96.5%	97.9%	0%	0%			96.6%	0%	0%	0%	0%	0%			0%	98.4%	0%	95.2%	86.4%	0%			94.8%	0%	0%	0%	0%	0%			0%	**-**
Single-Unit Trucks	9	6	0	0	0			15	2	40	0	0	0			42	0	0	0	0	0			0	2	0	13	13	0			28	0	0	0	0	0			0	**-**
Single-Unit Trucks %	4.2%	3.2%	0%	0%	0%			3.8%	1.2%	2.5%	0%	0%	0%			2.2%	0%	0%	0%	0%	0%			0%	1%	0%	2.2%	11%	0%			3.1%	0%	0%	0%	0%	0%			0%	**-**
Buses	0	20	0	0	0			20	4	15	2	0	0			21	0	0	0	0	0			0	1	0	15	1	0			17	0	0	0	0	0			0	**-**
Buses %	0%	10.8%	0%	0%	0%			5%	2.3%	0.9%	2.1%	0%	0%			1.1%	0%	0%	0%	0%	0%			0%	0.5%	0%	2.6%	0.8%	0%			1.9%	0%	0%	0%	0%	0%			0%	**-**
Articulated Trucks	2	0	0	0	0			2	0	2	0	0	0			2	0	0	0	0	0			0	0	0	0	2	0			2	0	0	0	0	0			0	**-**
Articulated Trucks %	0.9%	0%	0%	0%	0%			0.5%	0%	0.1%	0%	0%	0%			0.1%	0%	0%	0%	0%	0%			0%	0%	0%	0%	1.7%	0%			0.2%	0%	0%	0%	0%	0%			0%	**-**
Pedestrians	-	-	-	-	-	303	171	-	-	-	-	-	-	466	135	-	-	-	-	-	-	5	0	-	-	-	-	-	-	29	335	-	-	-	-	-	-	338	341	-	**-**
Pedestrians%	-	-	-	-	-	14.3%	8.1%		-	-	-	-	-	21.9%	6.4%		-	-	-	-	-	0.2%	0%		-	-	-	-	-	1.4%	15.8%		-	-	-	-	-	15.9%	16.1%		**-**
Bicycles on Crosswalk	-	-	-	-	-	1	0	-	-	-	-	-	-	0	0	-	-	-	-	-	-	0	0	-	-	-	-	-	-	0	0	-	-	-	-	-	-	0	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		**-**
Bicycles on Road	1	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	4	0	0	0	0	-	0	0	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		**-**

Spectrum

Turning Movement Count
Location Name: BAY ST & LAKE SHORE BLVD W
Date: Tue, Apr 04, 2017 Deployment Lead: Chris Koukaras

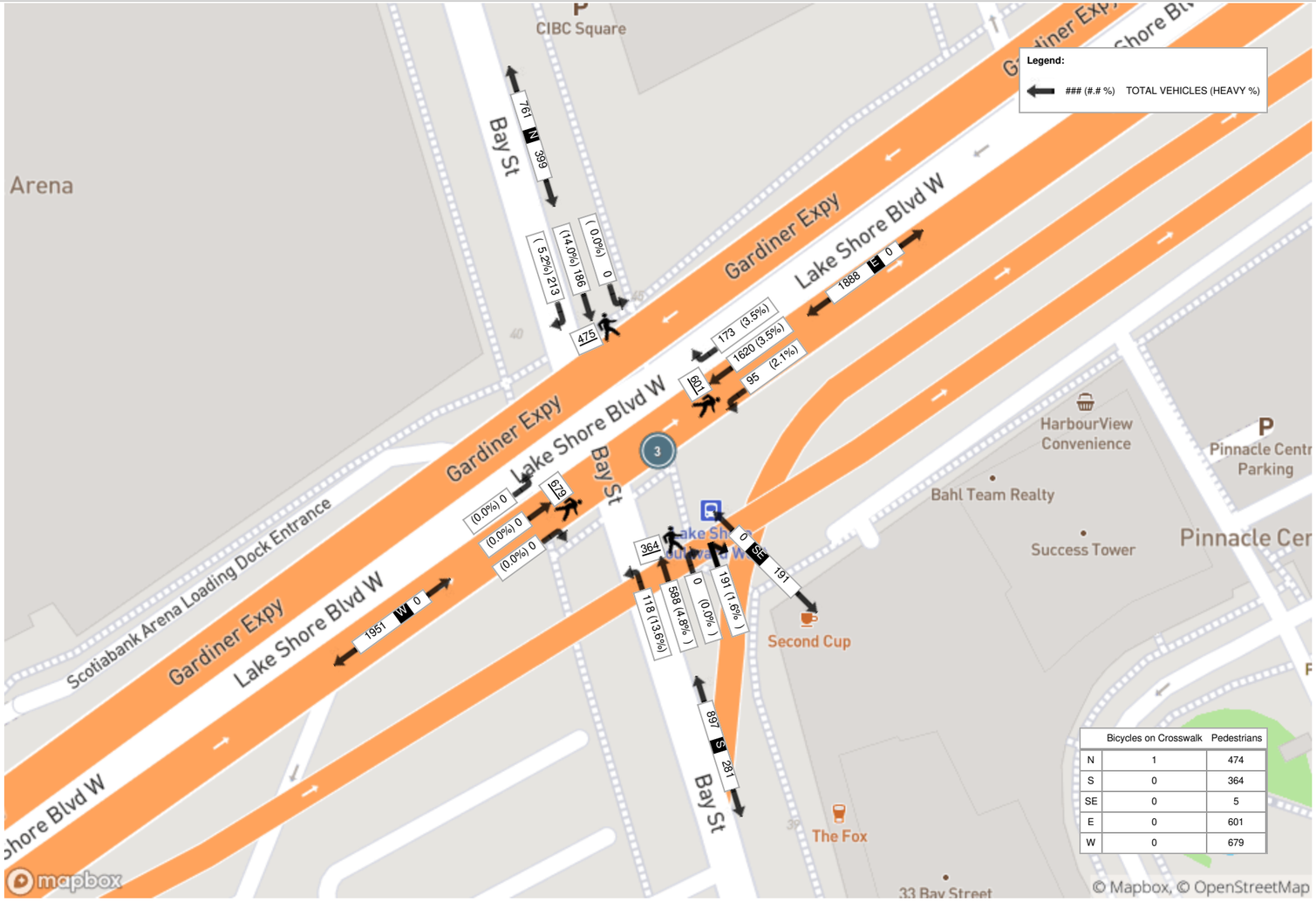
Peak Hour: 05:00 PM - 06:00 PM Weather: Light Rain (10.8 °C)

Start Time	N Approach BAY ST								E Approach LAKESHORE BLVD W								SE Approach GARDINER EXRESSWAY ON RAMP								S Approach BAY ST								W Approach LAKESHORE BLVD W								Int. Total (15 min)
	Right	Thru	Bear Left	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	Hard Left	U-Turn	Peds CCW	Peds CW	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Peds CCW	Peds CW	Approach Total	Hard Right	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Bear Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	
17:00:00	115	29	0	0	0	57	65	144	12	288	17	0	0	53	72	317	0	0	0	0	0	1	0	0	75	0	97	37	0	24	36	209	0	0	0	0	0	45	98	0	670
17:15:00	96	39	0	0	0	56	120	135	26	299	15	0	0	53	126	340	0	0	0	0	0	1	3	0	69	0	89	39	0	32	26	197	0	0	0	0	0	64	128	0	672
17:30:00	129	50	0	0	0	121	161	179	27	274	17	0	0	65	147	318	0	0	0	0	0	8	9	0	72	0	82	35	0	43	32	189	0	0	0	0	0	62	111	0	686
17:45:00	115	54	0	0	0	83	160	169	22	256	10	0	0	35	119	288	0	0	0	0	0	11	5	0	58	0	89	45	0	28	76	192	0	0	0	0	0	51	102	0	649
Grand Total	455	172	0	0	0	317	506	627	87	1117	59	0	0	206	464	1263	0	0	0	0	0	21	17	0	274	0	357	156	0	127	170	787	0	0	0	0	0	222	439	0	**2677**
Approach%	72.6%	27.4%	0%	0%	0%			-	6.9%	88.4%	4.7%	0%	0%			-	0%	0%	0%	0%	0%			-	34.8%	0%	45.4%	19.8%	0%			-	0%	0%	0%	0%	0%			-	**-**
Totals %	17%	6.4%	0%	0%	0%			23.4%	3.2%	41.7%	2.2%	0%	0%			47.2%	0%	0%	0%	0%	0%			0%	10.2%	0%	13.3%	5.8%	0%			29.4%	0%	0%	0%	0%	0%			0%	**-**
PHF	0.88	0.8	0	0	0			0.88	0.81	0.93	0.87	0	0			0.93	0	0	0	0	0			0	0.91	0	0.92	0.87	0			0.94	0	0	0	0	0			0	**-**
Heavy	5	20	0	0	0			25	0	13	1	0	0			14	0	0	0	0	0			0	1	0	18	6	0			25	0	0	0	0	0			0	**-**
Heavy %	1.1%	11.6%	0%	0%	0%			4%	0%	1.2%	1.7%	0%	0%			1.1%	0%	0%	0%	0%	0%			0%	0.4%	0%	5%	3.8%	0%			3.2%	0%	0%	0%	0%	0%			0%	**-**
Lights	450	152	0	0	0			602	87	1104	58	0	0			1249	0	0	0	0	0			0	273	0	339	150	0			762	0	0	0	0	0			0	**-**
Lights %	98.9%	88.4%	0%	0%	0%			96%	100%	98.8%	98.3%	0%	0%			98.9%	0%	0%	0%	0%	0%			0%	99.6%	0%	95%	96.2%	0%			96.8%	0%	0%	0%	0%	0%			0%	**-**
Single-Unit Trucks	4	3	0	0	0			7	0	7	0	0	0			7	0	0	0	0	0			0	1	0	3	5	0			9	0	0	0	0	0			0	**-**
Single-Unit Trucks %	0.9%	1.7%	0%	0%	0%			1.1%	0%	0.6%	0%	0%	0%			0.6%	0%	0%	0%	0%	0%			0%	0.4%	0%	0.8%	3.2%	0%			1.1%	0%	0%	0%	0%	0%			0%	**-**
Buses	1	17	0	0	0			18	0	3	1	0	0			4	0	0	0	0	0			0	0	0	15	1	0			16	0	0	0	0	0			0	**-**
Buses %	0.2%	9.9%	0%	0%	0%			2.9%	0%	0.3%	1.7%	0%	0%			0.3%	0%	0%	0%	0%	0%			0%	0%	0%	4.2%	0.6%	0%			2%	0%	0%	0%	0%	0%			0%	**-**
Articulated Trucks	0	0	0	0	0			0	0	3	0	0	0			3	0	0	0	0	0			0	0	0	0	0	0			0	0	0	0	0	0			0	**-**
Articulated Trucks %	0%	0%	0%	0%	0%			0%	0%	0.3%	0%	0%	0%			0.2%	0%	0%	0%	0%	0%			0%	0%	0%	0%	0%	0%			0%	0%	0%	0%	0%	0%			0%	**-**
Pedestrians	-	-	-	-	-	314	505	-	-	-	-	-	-	206	464	-	-	-	-	-	-	21	17	-	-	-	-	-	-	126	170	-	-	-	-	-	-	222	439	-	**-**
Pedestrians%	-	-	-	-	-	12.6%	20.3%		-	-	-	-	-	8.3%	18.6%		-	-	-	-	-	0.8%	0.7%		-	-	-	-	-	5.1%	6.8%		-	-	-	-	-	8.9%	17.6%		**-**
Bicycles on Crosswalk	-	-	-	-	-	3	1	-	-	-	-	-	-	0	0	-	-	-	-	-	-	0	0	-	-	-	-	-	-	1	0	-	-	-	-	-	-	0	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	-	0.1%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		**-**
Bicycles on Road	0	3	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	2	0	0	0	0	-	0	0	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		-	-	-	-	-	0%	0%		**-**

Spectrum

Turning Movement Count
Location Name: BAY ST & LAKE SHORE BLVD W
Date: Tue, Apr 04, 2017 Deployment Lead: Chris Koukaras

Peak Hour: 08:15 AM - 09:15 AM **Weather: Fog (7.6 °C)**

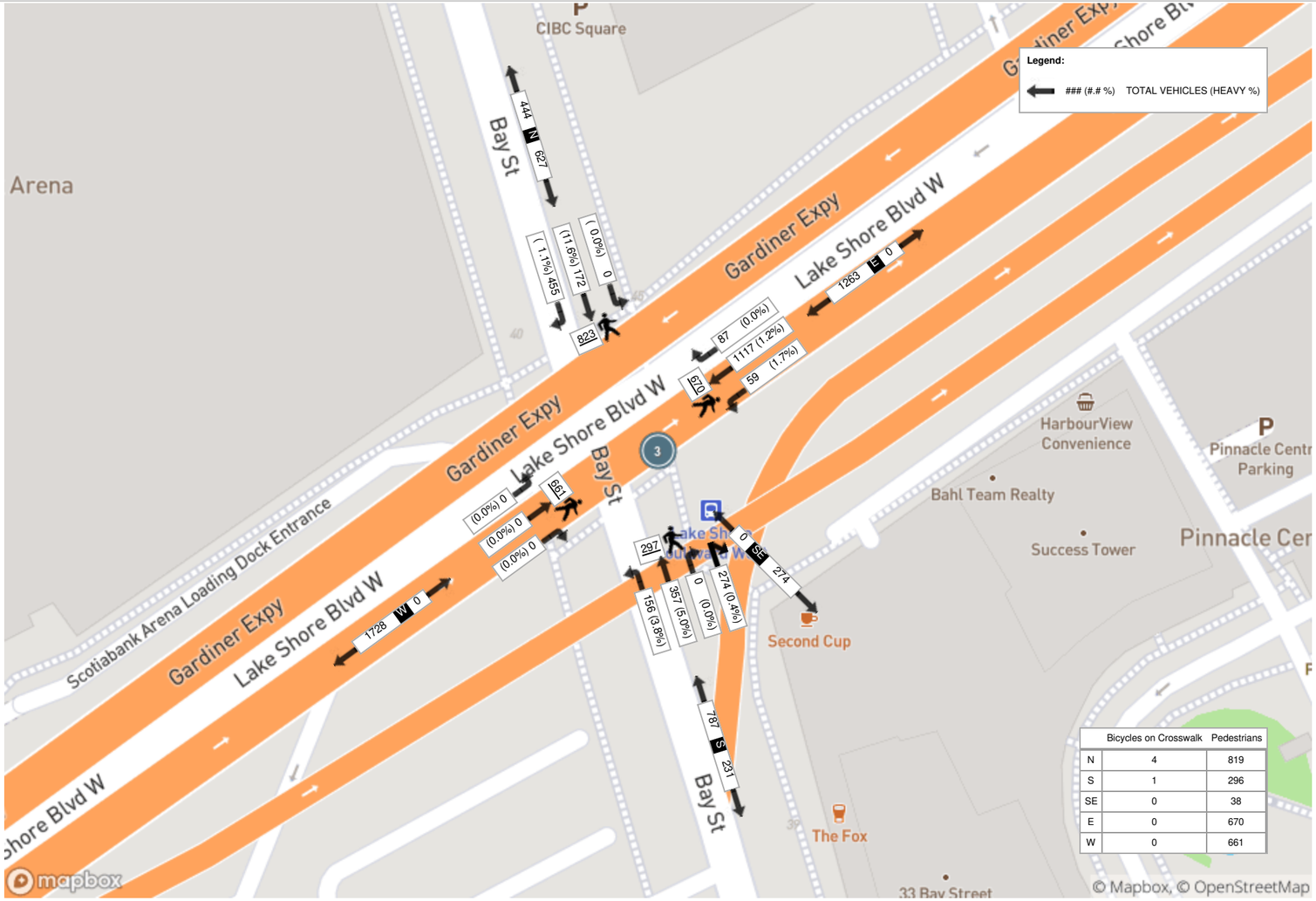


	Bicycles on Crosswalk	Pedestrians
N	1	474
S	0	364
SE	0	5
E	0	601
W	0	679

Spectrum

Turning Movement Count
Location Name: BAY ST & LAKE SHORE BLVD W
Date: Tue, Apr 04, 2017 Deployment Lead: Chris Koukaras

Peak Hour: 05:00 PM - 06:00 PM **Weather: Light Rain (10.8 °C)**



	Bicycles on Crosswalk	Pedestrians
N	4	819
S	1	296
SE	0	38
E	0	670
W	0	661

Turning Movement Count (3 . BAY ST & HARBOUR ST)

Start Time	N Approach BAY ST						E Approach HARBOUR ST						S Approach BAY ST						W Approach HARBOUR ST						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	0	16	14	0	12	30	0	0	0	0	43	0	10	55	0	1	13	66	17	195	136	0	76	348	444	
07:45:00	0	39	13	0	11	52	0	0	0	0	48	0	15	63	0	0	21	78	14	209	147	0	100	370	500	
08:00:00	0	37	15	0	18	52	0	0	0	0	92	0	9	72	0	0	34	81	20	228	124	0	154	372	505	
08:15:00	0	43	12	0	28	55	0	0	0	0	101	0	8	62	0	0	52	70	23	228	144	0	185	395	520	1969
08:30:00	0	43	13	0	34	56	0	0	0	0	107	0	9	62	0	0	61	71	21	237	146	0	207	404	531	2056
08:45:00	0	41	7	0	45	48	0	0	0	0	121	0	12	55	0	0	68	67	21	195	138	0	230	354	469	2025
09:00:00	0	49	15	0	40	64	0	1	0	0	93	1	15	59	0	0	49	74	11	218	142	0	223	371	510	2030
09:15:00	0	43	13	0	20	56	0	0	0	0	73	0	11	54	0	0	45	65	18	191	137	0	124	346	467	1977
BREAK																										
12:00:00	0	22	14	0	34	36	0	0	0	0	42	0	4	57	0	0	43	61	16	151	132	0	93	299	396	
12:15:00	0	32	10	1	25	43	0	0	0	0	48	0	4	44	0	0	31	48	15	155	137	0	84	307	398	
12:30:00	0	22	18	0	21	40	0	0	0	0	46	0	8	58	0	0	41	66	8	150	124	0	89	282	388	
12:45:00	0	17	15	0	11	32	0	0	0	0	56	0	4	27	0	0	70	31	10	211	112	0	93	333	396	1578
13:00:00	0	25	21	0	21	46	0	0	0	0	47	0	7	47	0	0	44	54	17	254	103	0	74	374	474	1656
13:15:00	0	19	14	0	29	33	0	0	0	0	30	0	7	40	0	0	36	47	9	165	133	0	65	307	387	1645
13:30:00	0	39	13	0	27	52	0	0	0	0	46	0	6	62	0	0	50	68	14	152	133	0	153	299	419	1676
13:45:00	0	24	16	0	23	40	0	0	0	0	43	0	8	42	0	0	35	50	9	135	127	0	115	271	361	1641
BREAK																										
16:00:00	0	32	13	0	16	45	0	0	0	0	67	0	12	68	0	0	42	80	17	205	93	0	195	315	440	
16:15:00	0	26	25	1	23	52	0	0	0	0	61	0	13	68	0	0	40	81	16	201	118	0	189	335	468	
16:30:00	0	25	17	0	35	42	0	0	0	0	67	0	15	72	0	0	51	89	19	241	99	0	239	359	490	
16:45:00	0	20	28	1	29	49	0	0	0	0	78	0	9	75	0	0	49	84	21	252	88	0	230	361	494	1892
17:00:00	0	31	21	1	36	53	0	0	0	0	98	0	1	86	0	0	43	87	19	276	73	0	289	368	508	1960
17:15:00	0	23	15	1	62	39	0	0	0	0	110	0	9	92	0	0	65	101	29	256	72	0	275	357	497	1989
17:30:00	0	18	11	0	51	29	0	0	1	0	96	1	13	88	0	0	59	101	27	291	91	0	204	409	540	2039
17:45:00	0	30	13	0	59	43	0	0	0	0	111	0	15	94	0	0	63	109	24	245	90	0	214	359	511	2056
Grand Total	0	716	366	5	710	1087	0	1	1	0	1724	2	224	1502	0	1	1107	1729	415	5041	2839	0	3900	8295	**11113**	-
Approach%	0%	65.9%	33.7%	0.5%		-	0%	50%	50%	0%		-	13%	86.9%	0%	0.1%		-	5%	60.8%	34.2%	0%		-	**-**	-
Totals %	0%	6.4%	3.3%	0%		9.8%	0%	0%	0%	0%		0%	2%	13.5%	0%	0%		15.6%	3.7%	45.4%	25.5%	0%		74.6%	**-**	-
Heavy	0	76	16	0		-	0	1	0	0		-	9	124	0	0		-	19	272	120	0		-	**-**	-
Heavy %	0%	10.6%	4.4%	0%		-	0%	100%	0%	0%		-	4%	8.3%	0%	0%		-	4.6%	5.4%	4.2%	0%		-	**-**	-
Bicycles	5	35	1	0		-	0	1	1	0		-	3	32	0	0		-	7	5	0	0		-	**-**	-

Bicycle %	0%	4.9%	0.3%	0%	-	0%	100%	100%	0%	-	1.3%	2.1%	0%	0%	-	1.7%	0.1%	0%	0%	-	-	-	

Peak Hour: 07:45 AM - 08:45 AM Weather: Light Rain (1.26 °C)

Start Time	N Approach BAY ST						E Approach HARBOUR ST						S Approach BAY ST						W Approach HARBOUR ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:45:00	0	39	13	0	11	52	0	0	0	0	48	0	15	63	0	0	21	78	14	209	147	0	100	370	500
08:00:00	0	37	15	0	18	52	0	0	0	0	92	0	9	72	0	0	34	81	20	228	124	0	154	372	505
08:15:00	0	43	12	0	28	55	0	0	0	0	101	0	8	62	0	0	52	70	23	228	144	0	185	395	520
08:30:00	0	43	13	0	34	56	0	0	0	0	107	0	9	62	0	0	61	71	21	237	146	0	207	404	531
Grand Total	0	162	53	0	91	215	0	0	0	0	348	0	41	259	0	0	168	300	78	902	561	0	646	1541	**2056**
Approach%	0%	75.3%	24.7%	0%		-	0%	0%	0%	0%		-	13.7%	86.3%	0%	0%		-	5.1%	58.5%	36.4%	0%		-	**-**
Totals %	0%	7.9%	2.6%	0%		10.5%	0%	0%	0%	0%		0%	2%	12.6%	0%	0%		14.6%	3.8%	43.9%	27.3%	0%		75%	**-**
PHF	0	0.94	0.88	0		0.96	0	0	0	0		0	0.68	0.9	0	0		0.93	0.85	0.95	0.95	0		0.95	**-**
Heavy	0	15	4	0		19	0	0	0	0		0	3	25	0	0		28	3	41	22	0		66	**-**
Heavy %	0%	9.3%	7.5%	0%		8.8%	0%	0%	0%	0%		0%	7.3%	9.7%	0%	0%		9.3%	3.8%	4.5%	3.9%	0%		4.3%	**-**
Lights	0	147	49	0		196	0	0	0	0		0	38	234	0	0		272	75	861	539	0		1475	**-**
Lights %	0%	90.7%	92.5%	0%		91.2%	0%	0%	0%	0%		0%	92.7%	90.3%	0%	0%		90.7%	96.2%	95.5%	96.1%	0%		95.7%	**-**
Single-Unit Trucks	0	2	3	0		5	0	0	0	0		0	2	4	0	0		6	3	32	19	0		54	**-**
Single-Unit Trucks %	0%	1.2%	5.7%	0%		2.3%	0%	0%	0%	0%		0%	4.9%	1.5%	0%	0%		2%	3.8%	3.5%	3.4%	0%		3.5%	**-**
Buses	0	13	1	0		14	0	0	0	0		0	1	19	0	0		20	0	1	3	0		4	**-**
Buses %	0%	8%	1.9%	0%		6.5%	0%	0%	0%	0%		0%	2.4%	7.3%	0%	0%		6.7%	0%	0.1%	0.5%	0%		0.3%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	2	0	0		2	0	8	0	0		8	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.8%	0%	0%		0.7%	0%	0.9%	0%	0%		0.5%	**-**
Pedestrians	-	-	-	-	91	-	-	-	-	-	343	-	-	-	-	-	164	-	-	-	-	-	646	-	**-**
Pedestrians%	-	-	-	-	7.3%		-	-	-	-	27.4%		-	-	-	-	13.1%		-	-	-	-	51.6%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0.4%		-	-	-	-	0.3%		-	-	-	-	0%		**-**
Bicycles on Road	0	3	0	0	0	-	0	0	0	0	0	-	0	9	0	0	0	-	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

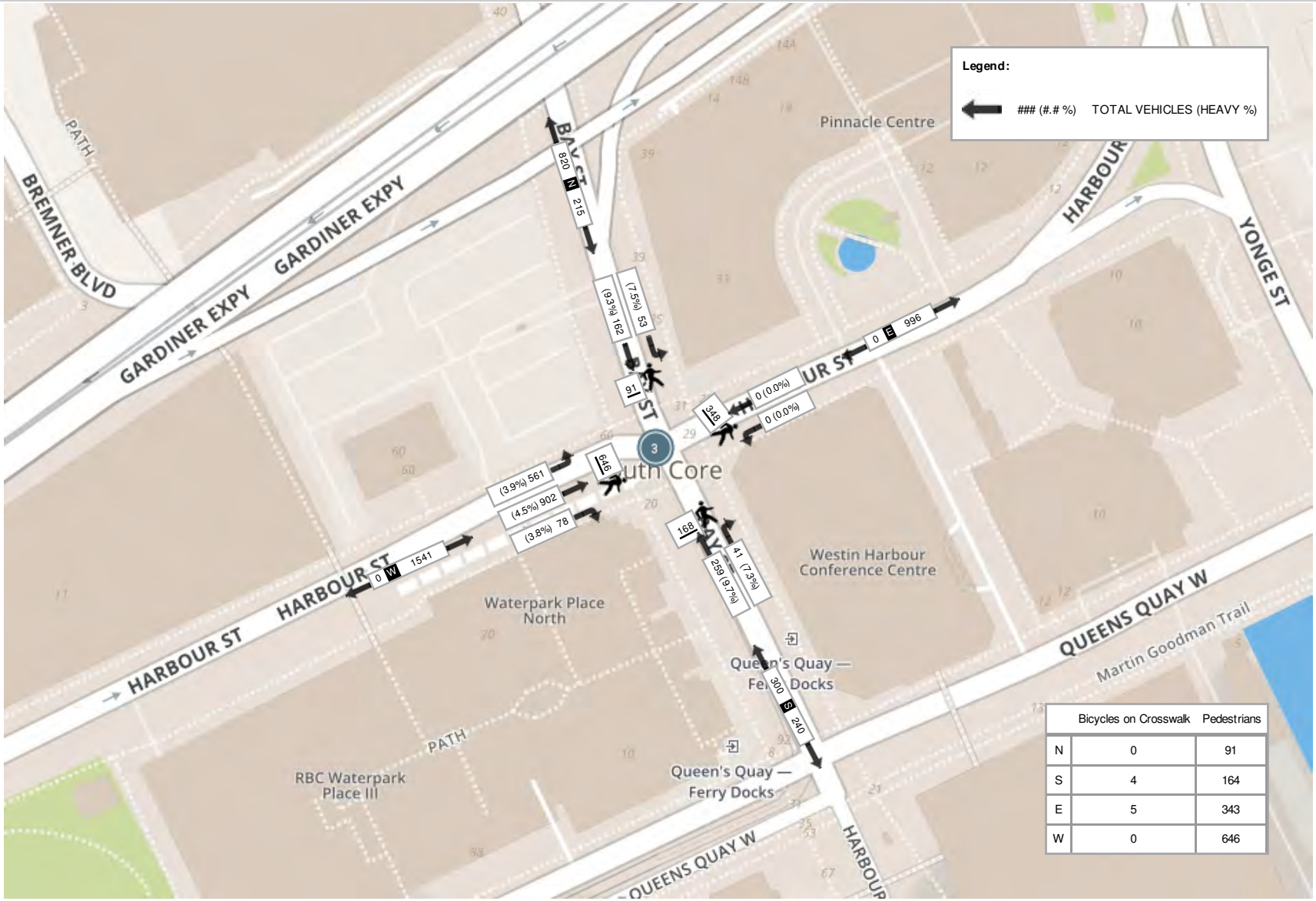
Peak Hour: 12:45 PM - 01:45 PM Weather: Overcast Clouds (2.45 °C)

Start Time	N Approach BAY ST						E Approach HARBOUR ST						S Approach BAY ST						W Approach HARBOUR ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
12:45:00	0	17	15	0	11	32	0	0	0	0	56	0	4	27	0	0	70	31	10	211	112	0	93	333	396
13:00:00	0	25	21	0	21	46	0	0	0	0	47	0	7	47	0	0	44	54	17	254	103	0	74	374	474
13:15:00	0	19	14	0	29	33	0	0	0	0	30	0	7	40	0	0	36	47	9	165	133	0	65	307	387
13:30:00	0	39	13	0	27	52	0	0	0	0	46	0	6	62	0	0	50	68	14	152	133	0	153	299	419
Grand Total	0	100	63	0	88	163	0	0	0	0	179	0	24	176	0	0	200	200	50	782	481	0	385	1313	**1676**
Approach%	0%	61.3%	38.7%	0%		-	0%	0%	0%	0%		-	12%	88%	0%	0%		-	3.8%	59.6%	36.6%	0%		-	**-**
Totals %	0%	6%	3.8%	0%		9.7%	0%	0%	0%	0%		0%	1.4%	10.5%	0%	0%		11.9%	3%	46.7%	28.7%	0%		78.3%	**-**
PHF	0	0.64	0.75	0		0.78	0	0	0	0		0	0.86	0.71	0	0		0.74	0.74	0.77	0.9	0		0.88	**-**
Heavy	0	13	3	0		16	0	0	0	0		0	2	20	0	0		22	5	66	23	0		94	**-**
Heavy %	0%	13%	4.8%	0%		9.8%	0%	0%	0%	0%		0%	8.3%	11.4%	0%	0%		11%	10%	8.4%	4.8%	0%		7.2%	**-**
Lights	0	87	60	0		147	0	0	0	0		0	22	156	0	0		178	45	716	458	0		1219	**-**
Lights %	0%	87%	95.2%	0%		90.2%	0%	0%	0%	0%		0%	91.7%	88.6%	0%	0%		89%	90%	91.6%	95.2%	0%		92.8%	**-**
Single-Unit Trucks	0	4	3	0		7	0	0	0	0		0	2	8	0	0		10	3	49	13	0		65	**-**
Single-Unit Trucks %	0%	4%	4.8%	0%		4.3%	0%	0%	0%	0%		0%	8.3%	4.5%	0%	0%		5%	6%	6.3%	2.7%	0%		5%	**-**
Buses	0	9	0	0		9	0	0	0	0		0	0	12	0	0		12	2	1	10	0		13	**-**
Buses %	0%	9%	0%	0%		5.5%	0%	0%	0%	0%		0%	0%	6.8%	0%	0%		6%	4%	0.1%	2.1%	0%		1%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	16	0	0		16	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	2%	0%	0%		1.2%	**-**
Pedestrians	-	-	-	-	88	-	-	-	-	-	177	-	-	-	-	-	194	-	-	-	-	-	385	-	**-**
Pedestrians%	-	-	-	-	10.3%		-	-	-	-	20.8%		-	-	-	-	22.8%		-	-	-	-	45.2%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0.2%		-	-	-	-	0.7%		-	-	-	-	0%		**-**
Bicycles on Road	2	5	1	0	0	-	0	0	0	0	0	-	0	4	0	0	0	-	0	2	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

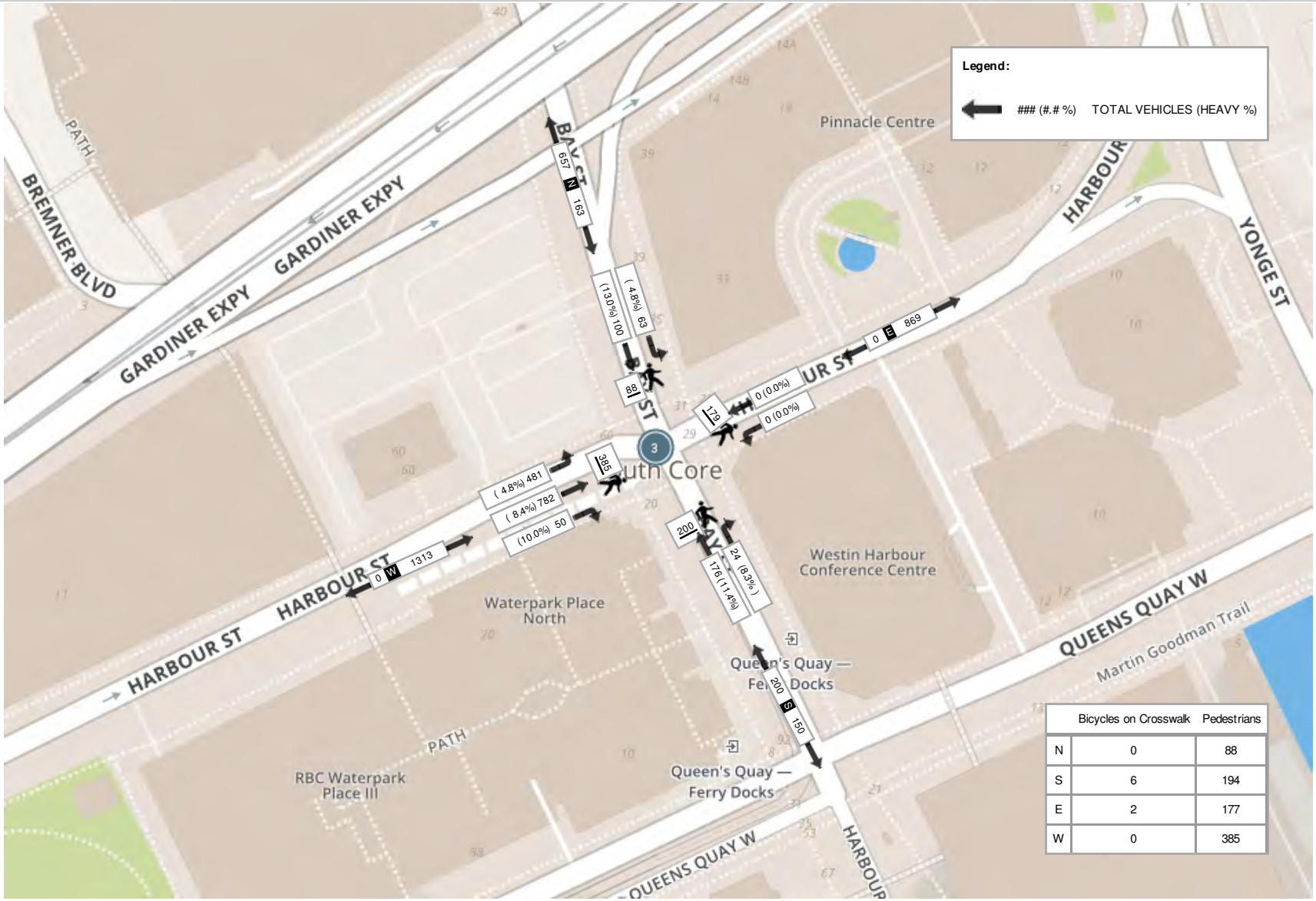
Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (3.57 °C)

Start Time	N Approach BAY ST						E Approach HARBOUR ST						S Approach BAY ST						W Approach HARBOUR ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	0	31	21	1	36	53	0	0	0	0	98	0	1	86	0	0	43	87	19	276	73	0	289	368	508
17:15:00	0	23	15	1	62	39	0	0	0	0	110	0	9	92	0	0	65	101	29	256	72	0	275	357	497
17:30:00	0	18	11	0	51	29	0	0	1	0	96	1	13	88	0	0	59	101	27	291	91	0	204	409	540
17:45:00	0	30	13	0	59	43	0	0	0	0	111	0	15	94	0	0	63	109	24	245	90	0	214	359	511
Grand Total	0	102	60	2	208	164	0	0	1	0	415	1	38	360	0	0	230	398	99	1068	326	0	982	1493	**2056**
Approach%	0%	62.2%	36.6%	1.2%		-	0%	0%	100%	0%		-	9.5%	90.5%	0%	0%		-	6.6%	71.5%	21.8%	0%		-	**-**
Totals %	0%	5%	2.9%	0.1%		8%	0%	0%	0%	0%		0%	1.8%	17.5%	0%	0%		19.4%	4.8%	51.9%	15.9%	0%		72.6%	**-**
PHF	0	0.82	0.71	0.5		0.77	0	0	0.25	0		0.25	0.63	0.96	0	0		0.91	0.85	0.92	0.9	0		0.91	**-**
Heavy	0	14	0	0		14	0	0	0	0		0	1	20	0	0		21	4	23	15	0		42	**-**
Heavy %	0%	13.7%	0%	0%		8.5%	0%	0%	0%	0%		0%	2.6%	5.6%	0%	0%		5.3%	4%	2.2%	4.6%	0%		2.8%	**-**
Lights	0	88	60	2		150	0	0	1	0		1	37	340	0	0		377	95	1045	311	0		1451	**-**
Lights %	0%	86.3%	100%	100%		91.5%	0%	0%	100%	0%		100%	97.4%	94.4%	0%	0%		94.7%	96%	97.8%	95.4%	0%		97.2%	**-**
Single-Unit Trucks	0	1	0	0		1	0	0	0	0		0	1	3	0	0		4	2	10	7	0		19	**-**
Single-Unit Trucks %	0%	1%	0%	0%		0.6%	0%	0%	0%	0%		0%	2.6%	0.8%	0%	0%		1%	2%	0.9%	2.1%	0%		1.3%	**-**
Buses	0	13	0	0		13	0	0	0	0		0	0	17	0	0		17	2	3	8	0		13	**-**
Buses %	0%	12.7%	0%	0%		7.9%	0%	0%	0%	0%		0%	0%	4.7%	0%	0%		4.3%	2%	0.3%	2.5%	0%		0.9%	**-**
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	10	0	0		10	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.7%	**-**
Pedestrians	-	-	-	-	203	-	-	-	-	-	409	-	-	-	-	-	224	-	-	-	-	-	981	-	**-**
Pedestrians%	-	-	-	-	11.1%		-	-	-	-	22.3%		-	-	-	-	12.2%		-	-	-	-	53.5%		**-**
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	1	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0.3%		-	-	-	-	0.3%		-	-	-	-	0.3%		-	-	-	-	0.1%		**-**
Bicycles on Road	1	9	0	0	0	-	0	0	1	0	0	-	2	7	0	0	0	-	2	1	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

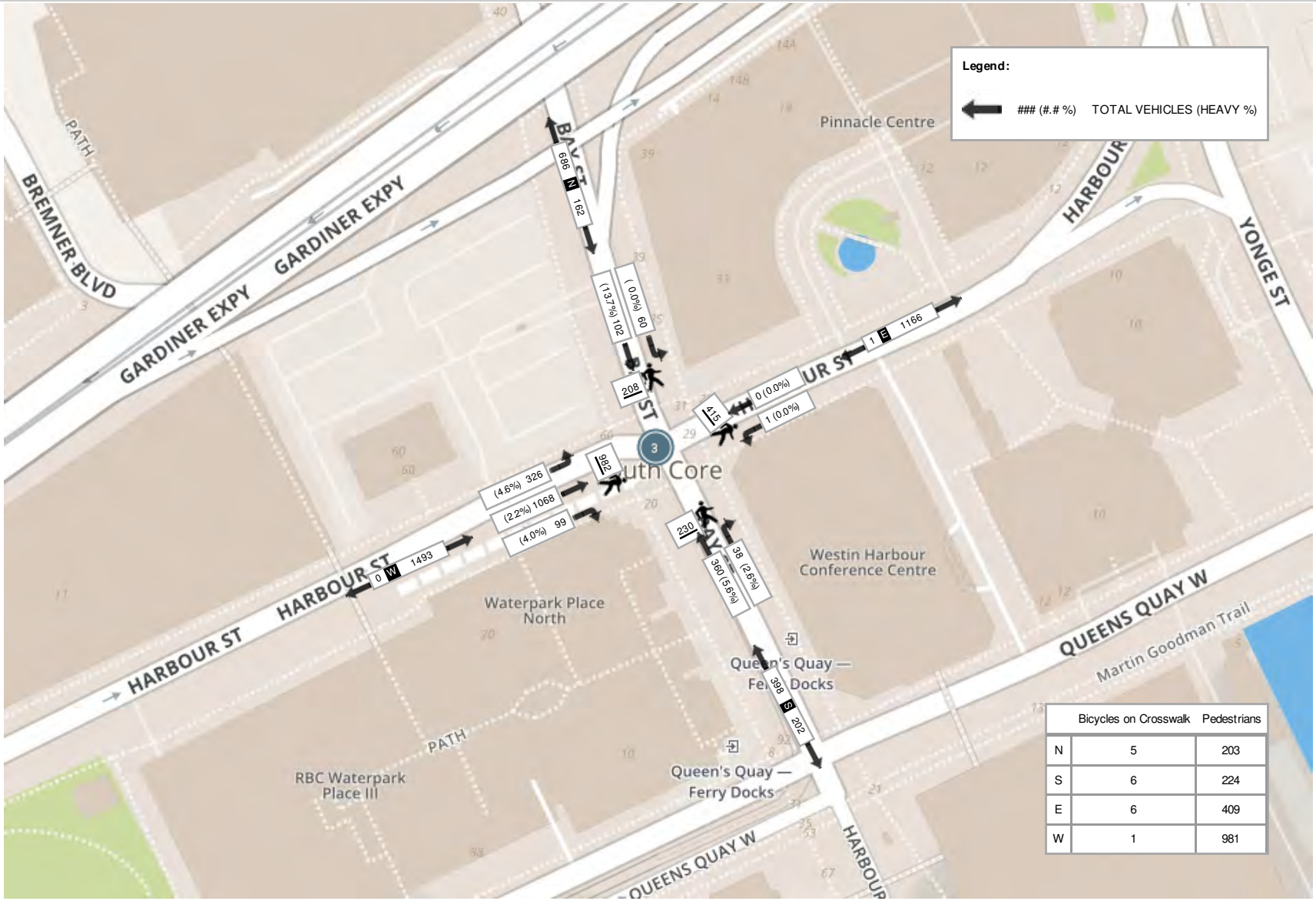
Peak Hour: 07:45 AM - 08:45 AM Weather: Light Rain (1.26 °C)



Peak Hour: 12:45 PM - 01:45 PM Weather: Overcast Clouds (2.45 °C)



Peak Hour: 05:00 PM - 06:00 PM **Weather: Overcast Clouds (3.57 °C)**



	Bicycles on Crosswalk	Pedestrians
N	5	203
S	6	224
E	6	409
W	1	981

Spectrum

Turning Movement Count
Location Name: BAY ST & QUEENS QUAY W / HARBOUR SQUARE
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (2 . BAY ST & QUEENS QUAY W / HARBOUR SQUARE)

Start Time	N Approach BAY ST						E Approach QUEENS QUAY W						S Approach HARBOUR SQ						W Approach QUEENS QUAY W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	8	2	9	0	16	19	30	41	0	0	19	71	1	2	0	0	36	3	1	57	18	0	32	76	169	
07:45:00	6	4	10	0	28	20	31	61	2	0	30	94	1	4	1	0	33	6	2	69	14	0	31	85	205	
08:00:00	11	4	19	0	37	34	46	64	9	0	46	119	4	3	1	0	50	8	4	74	15	0	33	93	254	
08:15:00	12	2	12	0	48	26	27	66	6	0	100	99	2	6	2	0	86	10	2	91	21	1	53	115	250	878
08:30:00	16	2	11	0	45	29	36	101	1	0	35	138	2	3	0	0	62	5	3	97	19	0	41	119	291	1000
08:45:00	16	5	17	0	39	38	28	98	9	0	38	135	2	4	0	0	62	6	3	94	14	0	61	111	290	1085
09:00:00	10	5	14	0	39	29	28	82	2	0	43	112	2	4	1	0	48	7	7	90	19	0	52	116	264	1095
09:15:00	12	8	18	1	38	39	34	56	6	0	19	96	1	5	0	0	32	6	1	65	7	0	41	73	214	1059
BREAK																										
16:00:00	13	7	9	0	87	29	64	137	18	0	73	219	1	4	1	0	107	6	2	119	11	0	57	132	386	
16:15:00	13	5	9	1	45	28	55	169	11	0	122	235	5	8	0	0	123	13	4	134	21	0	116	159	435	
16:30:00	16	6	7	0	29	29	53	143	8	0	46	204	6	7	2	0	85	15	3	129	14	0	48	146	394	
16:45:00	18	5	4	0	46	27	31	101	9	0	53	141	5	6	1	0	93	12	3	113	20	0	85	136	316	1531
17:00:00	12	4	13	1	61	30	42	184	8	0	90	234	7	6	0	0	101	13	6	108	10	0	98	124	401	1546
17:15:00	21	3	20	0	66	44	57	157	12	0	66	226	2	6	2	0	87	10	7	94	17	0	92	118	398	1509
17:30:00	13	2	11	0	59	26	54	146	7	0	55	207	2	3	2	0	63	7	5	119	15	0	79	139	379	1494
17:45:00	20	7	12	0	73	39	48	146	10	0	37	204	6	4	0	0	61	10	2	99	23	0	69	124	377	1555
Grand Total	217	71	195	3	756	486	664	1752	118	0	872	2534	49	75	13	0	1129	137	55	1552	258	1	988	1866	**5023**	-
Approach%	44.7%	14.6%	40.1%	0.6%		-	26.2%	69.1%	4.7%	0%		-	35.8%	54.7%	9.5%	0%		-	2.9%	83.2%	13.8%	0.1%		-	-	-
Totals %	4.3%	1.4%	3.9%	0.1%		9.7%	13.2%	34.9%	2.3%	0%		50.4%	1%	1.5%	0.3%	0%		2.7%	1.1%	30.9%	5.1%	0%		37.1%	-	-
Heavy	17	0	47	0		-	72	71	0	0		-	0	0	0	0		-	0	72	13	0		-	-	-
Heavy %	7.8%	0%	24.1%	0%		-	10.8%	4.1%	0%	0%		-	0%	0%	0%	0%		-	0%	4.6%	5%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-

Spectrum

Turning Movement Count
Location Name: BAY ST & QUEENS QUAY W / HARBOUR SQUARE
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:15 AM - 09:15 AM **Weather: Clear Sky (4.09 °C)**

Start Time	N Approach BAY ST						E Approach QUEENS QUAY W						S Approach HARBOUR SQ						W Approach QUEENS QUAY W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	12	2	12	0	48	26	27	66	6	0	100	99	2	6	2	0	86	10	2	91	21	1	53	115	250
08:30:00	16	2	11	0	45	29	36	101	1	0	35	138	2	3	0	0	62	5	3	97	19	0	41	119	291
08:45:00	16	5	17	0	39	38	28	98	9	0	38	135	2	4	0	0	62	6	3	94	14	0	61	111	290
09:00:00	10	5	14	0	39	29	28	82	2	0	43	112	2	4	1	0	48	7	7	90	19	0	52	116	264
Grand Total	54	14	54	0	171	122	119	347	18	0	216	484	8	17	3	0	258	28	15	372	73	1	207	461	**1095**
Approach%	44.3%	11.5%	44.3%	0%		-	24.6%	71.7%	3.7%	0%		-	28.6%	60.7%	10.7%	0%		-	3.3%	80.7%	15.8%	0.2%		-	**-**
Totals %	4.9%	1.3%	4.9%	0%		11.1%	10.9%	31.7%	1.6%	0%		44.2%	0.7%	1.6%	0.3%	0%		2.6%	1.4%	34%	6.7%	0.1%		42.1%	**-**
PHF	0.84	0.7	0.79	0		0.8	0.83	0.86	0.5	0		0.88	1	0.71	0.38	0		0.7	0.54	0.96	0.87	0.25		0.97	**-**
Heavy	4	0	14	0		18	18	24	0	0		42	0	0	0	0		0	0	20	6	0		26	**-**
Heavy %	7.4%	0%	25.9%	0%		14.8%	15.1%	6.9%	0%	0%		8.7%	0%	0%	0%	0%		0%	0%	5.4%	8.2%	0%		5.6%	**-**
Lights	48	13	40	0		101	99	275	18	0		392	8	16	2	0		26	15	295	66	0		376	**-**
Lights %	88.9%	92.9%	74.1%	0%		82.8%	83.2%	79.3%	100%	0%		81%	100%	94.1%	66.7%	0%		92.9%	100%	79.3%	90.4%	0%		81.6%	**-**
Single-Unit Trucks	3	0	4	0		7	5	20	0	0		25	0	0	0	0		0	0	16	2	0		18	**-**
Single-Unit Trucks %	5.6%	0%	7.4%	0%		5.7%	4.2%	5.8%	0%	0%		5.2%	0%	0%	0%	0%		0%	0%	4.3%	2.7%	0%		3.9%	**-**
Buses	1	0	10	0		11	9	4	0	0		13	0	0	0	0		0	0	2	4	0		6	**-**
Buses %	1.9%	0%	18.5%	0%		9%	7.6%	1.2%	0%	0%		2.7%	0%	0%	0%	0%		0%	0%	0.5%	5.5%	0%		1.3%	**-**
Articulated Trucks	0	0	0	0		0	4	0	0	0		4	0	0	0	0		0	0	2	0	0		2	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	3.4%	0%	0%	0%		0.8%	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.4%	**-**
Bicycles on Road	2	1	0	0		3	2	48	0	0		50	0	1	1	0		2	0	57	1	1		59	**-**
Bicycles on Road %	3.7%	7.1%	0%	0%		2.5%	1.7%	13.8%	0%	0%		10.3%	0%	5.9%	33.3%	0%		7.1%	0%	15.3%	1.4%	100%		12.8%	**-**
Pedestrians	-	-	-	-	171	-	-	-	-	-	216	-	-	-	-	-	255	-	-	-	-	-	201	-	**-**
Pedestrians%	-	-	-	-	20.1%		-	-	-	-	25.4%		-	-	-	-	29.9%		-	-	-	-	23.6%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	6	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0.4%		-	-	-	-	0.7%		**-**

Spectrum

Turning Movement Count
Location Name: BAY ST & QUEENS QUAY W / HARBOUR SQUARE
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (12.97 °C)

Start Time	N Approach BAY ST						E Approach QUEENS QUAY W						S Approach HARBOUR SQ						W Approach QUEENS QUAY W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
17:00:00	12	4	13	1	61	30	42	184	8	0	90	234	7	6	0	0	101	13	6	108	10	0	98	124	401
17:15:00	21	3	20	0	66	44	57	157	12	0	66	226	2	6	2	0	87	10	7	94	17	0	92	118	398
17:30:00	13	2	11	0	59	26	54	146	7	0	55	207	2	3	2	0	63	7	5	119	15	0	79	139	379
17:45:00	20	7	12	0	73	39	48	146	10	0	37	204	6	4	0	0	61	10	2	99	23	0	69	124	377
Grand Total	66	16	56	1	259	139	201	633	37	0	248	871	17	19	4	0	312	40	20	420	65	0	338	505	**1555**
Approach%	47.5%	11.5%	40.3%	0.7%		-	23.1%	72.7%	4.2%	0%		-	42.5%	47.5%	10%	0%		-	4%	83.2%	12.9%	0%		-	**-**
Totals %	4.2%	1%	3.6%	0.1%		8.9%	12.9%	40.7%	2.4%	0%		56%	1.1%	1.2%	0.3%	0%		2.6%	1.3%	27%	4.2%	0%		32.5%	**-**
PHF	0.79	0.57	0.7	0.25		0.79	0.88	0.86	0.77	0		0.93	0.61	0.79	0.5	0		0.77	0.71	0.88	0.71	0		0.91	**-**
Heavy	4	0	14	0		18	18	11	0	0		29	0	0	0	0		0	0	18	1	0		19	**-**
Heavy %	6.1%	0%	25%	0%		12.9%	9%	1.7%	0%	0%		3.3%	0%	0%	0%	0%		0%	0%	4.3%	1.5%	0%		3.8%	**-**
Lights	61	16	42	1		120	179	530	37	0		746	17	18	4	0		39	20	350	62	0		432	**-**
Lights %	92.4%	100%	75%	100%		86.3%	89.1%	83.7%	100%	0%		85.6%	100%	94.7%	100%	0%		97.5%	100%	83.3%	95.4%	0%		85.5%	**-**
Single-Unit Trucks	3	0	1	0		4	4	8	0	0		12	0	0	0	0		0	0	12	0	0		12	**-**
Single-Unit Trucks %	4.5%	0%	1.8%	0%		2.9%	2%	1.3%	0%	0%		1.4%	0%	0%	0%	0%		0%	0%	2.9%	0%	0%		2.4%	**-**
Buses	1	0	13	0		14	12	1	0	0		13	0	0	0	0		0	0	5	1	0		6	**-**
Buses %	1.5%	0%	23.2%	0%		10.1%	6%	0.2%	0%	0%		1.5%	0%	0%	0%	0%		0%	0%	1.2%	1.5%	0%		1.2%	**-**
Articulated Trucks	0	0	0	0		0	2	2	0	0		4	0	0	0	0		0	0	1	0	0		1	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	1%	0.3%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.2%	0%	0%		0.2%	**-**
Bicycles on Road	1	0	0	0		1	4	92	0	0		96	0	1	0	0		1	0	52	2	0		54	**-**
Bicycles on Road %	1.5%	0%	0%	0%		0.7%	2%	14.5%	0%	0%		11%	0%	5.3%	0%	0%		2.5%	0%	12.4%	3.1%	0%		10.7%	**-**
Pedestrians	-	-	-	-	252	-	-	-	-	-	245	-	-	-	-	-	311	-	-	-	-	-	332	-	**-**
Pedestrians%	-	-	-	-	21.8%		-	-	-	-	21.2%		-	-	-	-	26.9%		-	-	-	-	28.7%		**-**
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0.6%		-	-	-	-	0.3%		-	-	-	-	0.1%		-	-	-	-	0.5%		**-**

Spectrum

Turning Movement Count
Location Name: BAY ST & QUEENS QUAY W / HARBOUR SQUARE
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:15 AM - 09:15 AM **Weather: Clear Sky (4.09 °C)**



	Bicycles on Crosswalk	Pedestrians
N	0	171
S	3	255
E	0	216
W	6	201

Spectrum

Turning Movement Count
Location Name: BAY ST & QUEENS QUAY W / HARBOUR SQUARE
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 05:00 PM - 06:00 PM **Weather: Broken Clouds (12.97 °C)**



	Bicycles on Crosswalk	Pedestrians
N	7	252
S	1	311
E	3	245
W	6	332

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (3 . QUEENS QUAY W & WESTIN HARBOUR CASTLE HOTEL ENTRANCE)

Start Time	N Approach WESTIN HARBOUR CASTLE CC SOUTH ACCESS					E Approach QUEENS QUAY W					W Approach QUEENS QUAY W					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	7	1	0	24	8	1	62	1	2	64	63	1	0	0	64	136	
07:45:00	5	1	0	53	6	6	90	0	8	96	75	2	0	4	77	179	
08:00:00	4	2	0	39	6	5	119	0	7	124	99	1	2	1	102	232	
08:15:00	6	3	0	94	9	3	86	0	7	89	100	1	2	0	103	201	748
08:30:00	13	1	0	60	14	1	121	0	6	122	108	2	0	1	110	246	858
08:45:00	8	3	0	53	11	3	128	0	3	131	114	1	1	0	116	258	937
09:00:00	5	3	0	55	8	5	104	0	6	109	106	1	3	4	110	227	932
09:15:00	4	2	0	36	6	2	93	0	2	95	88	0	0	2	88	189	920
BREAK																	
16:00:00	13	1	0	99	14	1	202	0	0	203	134	1	1	0	136	353	
16:15:00	10	1	1	102	12	2	243	0	0	245	147	2	1	1	150	407	
16:30:00	19	0	0	61	19	2	187	0	0	189	144	0	0	1	144	352	
16:45:00	9	1	0	69	10	3	136	0	1	139	124	1	1	2	126	275	1387
17:00:00	7	0	0	104	7	4	220	0	3	224	138	0	0	0	138	369	1403
17:15:00	22	1	0	101	23	3	208	1	0	212	116	0	1	0	117	352	1348
17:30:00	11	2	0	68	13	4	188	0	2	192	127	2	4	1	133	338	1334
17:45:00	14	1	0	85	15	2	205	0	3	207	118	2	1	0	121	343	1402
Grand Total	157	23	1	1103	181	47	2392	2	50	2441	1801	17	17	17	1835	**4457**	-
Approach%	86.7%	12.7%	0.6%		-	1.9%	98%	0.1%		-	98.1%	0.9%	0.9%		-	**-**	-
Totals %	3.5%	0.5%	0%		4.1%	1.1%	53.7%	0%		54.8%	40.4%	0.4%	0.4%		41.2%	**-**	-
Heavy	3	1	0		-	3	142	0		-	118	1	1		-	**-**	-
Heavy %	1.9%	4.3%	0%		-	6.4%	5.9%	0%		-	6.6%	5.9%	5.9%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (4.09 °C)

Start Time	N Approach WESTIN HARBOUR CASTLE CC SOUTH ACCESS					E Approach QUEENS QUAY W					W Approach QUEENS QUAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:00:00	4	2	0	39	6	5	119	0	7	124	99	1	2	1	102	232
08:15:00	6	3	0	94	9	3	86	0	7	89	100	1	2	0	103	201
08:30:00	13	1	0	60	14	1	121	0	6	122	108	2	0	1	110	246
08:45:00	8	3	0	53	11	3	128	0	3	131	114	1	1	0	116	258
Grand Total	31	9	0	246	40	12	454	0	23	466	421	5	5	2	431	**937**
Approach%	77.5%	22.5%	0%		-	2.6%	97.4%	0%		-	97.7%	1.2%	1.2%		-	**-**
Totals %	3.3%	1%	0%		4.3%	1.3%	48.5%	0%		49.7%	44.9%	0.5%	0.5%		46%	**-**
PHF	0.6	0.75	0		0.71	0.6	0.89	0		0.89	0.92	0.63	0.63		0.93	**-**
Heavy	1	1	0		2	2	36	0		38	32	0	0		32	**-**
Heavy %	3.2%	11.1%	0%		5%	16.7%	7.9%	0%		8.2%	7.6%	0%	0%		7.4%	**-**
Lights	30	8	0		38	10	369	0		379	326	4	5		335	**-**
Lights %	96.8%	88.9%	0%		95%	83.3%	81.3%	0%		81.3%	77.4%	80%	100%		77.7%	**-**
Single-Unit Trucks	1	1	0		2	2	20	0		22	17	0	0		17	**-**
Single-Unit Trucks %	3.2%	11.1%	0%		5%	16.7%	4.4%	0%		4.7%	4%	0%	0%		3.9%	**-**
Buses	0	0	0		0	0	12	0		12	13	0	0		13	**-**
Buses %	0%	0%	0%		0%	0%	2.6%	0%		2.6%	3.1%	0%	0%		3%	**-**
Articulated Trucks	0	0	0		0	0	4	0		4	2	0	0		2	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0.9%	0%		0.9%	0.5%	0%	0%		0.5%	**-**
Bicycles on Road	0	0	0		0	0	49	0		49	63	1	0		64	**-**
Bicycles on Road %	0%	0%	0%		0%	0%	10.8%	0%		10.5%	15%	20%	0%		14.8%	**-**
Pedestrians	-	-	-	246	-	-	-	-	23	-	-	-	-	2	-	**-**
Pedestrians%	-	-	-	90.8%		-	-	-	8.5%		-	-	-	0.7%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

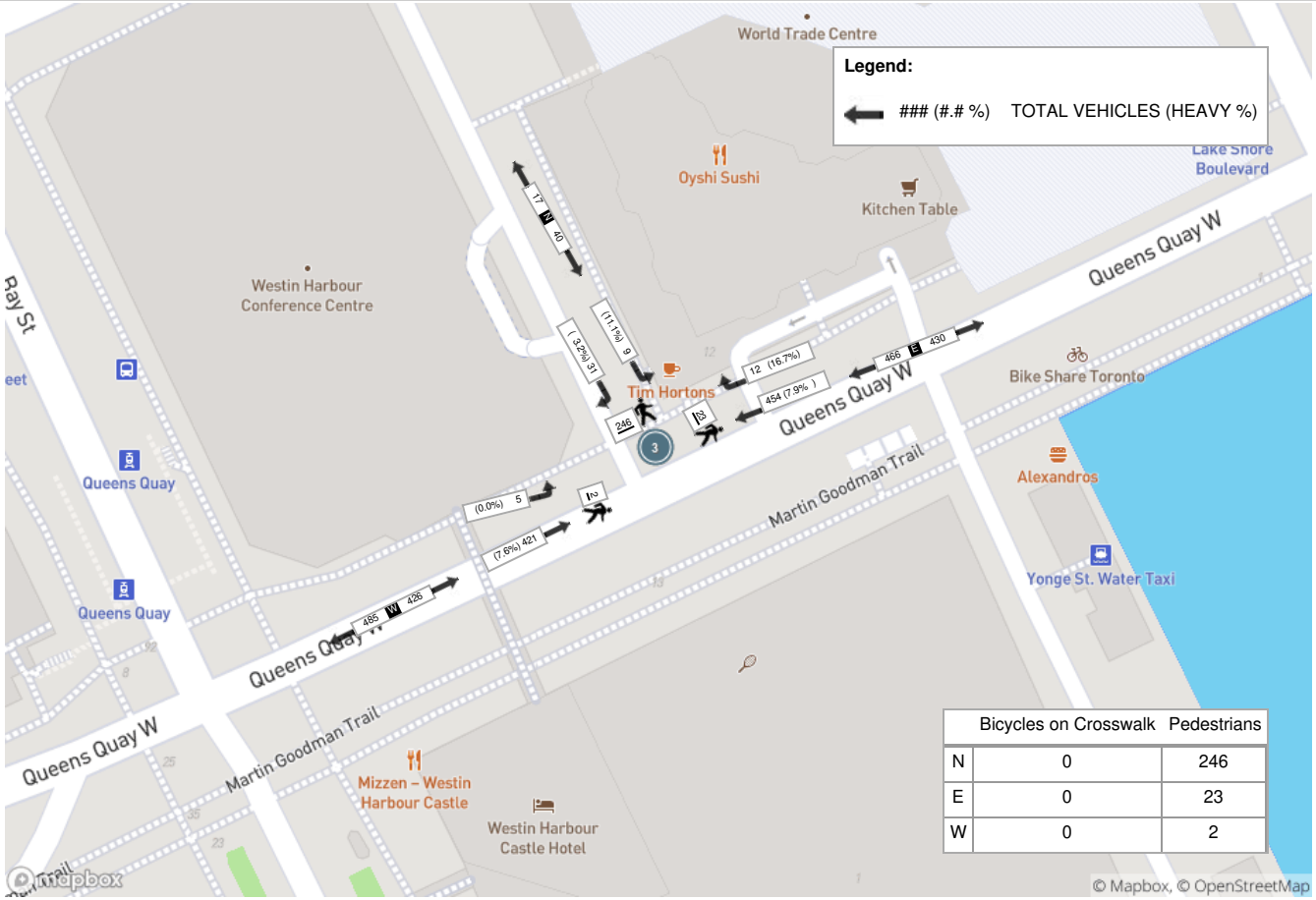
ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (12.97 °C)

Start Time	N Approach WESTIN HARBOUR CASTLE CC SOUTH ACCESS					E Approach QUEENS QUAY W					W Approach QUEENS QUAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
16:15:00	10	1	1	102	12	2	243	0	0	245	147	2	1	1	150	407
16:30:00	19	0	0	61	19	2	187	0	0	189	144	0	0	1	144	352
16:45:00	9	1	0	69	10	3	136	0	1	139	124	1	1	2	126	275
17:00:00	7	0	0	104	7	4	220	0	3	224	138	0	0	0	138	369
Grand Total	45	2	1	336	48	11	786	0	4	797	553	3	2	4	558	**1403**
Approach%	93.8%	4.2%	2.1%		-	1.4%	98.6%	0%		-	99.1%	0.5%	0.4%		-	**-**
Totals %	3.2%	0.1%	0.1%		3.4%	0.8%	56%	0%		56.8%	39.4%	0.2%	0.1%		39.8%	**-**
PHF	0.59	0.5	0.25		0.63	0.69	0.81	0		0.81	0.94	0.38	0.5		0.93	**-**
Heavy	1	0	0		1	0	31	0		31	24	0	0		24	**-**
Heavy %	2.2%	0%	0%		2.1%	0%	3.9%	0%		3.9%	4.3%	0%	0%		4.3%	**-**
Lights	44	2	1		47	11	614	0		625	418	3	2		423	**-**
Lights %	97.8%	100%	100%		97.9%	100%	78.1%	0%		78.4%	75.6%	100%	100%		75.8%	**-**
Single-Unit Trucks	1	0	0		1	0	23	0		23	13	0	0		13	**-**
Single-Unit Trucks %	2.2%	0%	0%		2.1%	0%	2.9%	0%		2.9%	2.4%	0%	0%		2.3%	**-**
Buses	0	0	0		0	0	6	0		6	11	0	0		11	**-**
Buses %	0%	0%	0%		0%	0%	0.8%	0%		0.8%	2%	0%	0%		2%	**-**
Articulated Trucks	0	0	0		0	0	2	0		2	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0.3%	0%		0.3%	0%	0%	0%		0%	**-**
Bicycles on Road	0	0	0		0	0	141	0		141	111	0	0		111	**-**
Bicycles on Road %	0%	0%	0%		0%	0%	17.9%	0%		17.7%	20.1%	0%	0%		19.9%	**-**
Pedestrians	-	-	-	331	-	-	-	-	3	-	-	-	-	4	-	**-**
Pedestrians%	-	-	-	96.2%		-	-	-	0.9%		-	-	-	1.2%		**-**
Bicycles on Crosswalk	-	-	-	5	-	-	-	-	1	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	1.5%		-	-	-	0.3%		-	-	-	0%		**-**

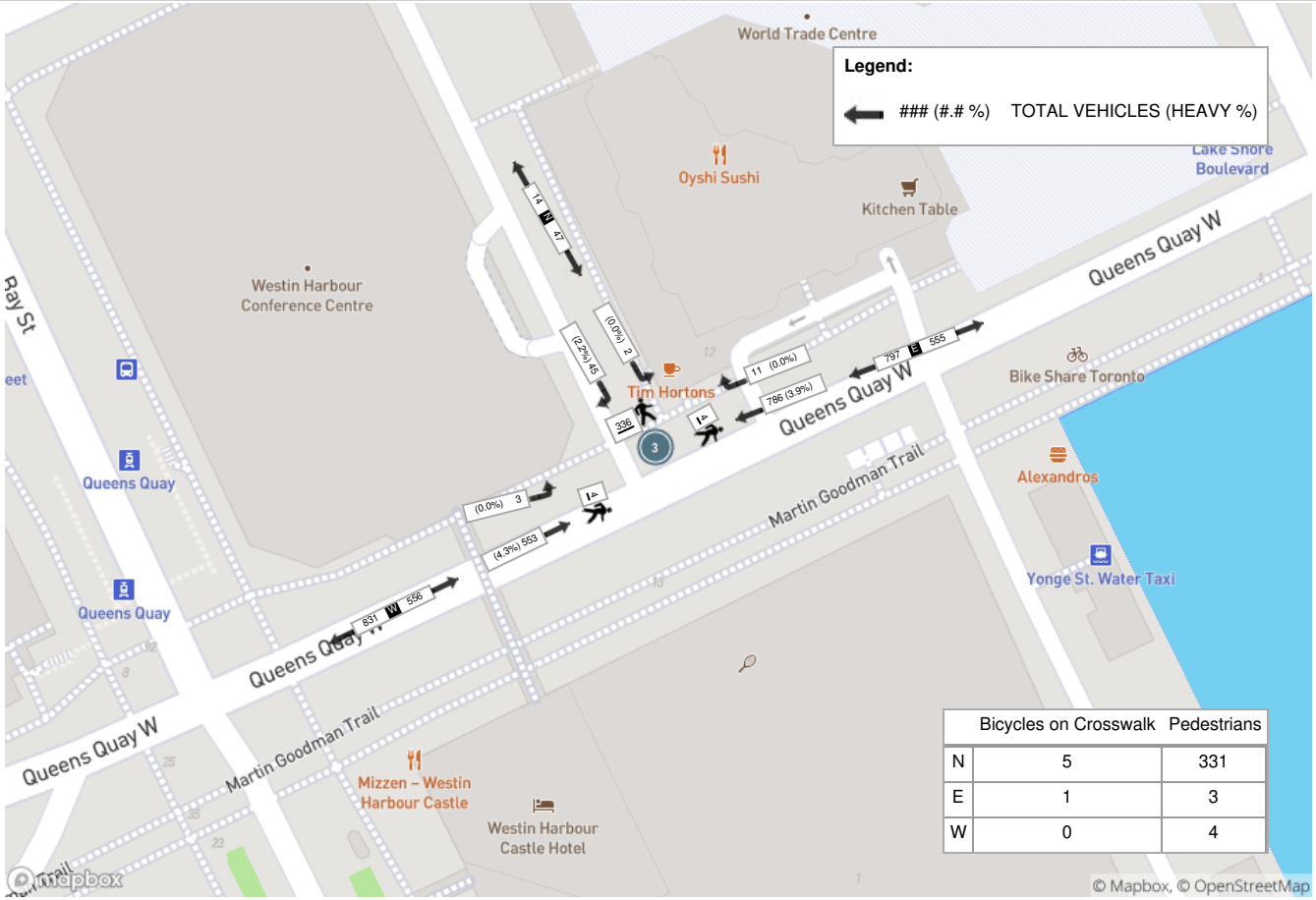
ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (4.09 °C)



ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (12.97 °C)



Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS WEST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (4 . QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS WEST)

Start Time	E Approach QUEENS QUAY W						S Approach 10 YONGE ST DRIVEWAY ACCESS WEST						W Approach QUEENS QUAY W						N Approach 12 QUEENS QUAY W						Int. Total (15 min)	Int. Total (1 hr)
	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total		
07:30:00	0	59	2	1	1	62	0	0	1	0	35	1	3	62	0	0	2	65	1	0	0	0	32	1	129	
07:45:00	0	92	3	0	0	95	1	0	3	0	48	4	3	77	0	0	8	80	2	0	1	0	53	3	182	
08:00:00	0	116	2	0	3	118	1	0	4	0	56	5	5	95	0	3	9	103	4	0	1	0	55	5	231	
08:15:00	0	84	3	0	1	87	4	0	2	0	65	6	2	104	0	2	6	108	1	0	0	0	87	1	202	744
08:30:00	0	121	2	1	0	124	1	0	3	0	61	4	1	108	0	0	7	109	0	0	1	0	69	1	238	853
08:45:00	0	125	2	1	0	128	1	0	3	0	70	4	5	114	0	1	4	120	3	0	0	0	62	3	255	926
09:00:00	0	102	1	0	1	103	2	0	3	0	51	5	5	105	0	2	5	112	3	0	0	0	62	3	223	918
09:15:00	0	91	0	0	1	91	2	0	3	0	34	5	1	88	0	0	3	89	1	0	1	0	39	2	187	903
BREAK																										
16:00:00	0	197	2	0	2	199	3	0	1	0	89	4	1	133	0	1	2	135	0	0	0	0	85	0	338	
16:15:00	0	243	3	0	0	246	2	0	2	0	128	4	3	148	0	1	2	152	1	0	1	0	59	2	404	
16:30:00	0	184	0	0	0	184	1	0	3	0	94	4	2	140	0	0	1	142	3	0	0	0	46	3	333	
16:45:00	0	133	1	0	0	134	5	0	3	0	119	8	2	122	0	0	2	124	4	0	0	0	57	4	270	1345
17:00:00	0	221	2	0	2	223	5	0	3	0	117	8	3	135	0	1	1	139	1	1	1	0	89	3	373	1380
17:15:00	0	200	2	1	0	203	1	0	4	0	97	5	6	110	0	0	0	116	6	0	1	0	95	7	331	1307
17:30:00	0	190	1	0	0	191	1	0	1	0	83	2	2	129	0	4	4	135	1	0	1	0	82	2	330	1304
17:45:00	0	203	1	0	1	204	2	0	2	0	91	4	4	114	0	0	2	118	3	0	1	0	75	4	330	1364
Grand Total	0	2361	27	4	12	2392	32	0	41	0	1238	73	48	1784	0	15	58	1847	34	1	9	0	1047	44	**4356**	-
Approach%	0%	98.7%	1.1%	0.2%		-	43.8%	0%	56.2%	0%		-	2.6%	96.6%	0%	0.8%		-	77.3%	2.3%	20.5%	0%		-	**-**	-
Totals %	0%	54.2%	0.6%	0.1%		54.9%	0.7%	0%	0.9%	0%		1.7%	1.1%	41%	0%	0.3%		42.4%	0.8%	0%	0.2%	0%		1%	**-**	-
Heavy	0	148	0	0		-	0	0	0	0		-	0	120	0	1		-	0	0	0	0		-	**-**	-
Heavy %	0%	6.3%	0%	0%		-	0%	0%	0%	0%		-	0%	6.7%	0%	6.7%		-	0%	0%	0%	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS WEST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (4.09 °C)

Start Time	E Approach QUEENS QUAY W						S Approach 10 YONGE ST DRIVEWAY ACCESS WEST						W Approach QUEENS QUAY W						N Approach 12 QUEENS QUAY W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:00:00	0	116	2	0	3	118	1	0	4	0	56	5	5	95	0	3	9	103	4	0	1	0	55	5	231
08:15:00	0	84	3	0	1	87	4	0	2	0	65	6	2	104	0	2	6	108	1	0	0	0	87	1	202
08:30:00	0	121	2	1	0	124	1	0	3	0	61	4	1	108	0	0	7	109	0	0	1	0	69	1	238
08:45:00	0	125	2	1	0	128	1	0	3	0	70	4	5	114	0	1	4	120	3	0	0	0	62	3	255
Grand Total	0	446	9	2	4	457	7	0	12	0	252	19	13	421	0	6	26	440	8	0	2	0	273	10	**926**
Approach%	0%	97.6%	2%	0.4%		-	36.8%	0%	63.2%	0%		-	3%	95.7%	0%	1.4%		-	80%	0%	20%	0%		-	**-**
Totals %	0%	48.2%	1%	0.2%		49.4%	0.8%	0%	1.3%	0%		2.1%	1.4%	45.5%	0%	0.6%		47.5%	0.9%	0%	0.2%	0%		1.1%	**-**
PHF	0	0.89	0.75	0.5		0.89	0.44	0	0.75	0		0.79	0.65	0.92	0	0.5		0.92	0.5	0	0.5	0		0.5	**-**
Heavy	0	39	0	0		39	0	0	0	0		0	0	33	0	0		33	0	0	0	0		0	**-**
Heavy %	0%	8.7%	0%	0%		8.5%	0%	0%	0%	0%		0%	0%	7.8%	0%	0%		7.5%	0%	0%	0%	0%		0%	**-**
Lights	0	360	9	2		371	7	0	12	0		19	13	320	0	6		339	8	0	2	0		10	**-**
Lights %	0%	80.7%	100%	100%		81.2%	100%	0%	100%	0%		100%	100%	76%	0%	100%		77%	100%	0%	100%	0%		100%	**-**
Single-Unit Trucks	0	23	0	0		23	0	0	0	0		0	0	18	0	0		18	0	0	0	0		0	**-**
Single-Unit Trucks %	0%	5.2%	0%	0%		5%	0%	0%	0%	0%		0%	0%	4.3%	0%	0%		4.1%	0%	0%	0%	0%		0%	**-**
Buses	0	12	0	0		12	0	0	0	0		0	0	13	0	0		13	0	0	0	0		0	**-**
Buses %	0%	2.7%	0%	0%		2.6%	0%	0%	0%	0%		0%	0%	3.1%	0%	0%		3%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	0	4	0	0		4	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	**-**
Articulated Trucks %	0%	0.9%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.5%	0%	0%	0%	0%		0%	**-**
Bicycles on Road	0	47	0	0		47	0	0	0	0		0	0	68	0	0		68	0	0	0	0		0	**-**
Bicycles on Road %	0%	10.5%	0%	0%		10.3%	0%	0%	0%	0%		0%	0%	16.2%	0%	0%		15.5%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	4	-	-	-	-	-	251	-	-	-	-	-	26	-	-	-	-	-	273	-	**-**
Pedestrians%	-	-	-	-	0.7%		-	-	-	-	45.2%		-	-	-	-	4.7%		-	-	-	-	49.2%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0.2%		-	-	-	-	0%		-	-	-	-	0%		**-**

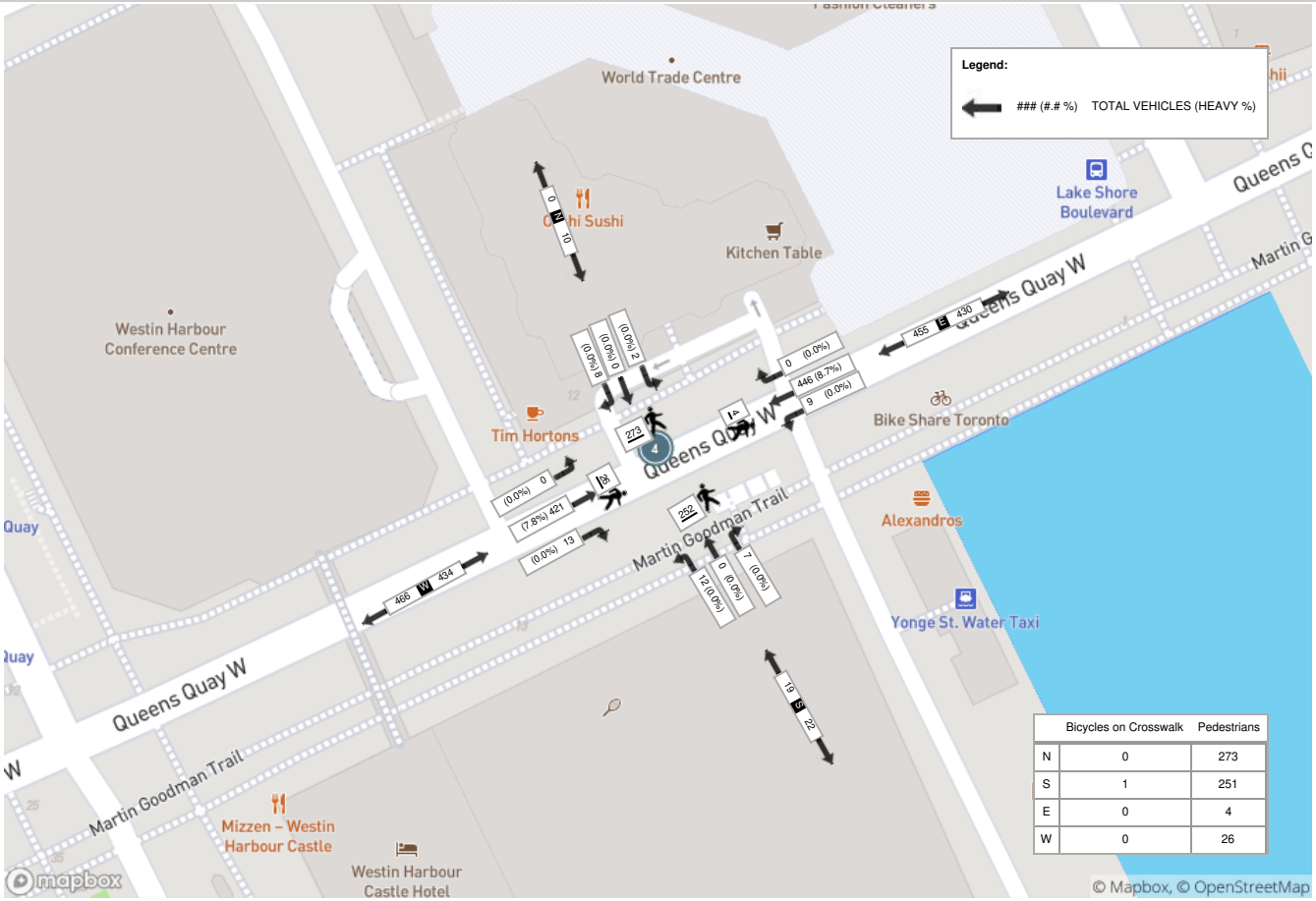
ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM **Weather: Broken Clouds (12.97 °C)**

Start Time	E Approach QUEENS QUAY W						S Approach 10 YONGE ST DRIVEWAY ACCESS WEST						W Approach QUEENS QUAY W						N Approach 12 QUEENS QUAY W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:15:00	0	243	3	0	0	246	2	0	2	0	128	4	3	148	0	1	2	152	1	0	1	0	59	2	404
16:30:00	0	184	0	0	0	184	1	0	3	0	94	4	2	140	0	0	1	142	3	0	0	0	46	3	333
16:45:00	0	133	1	0	0	134	5	0	3	0	119	8	2	122	0	0	2	124	4	0	0	0	57	4	270
17:00:00	0	221	2	0	2	223	5	0	3	0	117	8	3	135	0	1	1	139	1	1	1	0	89	3	373
Grand Total	0	781	6	0	2	787	13	0	11	0	458	24	10	545	0	2	6	557	9	1	2	0	251	12	**1380**
Approach%	0%	99.2%	0.8%	0%		-	54.2%	0%	45.8%	0%		-	1.8%	97.8%	0%	0.4%		-	75%	8.3%	16.7%	0%		-	**-**
Totals %	0%	56.6%	0.4%	0%		57%	0.9%	0%	0.8%	0%		1.7%	0.7%	39.5%	0%	0.1%		40.4%	0.7%	0.1%	0.1%	0%		0.9%	**-**
PHF	0	0.8	0.5	0		0.8	0.65	0	0.92	0		0.75	0.83	0.92	0	0.5		0.92	0.56	0.25	0.5	0		0.75	**-**
Heavy	0	30	0	0		30	0	0	0	0		0	0	24	0	0		24	0	0	0	0		0	**-**
Heavy %	0%	3.8%	0%	0%		3.8%	0%	0%	0%	0%		0%	0%	4.4%	0%	0%		4.3%	0%	0%	0%	0%		0%	**-**
Lights	0	604	6	0		610	13	0	11	0		24	10	413	0	2		425	9	0	2	0		11	**-**
Lights %	0%	77.3%	100%	0%		77.5%	100%	0%	100%	0%		100%	100%	75.8%	0%	100%		76.3%	100%	0%	100%	0%		91.7%	**-**
Single-Unit Trucks	0	22	0	0		22	0	0	0	0		0	0	13	0	0		13	0	0	0	0		0	**-**
Single-Unit Trucks %	0%	2.8%	0%	0%		2.8%	0%	0%	0%	0%		0%	0%	2.4%	0%	0%		2.3%	0%	0%	0%	0%		0%	**-**
Buses	0	6	0	0		6	0	0	0	0		0	0	11	0	0		11	0	0	0	0		0	**-**
Buses %	0%	0.8%	0%	0%		0.8%	0%	0%	0%	0%		0%	0%	2%	0%	0%		2%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	0	2	0	0		2	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%	0.3%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Bicycles on Road	0	147	0	0		147	0	0	0	0		0	0	108	0	0		108	0	1	0	0		1	**-**
Bicycles on Road %	0%	18.8%	0%	0%		18.7%	0%	0%	0%	0%		0%	0%	19.8%	0%	0%		19.4%	0%	100%	0%	0%		8.3%	**-**
Pedestrians	-	-	-	-	2	-	-	-	-	-	453	-	-	-	-	-	6	-	-	-	-	-	244	-	**-**
Pedestrians%	-	-	-	-	0.3%		-	-	-	-	63.2%		-	-	-	-	0.8%		-	-	-	-	34%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	7	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0.7%		-	-	-	-	0%		-	-	-	-	1%		**-**

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

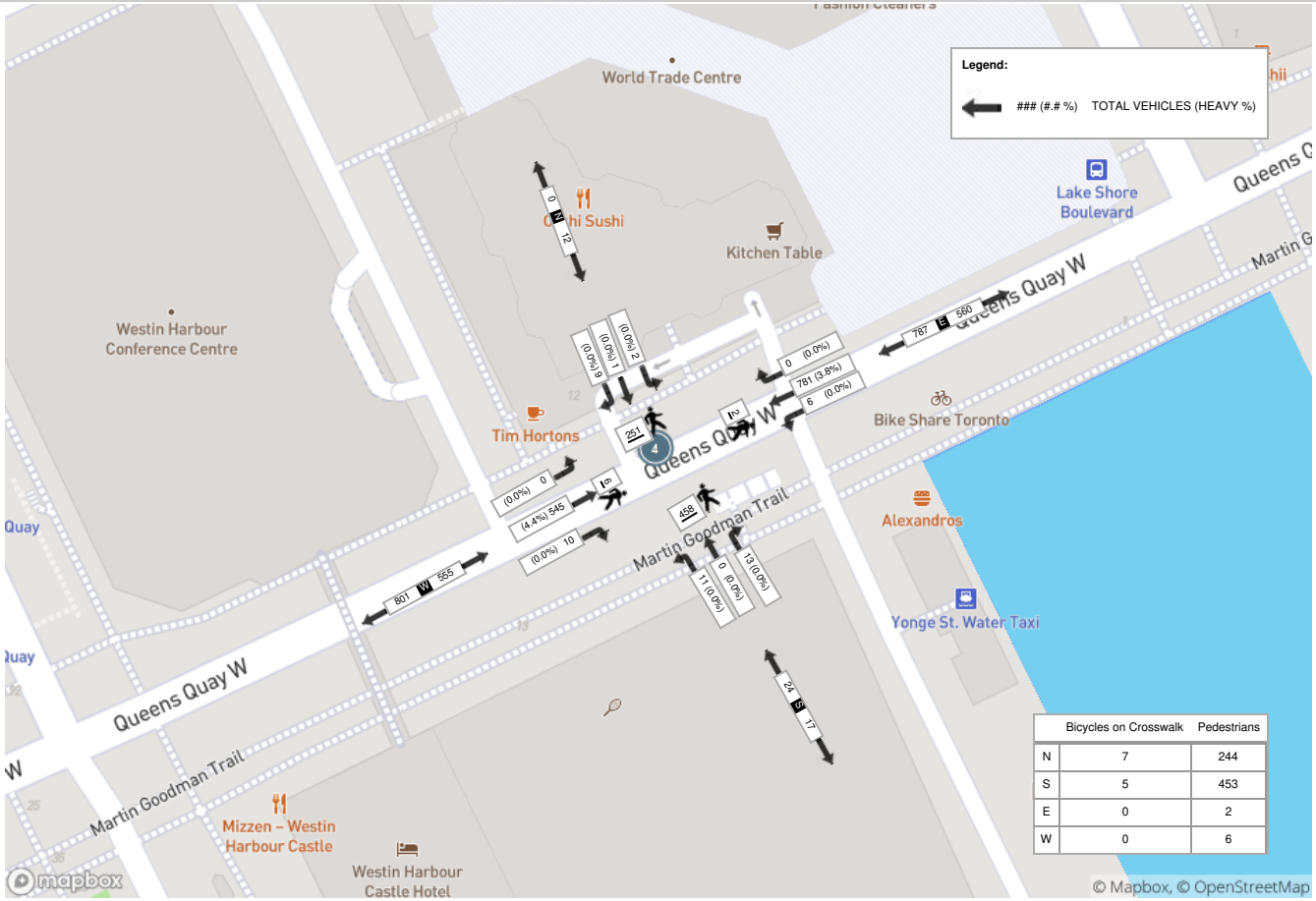
Peak Hour: 08:00 AM - 09:00 AM **Weather: Clear Sky (4.09 °C)**



	Bicycles on Crosswalk	Pedestrians
N	0	273
S	1	251
E	0	4
W	0	26

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM **Weather: Broken Clouds (12.97 °C)**



	Bicycles on Crosswalk	Pedestrians
N	7	244
S	5	453
E	0	2
W	0	6

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS EAST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (5 . QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS EAST)

Start Time	N Approach 10 QUEENS QUAY E						E Approach QUEENS QUAY E						S Approach 10 YONGE ST DRIVEWAY ACCESS EAST						W Approach QUEENS QUAY E						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	4	0	1	0	35	5	2	59	1	0	3	62	0	0	0	0	49	0	1	61	1	0	6	63	130	
07:45:00	7	0	1	0	60	8	1	86	3	0	7	90	1	1	0	0	51	2	1	72	0	1	8	74	174	
08:00:00	12	0	4	0	56	16	1	104	1	0	3	106	2	0	1	0	54	3	2	92	2	1	3	97	222	
08:15:00	5	0	2	0	72	7	1	86	4	0	3	91	0	0	0	0	68	0	0	105	1	0	1	106	204	730
08:30:00	3	0	2	0	63	5	1	121	5	0	1	127	1	0	1	0	71	2	2	107	0	1	3	110	244	844
08:45:00	2	0	1	0	52	3	5	128	1	0	5	134	0	0	0	0	74	0	4	104	6	0	8	114	251	921
09:00:00	4	0	0	0	53	4	1	99	2	1	3	103	2	0	0	0	58	2	3	104	0	0	3	107	216	915
09:15:00	2	0	3	0	42	5	3	91	0	0	3	94	2	0	1	0	37	3	0	86	2	1	2	89	191	902
BREAK																										
16:00:00	5	0	3	0	84	8	5	194	1	0	0	200	1	0	1	0	104	2	2	129	2	0	1	133	343	
16:15:00	1	0	0	0	62	1	3	247	1	0	4	251	3	0	0	0	130	3	0	149	1	0	0	150	405	
16:30:00	1	0	2	0	52	3	4	183	2	0	2	189	2	0	0	0	95	2	0	138	3	0	2	141	335	
16:45:00	1	0	2	0	63	3	1	132	0	0	2	133	4	0	1	0	112	5	0	123	3	0	7	126	267	1350
17:00:00	2	0	0	0	100	2	7	219	2	0	2	228	3	0	1	0	120	4	3	135	1	0	3	139	373	1380
17:15:00	1	0	1	0	95	2	13	201	2	1	4	217	3	0	0	0	110	3	1	110	2	0	4	113	335	1310
17:30:00	2	0	0	0	88	2	9	195	0	0	6	204	0	0	0	0	95	0	0	128	0	1	0	129	335	1310
17:45:00	0	0	3	0	82	3	8	210	1	0	7	219	1	0	1	0	105	2	2	110	5	1	3	118	342	1385
Grand Total	52	0	25	0	1059	77	65	2355	26	2	55	2448	25	1	7	0	1333	33	21	1753	29	6	54	1809	**4367**	-
Approach%	67.5%	0%	32.5%	0%		-	2.7%	96.2%	1.1%	0.1%		-	75.8%	3%	21.2%	0%		-	1.2%	96.9%	1.6%	0.3%		-	**-**	-
Totals %	1.2%	0%	0.6%	0%		1.8%	1.5%	53.9%	0.6%	0%		56.1%	0.6%	0%	0.2%	0%		0.8%	0.5%	40.1%	0.7%	0.1%		41.4%	**-**	-
Heavy	0	0	0	0		-	0	145	3	0		-	3	0	1	0		-	1	118	0	0		-	**-**	-
Heavy %	0%	0%	0%	0%		-	0%	6.2%	11.5%	0%		-	12%	0%	14.3%	0%		-	4.8%	6.7%	0%	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS EAST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (4.09 °C)

Start Time	N Approach 10 QUEENS QUAY E						E Approach QUEENS QUAY E						S Approach 10 YONGE ST DRIVEWAY ACCESS EAST						W Approach QUEENS QUAY E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:00:00	12	0	4	0	56	16	1	104	1	0	3	106	2	0	1	0	54	3	2	92	2	1	3	97	222
08:15:00	5	0	2	0	72	7	1	86	4	0	3	91	0	0	0	0	68	0	0	105	1	0	1	106	204
08:30:00	3	0	2	0	63	5	1	121	5	0	1	127	1	0	1	0	71	2	2	107	0	1	3	110	244
08:45:00	2	0	1	0	52	3	5	128	1	0	5	134	0	0	0	0	74	0	4	104	6	0	8	114	251
Grand Total	22	0	9	0	243	31	8	439	11	0	12	458	3	0	2	0	267	5	8	408	9	2	15	427	**921**
Approach%	71%	0%	29%	0%		-	1.7%	95.9%	2.4%	0%		-	60%	0%	40%	0%		-	1.9%	95.6%	2.1%	0.5%		-	**-**
Totals %	2.4%	0%	1%	0%		3.4%	0.9%	47.7%	1.2%	0%		49.7%	0.3%	0%	0.2%	0%		0.5%	0.9%	44.3%	1%	0.2%		46.4%	**-**
PHF	0.46	0	0.56	0		0.48	0.4	0.86	0.55	0		0.85	0.38	0	0.5	0		0.42	0.5	0.95	0.38	0.5		0.94	**-**
Heavy	0	0	0	0		0	0	37	1	0		38	0	0	1	0		1	0	33	0	0		33	**-**
Heavy %	0%	0%	0%	0%		0%	0%	8.4%	9.1%	0%		8.3%	0%	0%	50%	0%		20%	0%	8.1%	0%	0%		7.7%	**-**
Lights	22	0	9	0		31	8	346	10	0		364	3	0	1	0		4	8	311	9	2		330	**-**
Lights %	100%	0%	100%	0%		100%	100%	78.8%	90.9%	0%		79.5%	100%	0%	50%	0%		80%	100%	76.2%	100%	100%		77.3%	**-**
Single-Unit Trucks	0	0	0	0		0	0	21	1	0		22	0	0	1	0		1	0	19	0	0		19	**-**
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	4.8%	9.1%	0%		4.8%	0%	0%	50%	0%		20%	0%	4.7%	0%	0%		4.4%	**-**
Buses	0	0	0	0		0	0	12	0	0		12	0	0	0	0		0	0	13	0	0		13	**-**
Buses %	0%	0%	0%	0%		0%	0%	2.7%	0%	0%		2.6%	0%	0%	0%	0%		0%	0%	3.2%	0%	0%		3%	**-**
Articulated Trucks	0	0	0	0		0	0	4	0	0		4	0	0	0	0		0	0	1	0	0		1	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0.2%	0%	0%		0.2%	**-**
Bicycles on Road	0	0	0	0		0	0	56	0	0		56	0	0	0	0		0	0	64	0	0		64	**-**
Bicycles on Road %	0%	0%	0%	0%		0%	0%	12.8%	0%	0%		12.2%	0%	0%	0%	0%		0%	0%	15.7%	0%	0%		15%	**-**
Pedestrians	-	-	-	-	243	-	-	-	-	-	12	-	-	-	-	-	266	-	-	-	-	-	15	-	**-**
Pedestrians%	-	-	-	-	45.3%		-	-	-	-	2.2%		-	-	-	-	49.5%		-	-	-	-	2.8%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0.2%		-	-	-	-	0%		**-**

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 05:00 PM - 06:00 PM **Weather: Broken Clouds (12.97 °C)**

Start Time	N Approach 10 QUEENS QUAY E						E Approach QUEENS QUAY E						S Approach 10 YONGE ST DRIVEWAY ACCESS EAST						W Approach QUEENS QUAY E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
17:00:00	2	0	0	0	100	2	7	219	2	0	2	228	3	0	1	0	120	4	3	135	1	0	3	139	373
17:15:00	1	0	1	0	95	2	13	201	2	1	4	217	3	0	0	0	110	3	1	110	2	0	4	113	335
17:30:00	2	0	0	0	88	2	9	195	0	0	6	204	0	0	0	0	95	0	0	128	0	1	0	129	335
17:45:00	0	0	3	0	82	3	8	210	1	0	7	219	1	0	1	0	105	2	2	110	5	1	3	118	342
Grand Total	5	0	4	0	365	9	37	825	5	1	19	868	7	0	2	0	430	9	6	483	8	2	10	499	**1385**
Approach%	55.6%	0%	44.4%	0%		-	4.3%	95%	0.6%	0.1%		-	77.8%	0%	22.2%	0%		-	1.2%	96.8%	1.6%	0.4%		-	**-**
Totals %	0.4%	0%	0.3%	0%		0.6%	2.7%	59.6%	0.4%	0.1%		62.7%	0.5%	0%	0.1%	0%		0.6%	0.4%	34.9%	0.6%	0.1%		36%	**-**
PHF	0.63	0	0.33	0		0.75	0.71	0.94	0.63	0.25		0.95	0.58	0	0.5	0		0.56	0.5	0.89	0.4	0.5		0.9	**-**
Heavy	0	0	0	0		0	0	29	0	0		29	1	0	0	0		1	0	31	0	0		31	**-**
Heavy %	0%	0%	0%	0%		0%	0%	3.5%	0%	0%		3.3%	14.3%	0%	0%	0%		11.1%	0%	6.4%	0%	0%		6.2%	**-**
Lights	5	0	4	0		9	37	683	5	1		726	5	0	2	0		7	6	391	8	2		407	**-**
Lights %	100%	0%	100%	0%		100%	100%	82.8%	100%	100%		83.6%	71.4%	0%	100%	0%		77.8%	100%	81%	100%	100%		81.6%	**-**
Single-Unit Trucks	0	0	0	0		0	0	11	0	0		11	1	0	0	0		1	0	12	0	0		12	**-**
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	1.3%	0%	0%		1.3%	14.3%	0%	0%	0%		11.1%	0%	2.5%	0%	0%		2.4%	**-**
Buses	0	0	0	0		0	0	14	0	0		14	0	0	0	0		0	0	18	0	0		18	**-**
Buses %	0%	0%	0%	0%		0%	0%	1.7%	0%	0%		1.6%	0%	0%	0%	0%		0%	0%	3.7%	0%	0%		3.6%	**-**
Articulated Trucks	0	0	0	0		0	0	4	0	0		4	0	0	0	0		0	0	1	0	0		1	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.2%	0%	0%		0.2%	**-**
Bicycles on Road	0	0	0	0		0	0	113	0	0		113	1	0	0	0		1	0	61	0	0		61	**-**
Bicycles on Road %	0%	0%	0%	0%		0%	0%	13.7%	0%	0%		13%	14.3%	0%	0%	0%		11.1%	0%	12.6%	0%	0%		12.2%	**-**
Pedestrians	-	-	-	-	358	-	-	-	-	-	19	-	-	-	-	-	429	-	-	-	-	-	10	-	**-**
Pedestrians%	-	-	-	-	43.4%		-	-	-	-	2.3%		-	-	-	-	52.1%		-	-	-	-	1.2%		**-**
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0.8%		-	-	-	-	0%		-	-	-	-	0.1%		-	-	-	-	0%		**-**

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & 10 YONGE ST DRIVEWAY ACCESS EAST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:00 AM - 09:00 AM **Weather: Clear Sky (4.09 °C)**



	Bicycles on Crosswalk	Pedestrians
N	0	243
S	1	266
E	0	12
W	0	15

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 05:00 PM - 06:00 PM **Weather: Broken Clouds (12.97 °C)**



Turning Movement Count (9 . QUEENS QUAY W / QUEENS QUAY E & YONGE ST)

Start Time	N Approach					E Approach					W Approach					S Approach			SE Approach				SW Approach				Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total	UTurn S:S	Peds S:	Approach Total	Thru SE:SW	UTurn SE:SE	Peds SE:	Approach Total	Thru SW:SE	UTurn SW:SW	Peds SW:	Approach Total		
07:30:00	27	20	0	32	47	25	89	0	13	114	59	20	0	19	79	0	30	0	0	0	0	0	0	0	0	0	240	
07:45:00	23	27	0	36	50	20	90	0	22	110	62	15	2	31	79	0	45	0	0	0	0	0	0	0	0	0	239	
08:00:00	30	32	0	66	62	31	135	0	51	166	67	22	0	20	89	0	45	0	0	0	0	0	0	0	0	0	317	
08:15:00	35	32	0	64	67	22	143	0	48	165	82	28	0	58	110	0	69	0	0	0	0	0	0	0	0	0	342	1138
08:30:00	38	39	0	113	77	24	116	0	40	140	108	29	0	45	137	0	84	0	0	0	0	0	0	0	0	0	354	1252
08:45:00	33	29	0	96	62	25	129	1	45	155	101	21	0	34	122	0	67	0	0	0	0	0	0	0	0	0	339	1352
09:00:00	34	26	0	104	60	24	110	0	36	134	87	29	0	40	116	0	79	0	0	0	0	0	0	0	0	0	310	1345
09:15:00	34	35	0	81	69	31	104	0	39	135	120	23	0	26	143	0	43	0	0	0	0	0	0	0	0	0	347	1350
BREAK																												
16:00:00	33	25	0	55	58	26	134	0	19	160	69	18	0	31	87	0	62	0	0	0	0	0	0	0	0	0	305	
16:15:00	34	31	0	56	65	28	159	0	33	187	53	24	0	38	77	0	73	0	0	0	0	0	0	0	0	0	329	
16:30:00	17	36	0	71	53	30	140	0	32	170	63	22	0	47	85	0	66	0	0	0	0	0	0	0	0	0	308	
16:45:00	29	32	0	83	61	48	148	0	28	196	71	11	0	30	82	0	58	0	0	0	0	0	0	0	0	0	339	1281
17:00:00	35	32	0	128	67	40	127	0	55	167	104	16	2	39	122	0	79	0	0	0	0	0	0	0	0	0	356	1332
17:15:00	27	30	0	121	57	37	142	0	63	179	101	20	0	36	121	0	87	0	0	0	0	0	0	0	0	0	357	1360
17:30:00	43	36	0	118	79	30	128	0	53	158	68	17	0	57	85	0	79	0	0	0	0	0	0	0	0	0	322	1374
17:45:00	58	19	0	86	77	26	134	1	41	161	87	23	0	57	110	0	77	0	0	0	0	0	0	0	0	0	348	1383
Grand Total	530	481	0	1310	1011	467	2028	2	618	2497	1302	338	4	608	1644	0	1043	0	0	0	0	0	0	0	0	0	**5152**	-
Approach%	52.4%	47.6%	0%		-	18.7%	81.2%	0.1%		-	79.2%	20.6%	0.2%		-	0%		-	0%	0%		-	0%	0%		-	**-**	-
Totals %	10.3%	9.3%	0%		19.6%	9.1%	39.4%	0%		48.5%	25.3%	6.6%	0.1%		31.9%	0%		0%	0%	0%		0%	0%	0%		0%	**-**	-
Heavy	24	40	0		-	18	111	0		-	95	26	0		-	0		-	0	0		-	0	0		-	**-**	-
Heavy %	4.5%	8.3%	0%		-	3.9%	5.5%	0%		-	7.3%	7.7%	0%		-	0%		-	0%	0%		-	0%	0%		-	**-**	-
Bicycles	11	6	0		-	2	4	0		-	0	0	0		-	0		-	0	0		-	0	0		-	**-**	-
Bicycle %	2.1%	1.2%	0%		-	0.4%	0.2%	0%		-	0%	0%	0%		-	0%		-	0%	0%		-	0%	0%		-	**-**	-

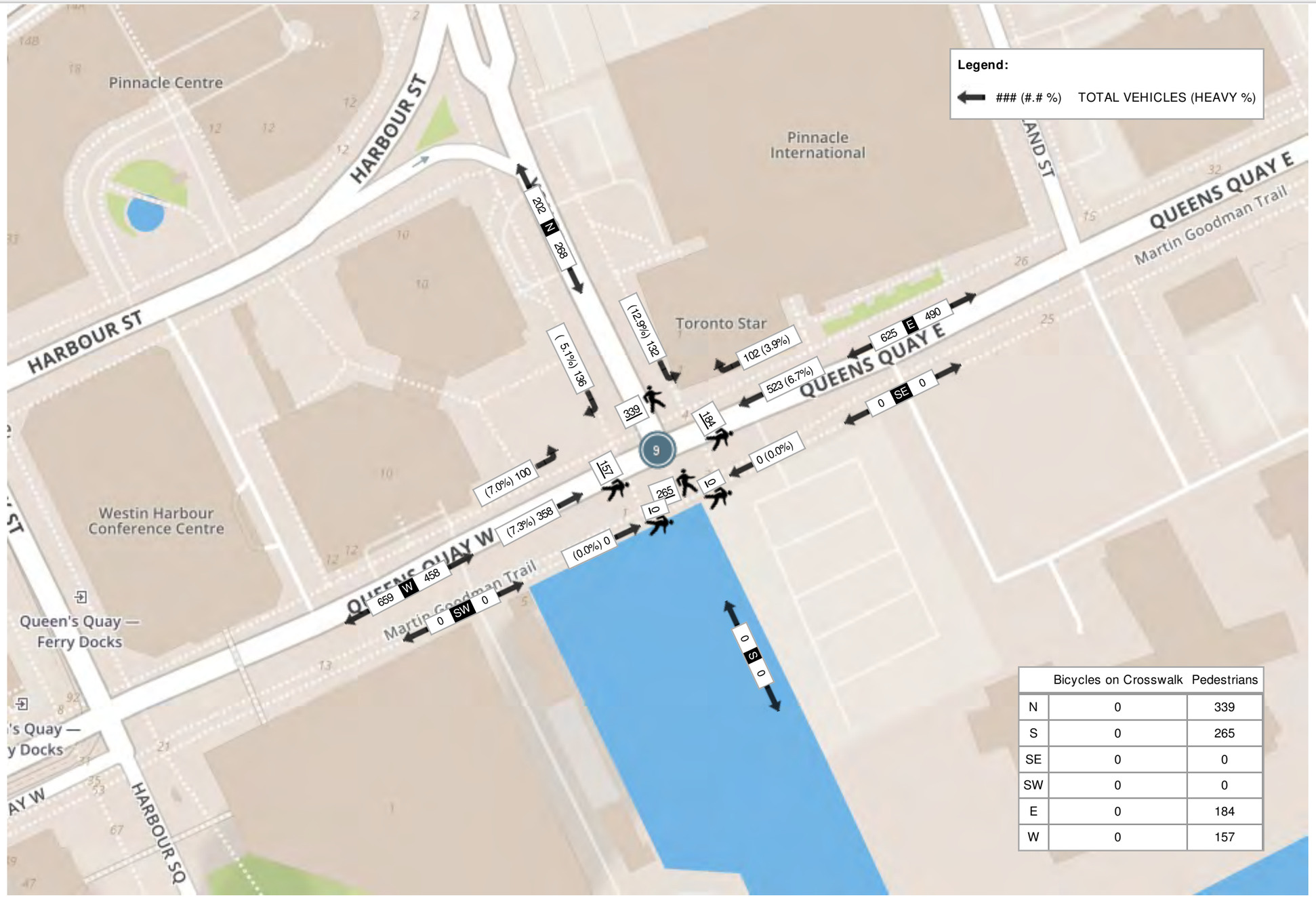
Peak Hour: 08:00 AM - 09:00 AM Weather: Light Rain (1.26 °C)

Start Time	N Approach					E Approach					W Approach					S Approach			SE Approach				SW Approach				Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	
08:00:00	30	32	0	66	62	31	135	0	51	166	67	22	0	20	89	0	45	0	0	0	0	0	0	0	0	0	317
08:15:00	35	32	0	64	67	22	143	0	48	165	82	28	0	58	110	0	69	0	0	0	0	0	0	0	0	0	342
08:30:00	38	39	0	113	77	24	116	0	40	140	108	29	0	45	137	0	84	0	0	0	0	0	0	0	0	0	354
08:45:00	33	29	0	96	62	25	129	1	45	155	101	21	0	34	122	0	67	0	0	0	0	0	0	0	0	0	339
Grand Total	136	132	0	339	268	102	523	1	184	626	358	100	0	157	458	0	265	0	0	0	0	0	0	0	0	0	**1352**
Approach%	50.7%	49.3%	0%		-	16.3%	83.5%	0.2%		-	78.2%	21.8%	0%		-	0%		-	0%	0%		-	0%	0%		-	**-**
Totals %	10.1%	9.8%	0%		19.8%	7.5%	38.7%	0.1%		46.3%	26.5%	7.4%	0%		33.9%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
PHF	0.89	0.85	0		0.87	0.82	0.91	0.25		0.94	0.83	0.86	0		0.84	0		0	0	0		0	0	0		0	**-**
Heavy	7	17	0		24	4	35	0		39	26	7	0		33	0		0	0	0		0	0	0		0	**-**
Heavy %	5.1%	12.9%	0%		9%	3.9%	6.7%	0%		6.2%	7.3%	7%	0%		7.2%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Lights	129	115	0		244	98	488	1		587	332	93	0		425	0		0	0	0		0	0	0		0	**-**
Lights %	94.9%	87.1%	0%		91%	96.1%	93.3%	100%		93.8%	92.7%	93%	0%		92.8%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Single-Unit Trucks	2	12	0		14	3	18	0		21	10	5	0		15	0		0	0	0		0	0	0		0	**-**
Single-Unit Trucks %	1.5%	9.1%	0%		5.2%	2.9%	3.4%	0%		3.4%	2.8%	5%	0%		3.3%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Buses	4	2	0		6	0	14	0		14	15	2	0		17	0		0	0	0		0	0	0		0	**-**
Buses %	2.9%	1.5%	0%		2.2%	0%	2.7%	0%		2.2%	4.2%	2%	0%		3.7%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Articulated Trucks	1	3	0		4	1	3	0		4	1	0	0		1	0		0	0	0		0	0	0		0	**-**
Articulated Trucks %	0.7%	2.3%	0%		1.5%	1%	0.6%	0%		0.6%	0.3%	0%	0%		0.2%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Pedestrians	-	-	-	339	-	-	-	-	184	-	-	-	-	157	-	-	265	-	-	-	0	-	-	-	0	-	**-**
Pedestrians%	-	-	-	35.9%		-	-	-	19.5%		-	-	-	16.6%		-	28%		-	-	0%		-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	0	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-	0%		-	-	0%		-	-	0%		**-**
Bicycles on Road	1	0	0	0	-	1	2	0	0	-	0	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-	0%		-	-	0%		-	-	0%		**-**

Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (3.57 °C)

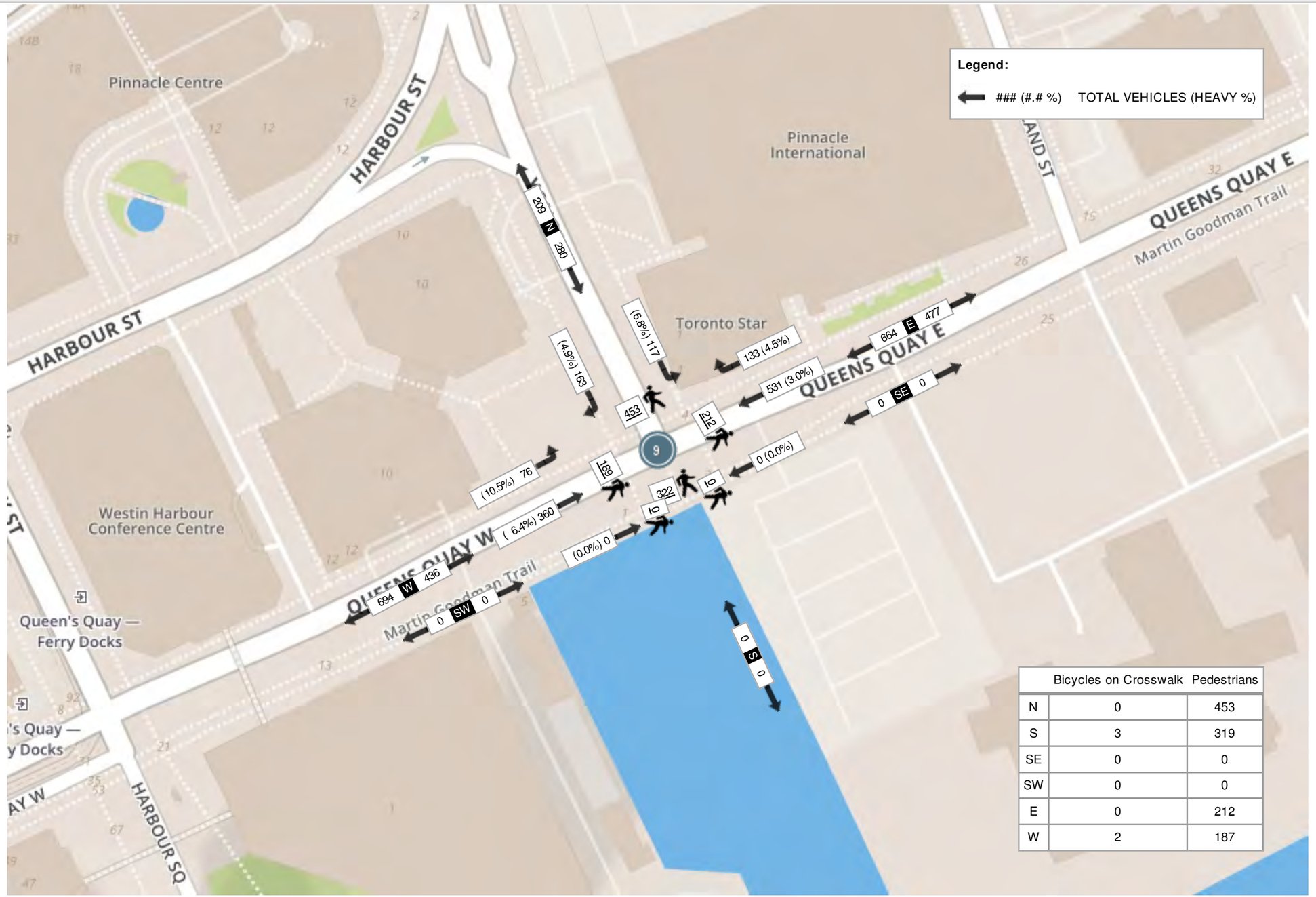
Start Time	N Approach					E Approach					W Approach					S Approach			SE Approach				SW Approach				Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	
17:00:00	35	32	0	128	67	40	127	0	55	167	104	16	2	39	122	0	79	0	0	0	0	0	0	0	0	0	356
17:15:00	27	30	0	121	57	37	142	0	63	179	101	20	0	36	121	0	87	0	0	0	0	0	0	0	0	0	357
17:30:00	43	36	0	118	79	30	128	0	53	158	68	17	0	57	85	0	79	0	0	0	0	0	0	0	0	0	322
17:45:00	58	19	0	86	77	26	134	1	41	161	87	23	0	57	110	0	77	0	0	0	0	0	0	0	0	0	348
Grand Total	163	117	0	453	280	133	531	1	212	665	360	76	2	189	438	0	322	0	0	0	0	0	0	0	0	0	**1383**
Approach%	58.2%	41.8%	0%		-	20%	79.8%	0.2%		-	82.2%	17.4%	0.5%		-	0%		-	0%	0%		-	0%	0%		-	**-**
Totals %	11.8%	8.5%	0%		20.2%	9.6%	38.4%	0.1%		48.1%	26%	5.5%	0.1%		31.7%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
PHF	0.7	0.81	0		0.89	0.83	0.93	0.25		0.93	0.87	0.83	0.25		0.9	0		0	0	0		0	0	0		0	**-**
Heavy	8	8	0		16	6	16	0		22	23	8	0		31	0		0	0	0		0	0	0		0	**-**
Heavy %	4.9%	6.8%	0%		5.7%	4.5%	3%	0%		3.3%	6.4%	10.5%	0%		7.1%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Lights	155	109	0		264	127	515	1		643	337	68	2		407	0		0	0	0		0	0	0		0	**-**
Lights %	95.1%	93.2%	0%		94.3%	95.5%	97%	100%		96.7%	93.6%	89.5%	100%		92.9%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Single-Unit Trucks	3	0	0		3	5	2	0		7	11	4	0		15	0		0	0	0		0	0	0		0	**-**
Single-Unit Trucks %	1.8%	0%	0%		1.1%	3.8%	0.4%	0%		1.1%	3.1%	5.3%	0%		3.4%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Buses	5	5	0		10	1	12	0		13	11	4	0		15	0		0	0	0		0	0	0		0	**-**
Buses %	3.1%	4.3%	0%		3.6%	0.8%	2.3%	0%		2%	3.1%	5.3%	0%		3.4%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Articulated Trucks	0	3	0		3	0	2	0		2	1	0	0		1	0		0	0	0		0	0	0		0	**-**
Articulated Trucks %	0%	2.6%	0%		1.1%	0%	0.4%	0%		0.3%	0.3%	0%	0%		0.2%	0%		0%	0%	0%		0%	0%	0%		0%	**-**
Pedestrians	-	-	-	453	-	-	-	-	212	-	-	-	-	187	-	-	319	-	-	-	0	-	-	-	0	-	**-**
Pedestrians%	-	-	-	38.5%		-	-	-	18%		-	-	-	15.9%		-	27.1%		-	-	0%		-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-	3	-	-	-	0	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0.2%		-	0.3%		-	-	0%		-	-	0%		**-**
Bicycles on Road	9	5	0	0	-	0	1	0	0	-	0	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-	0%		-	-	0%		-	-	0%		**-**

Peak Hour: 08:00 AM - 09:00 AM Weather: Light Rain (1.26 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	339
S	0	265
SE	0	0
SW	0	0
E	0	184
W	0	157

Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (3.57 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	453
S	3	319
SE	0	0
SW	0	0
E	0	212
W	2	187

Turning Movement Count (12 . QUEENS QUAY E & FREELAND ST / DRIVEWAY)

Start Time	N Approach						E Approach						S Approach						W Approach						SW Approach				SE Approach				Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total	Thru SW:SE	UTurn SW:SW	Peds SW:	Approach Total	Thru SE:SW	UTurn SE:SE	Peds SE:	Approach Total		
07:30:00	5	0	0	0	19	5	2	98	1	0	5	101	5	4	13	0	23	22	10	60	2	1	3	73	0	0	0	0	0	0	0	0	201	
07:45:00	3	2	1	0	19	6	8	98	5	0	5	111	6	3	13	0	33	22	9	71	10	0	7	90	0	0	0	0	0	0	0	0	229	
08:00:00	3	3	4	0	28	10	4	149	7	0	4	160	10	3	12	0	52	25	12	76	9	1	5	98	0	0	0	0	0	0	0	0	293	
08:15:00	2	0	2	0	31	4	4	161	7	0	7	172	14	3	8	0	50	25	11	92	4	0	11	107	0	0	0	0	0	0	0	0	308	1031
08:30:00	9	1	1	0	59	11	6	127	9	0	7	142	13	2	10	0	83	25	15	109	15	0	3	139	0	0	0	0	0	0	0	0	317	1147
08:45:00	8	0	3	0	47	11	10	145	9	0	4	164	14	0	5	0	63	19	8	117	8	0	9	133	0	0	0	0	0	0	0	0	327	1245
09:00:00	9	2	0	0	48	11	10	120	10	0	9	140	12	5	9	0	60	26	10	95	9	0	5	114	0	0	0	0	0	0	0	0	291	1243
09:15:00	11	0	1	0	37	12	5	120	10	0	4	135	5	1	9	0	36	15	16	83	11	1	5	111	0	0	0	0	0	0	0	0	273	1208
BREAK																																		
16:00:00	18	0	1	0	45	19	6	138	8	0	4	152	11	3	8	0	52	22	7	81	8	0	6	96	0	0	0	0	0	0	0	0	289	
16:15:00	11	0	5	0	40	16	5	161	7	0	4	173	6	1	4	0	60	11	5	71	9	0	4	85	0	0	0	0	0	0	0	0	285	
16:30:00	10	0	2	0	46	12	3	152	7	0	1	162	17	1	9	0	56	27	4	91	5	1	2	101	0	0	0	0	0	0	0	0	302	
16:45:00	11	0	4	0	50	15	3	179	4	0	4	186	12	1	6	0	46	19	2	96	5	0	6	103	0	0	0	0	0	0	0	0	323	1199
17:00:00	14	1	2	0	101	17	2	137	10	0	5	149	14	3	8	0	78	25	12	112	14	0	6	138	0	0	0	0	0	0	0	0	329	1239
17:15:00	10	0	2	0	79	12	7	158	12	0	1	177	7	3	8	0	89	18	5	122	3	0	3	130	0	0	0	0	0	0	0	0	337	1291
17:30:00	7	0	2	0	85	9	3	149	8	1	5	161	2	1	3	0	79	6	10	84	9	0	4	103	0	0	0	0	0	0	0	0	279	1268
17:45:00	7	0	0	0	48	7	4	149	8	0	3	161	8	1	9	0	54	18	8	95	6	0	3	109	0	0	0	0	0	0	0	0	295	1240
Grand Total	138	9	30	0	782	177	82	2241	122	1	72	2446	156	35	134	0	914	325	144	1455	127	4	82	1730	0	0	0	0	0	0	0	0	**4678**	-
Approach%	78%	5.1%	16.9%	0%		-	3.4%	91.6%	5%	0%		-	48%	10.8%	41.2%	0%		-	8.3%	84.1%	7.3%	0.2%		-	0%	0%		-	0%	0%		-	**-**	-
Totals %	2.9%	0.2%	0.6%	0%		3.8%	1.8%	47.9%	2.6%	0%		52.3%	3.3%	0.7%	2.9%	0%		6.9%	3.1%	31.1%	2.7%	0.1%		37%	0%	0%		0%	0%	0%		0%	**-**	-
Heavy	11	0	4	0		-	7	120	1	0		-	1	1	1	0		-	1	127	14	0		-	0	0		-	0	0		-	**-**	-
Heavy %	8%	0%	13.3%	0%		-	8.5%	5.4%	0.8%	0%		-	0.6%	2.9%	0.7%	0%		-	0.7%	8.7%	11%	0%		-	0%	0%		-	0%	0%		-	**-**	-
Bicycles	4	1	1	0		-	5	8	0	0		-	0	0	0	0		-	0	2	1	0		-	0	0		-	0	0		-	**-**	-
Bicycle %	2.9%	11.1%	3.3%	0%		-	6.1%	0.4%	0%	0%		-	0%	0%	0%	0%		-	0%	0.1%	0.8%	0%		-	0%	0%		-	0%	0%		-	**-**	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Light Rain (1.26 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						SW Approach				SE Approach				Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	
08:00:00	3	3	4	0	28	10	4	149	7	0	4	160	10	3	12	0	52	25	12	76	9	1	5	98	0	0	0	0	0	0	0	0	293
08:15:00	2	0	2	0	31	4	4	161	7	0	7	172	14	3	8	0	50	25	11	92	4	0	11	107	0	0	0	0	0	0	0	0	308
08:30:00	9	1	1	0	59	11	6	127	9	0	7	142	13	2	10	0	83	25	15	109	15	0	3	139	0	0	0	0	0	0	0	0	317
08:45:00	8	0	3	0	47	11	10	145	9	0	4	164	14	0	5	0	63	19	8	117	8	0	9	133	0	0	0	0	0	0	0	0	327
Grand Total	22	4	10	0	165	36	24	582	32	0	22	638	51	8	35	0	248	94	46	394	36	1	28	477	0	0	0	0	0	0	0	0	**1245**
Approach%	61.1%	11.1%	27.8%	0%		-	3.8%	91.2%	5%	0%		-	54.3%	8.5%	37.2%	0%		-	9.6%	82.6%	7.5%	0.2%		-	0%	0%		-	0%	0%		-	-
Totals %	1.8%	0.3%	0.8%	0%		2.9%	1.9%	46.7%	2.6%	0%		51.2%	4.1%	0.6%	2.8%	0%		7.6%	3.7%	31.6%	2.9%	0.1%		38.3%	0%	0%		0%	0%	0%		0%	-
PHF	0.61	0.33	0.63	0		0.82	0.6	0.9	0.89	0		0.93	0.91	0.67	0.73	0		0.94	0.77	0.84	0.6	0.25		0.86	0	0		0	0	0		0	-
Heavy	2	0	3	0		5	1	37	0	0		38	0	1	0	0		1	1	41	5	0		47	0	0		0	0	0		0	-
Heavy %	9.1%	0%	30%	0%		13.9%	4.2%	6.4%	0%	0%		6%	0%	12.5%	0%	0%		1.1%	2.2%	10.4%	13.9%	0%		9.9%	0%	0%		0%	0%	0%		0%	-
Lights	20	4	7	0		31	23	545	32	0		600	51	7	35	0		93	45	353	31	1		430	0	0		0	0	0		0	-
Lights %	90.9%	100%	70%	0%		86.1%	95.8%	93.6%	100%	0%		94%	100%	87.5%	100%	0%		98.9%	97.8%	89.6%	86.1%	100%		90.1%	0%	0%		0%	0%	0%		0%	-
Single-Unit Trucks	1	0	0	0		1	1	20	0	0		21	0	0	0	0		0	1	23	3	0		27	0	0		0	0	0		0	-
Single-Unit Trucks %	4.5%	0%	0%	0%		2.8%	4.2%	3.4%	0%	0%		3.3%	0%	0%	0%	0%		0%	2.2%	5.8%	8.3%	0%		5.7%	0%	0%		0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	15	0	0		15	0	1	0	0		1	0	14	2	0		16	0	0		0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	2.6%	0%	0%		2.4%	0%	12.5%	0%	0%		1.1%	0%	3.6%	5.6%	0%		3.4%	0%	0%		0%	0%	0%		0%	-
Articulated Trucks	1	0	3	0		4	0	2	0	0		2	0	0	0	0		0	0	4	0	0		4	0	0		0	0	0		0	-
Articulated Trucks %	4.5%	0%	30%	0%		11.1%	0%	0.3%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	1%	0%	0%		0.8%	0%	0%		0%	0%	0%		0%	-
Pedestrians	-	-	-	-	163	-	-	-	-	-	21	-	-	-	-	-	244	-	-	-	-	-	26	-	-	-	0	-	-	-	0	-	-
Pedestrians%	-	-	-	-	35.2%		-	-	-	-	4.5%		-	-	-	-	52.7%		-	-	-	-	5.6%		-	-	0%		-	-	0%		-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	0	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0.4%		-	-	-	-	0.2%		-	-	-	-	0.9%		-	-	-	-	0.4%		-	-	0%		-	-	0%		-
Bicycles on Road	0	0	0	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	0	0	-	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	0%		-	-	0%		-

Peak Hour: 04:30 PM - 05:30 PM Weather: Overcast Clouds (3.57 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						SW Approach				SE Approach				Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	Thru	UTurn	Peds	Approach Total	
16:30:00	10	0	2	0	46	12	3	152	7	0	1	162	17	1	9	0	56	27	4	91	5	1	2	101	0	0	0	0	0	0	0	0	302
16:45:00	11	0	4	0	50	15	3	179	4	0	4	186	12	1	6	0	46	19	2	96	5	0	6	103	0	0	0	0	0	0	0	0	323
17:00:00	14	1	2	0	101	17	2	137	10	0	5	149	14	3	8	0	78	25	12	112	14	0	6	138	0	0	0	0	0	0	0	0	329
17:15:00	10	0	2	0	79	12	7	158	12	0	1	177	7	3	8	0	89	18	5	122	3	0	3	130	0	0	0	0	0	0	0	0	337
Grand Total	45	1	10	0	276	56	15	626	33	0	11	674	50	8	31	0	269	89	23	421	27	1	17	472	0	0	0	0	0	0	0	0	**1291**
Approach%	80.4%	1.8%	17.9%	0%		-	2.2%	92.9%	4.9%	0%		-	56.2%	9%	34.8%	0%		-	4.9%	89.2%	5.7%	0.2%		-	0%	0%		-	0%	0%		-	-
Totals %	3.5%	0.1%	0.8%	0%		4.3%	1.2%	48.5%	2.6%	0%		52.2%	3.9%	0.6%	2.4%	0%		6.9%	1.8%	32.6%	2.1%	0.1%		36.6%	0%	0%		0%	0%	0%		0%	-
PHF	0.8	0.25	0.63	0		0.82	0.54	0.87	0.69	0		0.91	0.74	0.67	0.86	0		0.82	0.48	0.86	0.48	0.25		0.86	0	0		0	0	0		0	-
Heavy	3	0	1	0		4	0	17	0	0		17	0	0	0	0		0	0	23	4	0		27	0	0		0	0	0		0	-
Heavy %	6.7%	0%	10%	0%		7.1%	0%	2.7%	0%	0%		2.5%	0%	0%	0%	0%		0%	0%	5.5%	14.8%	0%		5.7%	0%	0%		0%	0%	0%		0%	-
Lights	42	1	9	0		52	15	609	33	0		657	50	8	31	0		89	23	398	23	1		445	0	0		0	0	0		0	-
Lights %	93.3%	100%	90%	0%		92.9%	100%	97.3%	100%	0%		97.5%	100%	100%	100%	0%		100%	100%	94.5%	85.2%	100%		94.3%	0%	0%		0%	0%	0%		0%	-
Single-Unit Trucks	3	0	1	0		4	0	3	0	0		3	0	0	0	0		0	0	9	0	0		9	0	0		0	0	0		0	-
Single-Unit Trucks %	6.7%	0%	10%	0%		7.1%	0%	0.5%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	2.1%	0%	0%		1.9%	0%	0%		0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	12	0	0		12	0	0	0	0		0	0	10	2	0		12	0	0		0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	1.9%	0%	0%		1.8%	0%	0%	0%	0%		0%	0%	2.4%	7.4%	0%		2.5%	0%	0%		0%	0%	0%		0%	-
Articulated Trucks	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	4	2	0		6	0	0		0	0	0		0	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	1%	7.4%	0%		1.3%	0%	0%		0%	0%	0%		0%	-
Pedestrians	-	-	-	-	276	-	-	-	-	-	10	-	-	-	-	-	265	-	-	-	-	-	17	-	-	-	0	-	-	-	0	-	-
Pedestrians%	-	-	-	-	48.2%		-	-	-	-	1.7%		-	-	-	-	46.2%		-	-	-	-	3%		-	-	0%		-	-	0%		-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	0	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0.2%		-	-	-	-	0.7%		-	-	-	-	0%		-	-	0%		-	-	0%		-
Bicycles on Road	3	0	1	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	0	0	0	-	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	0%		-	-	0%		-

Peak Hour: 08:00 AM - 09:00 AM Weather: Light Rain (1.26 °C)



	Bicycles on Crosswalk	Pedestrians
N	2	163
S	4	244
SE	0	0
SW	0	0
E	1	21
W	2	26

Peak Hour: 04:30 PM - 05:30 PM Weather: Overcast Clouds (3.57 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	276
S	4	265
SE	0	0
SW	0	0
E	1	10
W	0	17

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & REDPATH DRIVEWAY
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (7 . QUEENS QUAY E & REDPATH DRIVEWAY)

Start Time	E Approach QUEENS QUAY E					S Approach REDPATH DRIVEWAY					W Approach QUEENS QUAY E					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
07:30:00	57	1	0	0	58	0	0	0	33	0	2	78	0	0	80	138	
07:45:00	70	1	0	0	71	1	0	0	40	1	2	86	0	1	88	160	
08:00:00	88	0	0	0	88	0	2	0	39	2	3	93	0	0	96	186	
08:15:00	69	1	0	0	70	2	1	0	35	3	2	105	0	0	107	180	664
08:30:00	118	1	0	0	119	0	0	0	35	0	0	99	0	0	99	218	744
08:45:00	104	2	1	0	107	1	0	0	40	1	1	95	0	0	96	204	788
09:00:00	106	1	0	0	107	0	0	0	32	0	1	99	0	0	100	207	809
09:15:00	99	3	0	1	102	0	0	0	35	0	5	86	0	2	91	193	822
BREAK																	
16:00:00	156	1	0	1	157	1	0	0	59	1	2	149	0	0	151	309	
16:15:00	185	0	0	0	185	0	0	0	70	0	0	173	0	0	173	358	
16:30:00	172	0	0	0	172	0	1	0	63	1	2	158	0	1	160	333	
16:45:00	97	0	0	0	97	1	0	0	72	1	1	148	0	6	149	247	1247
17:00:00	193	1	0	1	194	1	1	0	59	2	0	140	0	5	140	336	1274
17:15:00	174	0	0	1	174	0	0	0	94	0	1	135	0	5	136	310	1226
17:30:00	147	1	0	1	148	0	0	0	59	0	1	141	0	6	142	290	1183
17:45:00	174	1	0	1	175	2	2	0	83	4	0	116	0	5	116	295	1231
Grand Total	2009	14	1	6	2024	9	7	0	848	16	23	1901	0	31	1924	**3964**	-
Approach%	99.3%	0.7%	0%		-	56.3%	43.8%	0%		-	1.2%	98.8%	0%		-	**-**	-
Totals %	50.7%	0.4%	0%		51.1%	0.2%	0.2%	0%		0.4%	0.6%	48%	0%		48.5%	**-**	-
Heavy	149	7	0		-	1	0	0		-	13	119	0		-	**-**	-
Heavy %	7.4%	50%	0%		-	11.1%	0%	0%		-	56.5%	6.3%	0%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)

Start Time	E Approach QUEENS QUAY E					S Approach REDPATH DRIVEWAY					W Approach QUEENS QUAY E					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
08:30:00	118	1	0	0	119	0	0	0	35	0	0	99	0	0	99	218
08:45:00	104	2	1	0	107	1	0	0	40	1	1	95	0	0	96	204
09:00:00	106	1	0	0	107	0	0	0	32	0	1	99	0	0	100	207
09:15:00	99	3	0	1	102	0	0	0	35	0	5	86	0	2	91	193
Grand Total	427	7	1	1	435	1	0	0	142	1	7	379	0	2	386	**822**
Approach%	98.2%	1.6%	0.2%		-	100%	0%	0%		-	1.8%	98.2%	0%		-	-
Totals %	51.9%	0.9%	0.1%		52.9%	0.1%	0%	0%		0.1%	0.9%	46.1%	0%		47%	-
PHF	0.9	0.58	0.25		0.91	0.25	0	0		0.25	0.35	0.96	0		0.97	-
Heavy	45	5	0		50	0	0	0		0	4	39	0		43	-
Heavy %	10.5%	71.4%	0%		11.5%	0%	0%	0%		0%	57.1%	10.3%	0%		11.1%	-
Lights	335	2	1		338	1	0	0		1	2	298	0		300	-
Lights %	78.5%	28.6%	100%		77.7%	100%	0%	0%		100%	28.6%	78.6%	0%		77.7%	-
Single-Unit Trucks	34	1	0		35	0	0	0		0	0	24	0		24	-
Single-Unit Trucks %	8%	14.3%	0%		8%	0%	0%	0%		0%	0%	6.3%	0%		6.2%	-
Buses	8	0	0		8	0	0	0		0	0	12	0		12	-
Buses %	1.9%	0%	0%		1.8%	0%	0%	0%		0%	0%	3.2%	0%		3.1%	-
Articulated Trucks	3	4	0		7	0	0	0		0	4	3	0		7	-
Articulated Trucks %	0.7%	57.1%	0%		1.6%	0%	0%	0%		0%	57.1%	0.8%	0%		1.8%	-
Bicycles on Road	47	0	0		47	0	0	0		0	1	42	0		43	-
Bicycles on Road %	11%	0%	0%		10.8%	0%	0%	0%		0%	14.3%	11.1%	0%		11.1%	-
Pedestrians	-	-	-	1	-	-	-	-	142	-	-	-	-	2	-	-
Pedestrians%	-	-	-	0.7%		-	-	-	97.9%		-	-	-	1.4%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-

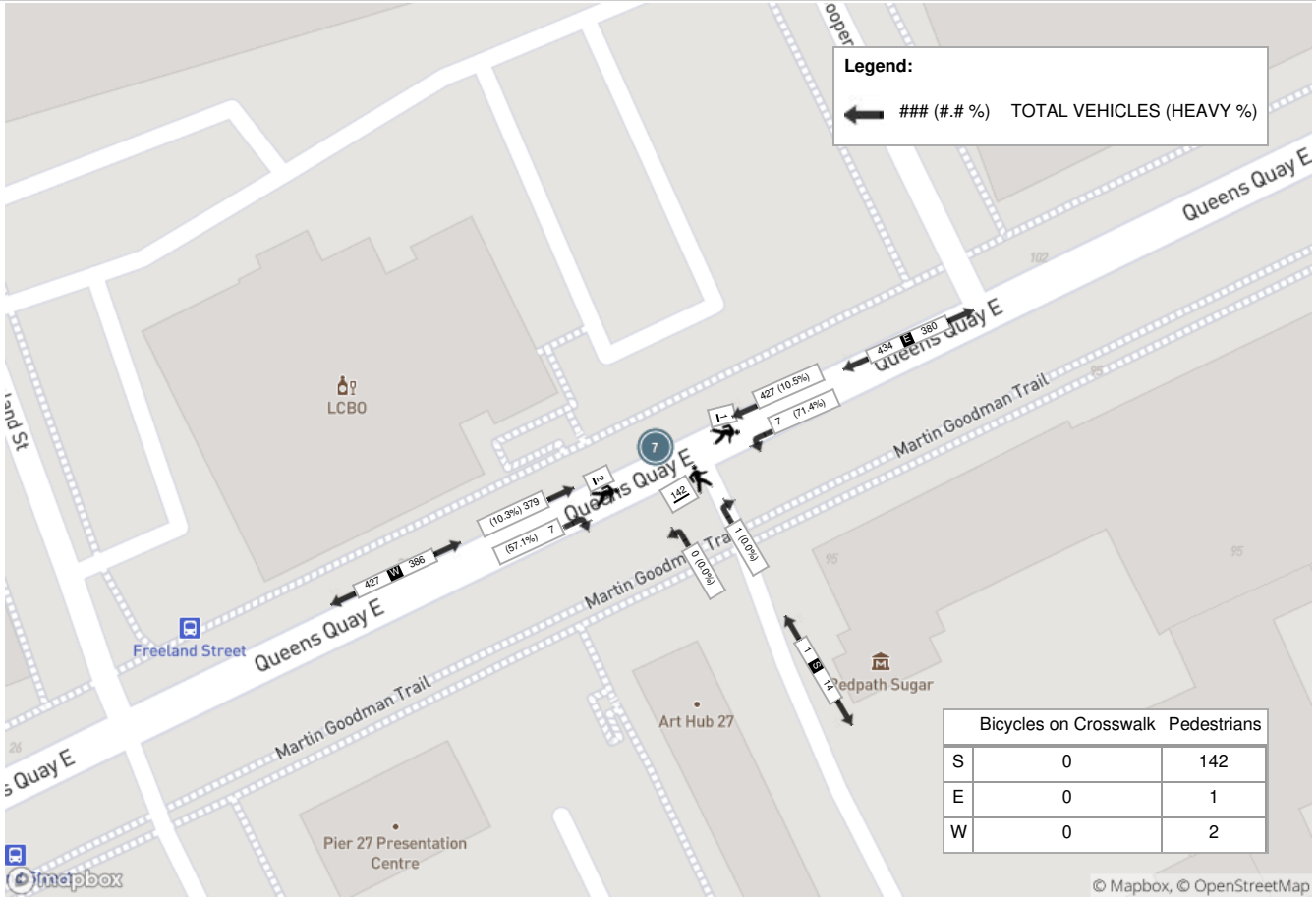
ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (12.97 °C)

Start Time	E Approach QUEENS QUAY E					S Approach REDPATH DRIVEWAY					W Approach QUEENS QUAY E					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
16:15:00	185	0	0	0	185	0	0	0	70	0	0	173	0	0	173	358
16:30:00	172	0	0	0	172	0	1	0	63	1	2	158	0	1	160	333
16:45:00	97	0	0	0	97	1	0	0	72	1	1	148	0	6	149	247
17:00:00	193	1	0	1	194	1	1	0	59	2	0	140	0	5	140	336
Grand Total	647	1	0	1	648	2	2	0	264	4	3	619	0	12	622	**1274**
Approach%	99.8%	0.2%	0%		-	50%	50%	0%		-	0.5%	99.5%	0%		-	**-**
Totals %	50.8%	0.1%	0%		50.9%	0.2%	0.2%	0%		0.3%	0.2%	48.6%	0%		48.8%	**-**
PHF	0.84	0.25	0		0.84	0.5	0.5	0		0.5	0.38	0.89	0		0.9	**-**
Heavy	32	1	0		33	0	0	0		0	2	22	0		24	**-**
Heavy %	4.9%	100%	0%		5.1%	0%	0%	0%		0%	66.7%	3.6%	0%		3.9%	**-**
Lights	505	0	0		505	2	2	0		4	1	504	0		505	**-**
Lights %	78.1%	0%	0%		77.9%	100%	100%	0%		100%	33.3%	81.4%	0%		81.2%	**-**
Single-Unit Trucks	22	0	0		22	0	0	0		0	0	18	0		18	**-**
Single-Unit Trucks %	3.4%	0%	0%		3.4%	0%	0%	0%		0%	0%	2.9%	0%		2.9%	**-**
Buses	7	0	0		7	0	0	0		0	0	4	0		4	**-**
Buses %	1.1%	0%	0%		1.1%	0%	0%	0%		0%	0%	0.6%	0%		0.6%	**-**
Articulated Trucks	3	1	0		4	0	0	0		0	2	0	0		2	**-**
Articulated Trucks %	0.5%	100%	0%		0.6%	0%	0%	0%		0%	66.7%	0%	0%		0.3%	**-**
Bicycles on Road	110	0	0		110	0	0	0		0	0	93	0		93	**-**
Bicycles on Road %	17%	0%	0%		17%	0%	0%	0%		0%	0%	15%	0%		15%	**-**
Pedestrians	-	-	-	1	-	-	-	-	263	-	-	-	-	10	-	**-**
Pedestrians%	-	-	-	0.4%		-	-	-	94.9%		-	-	-	3.6%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	2	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0.4%		-	-	-	0.7%		**-**

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

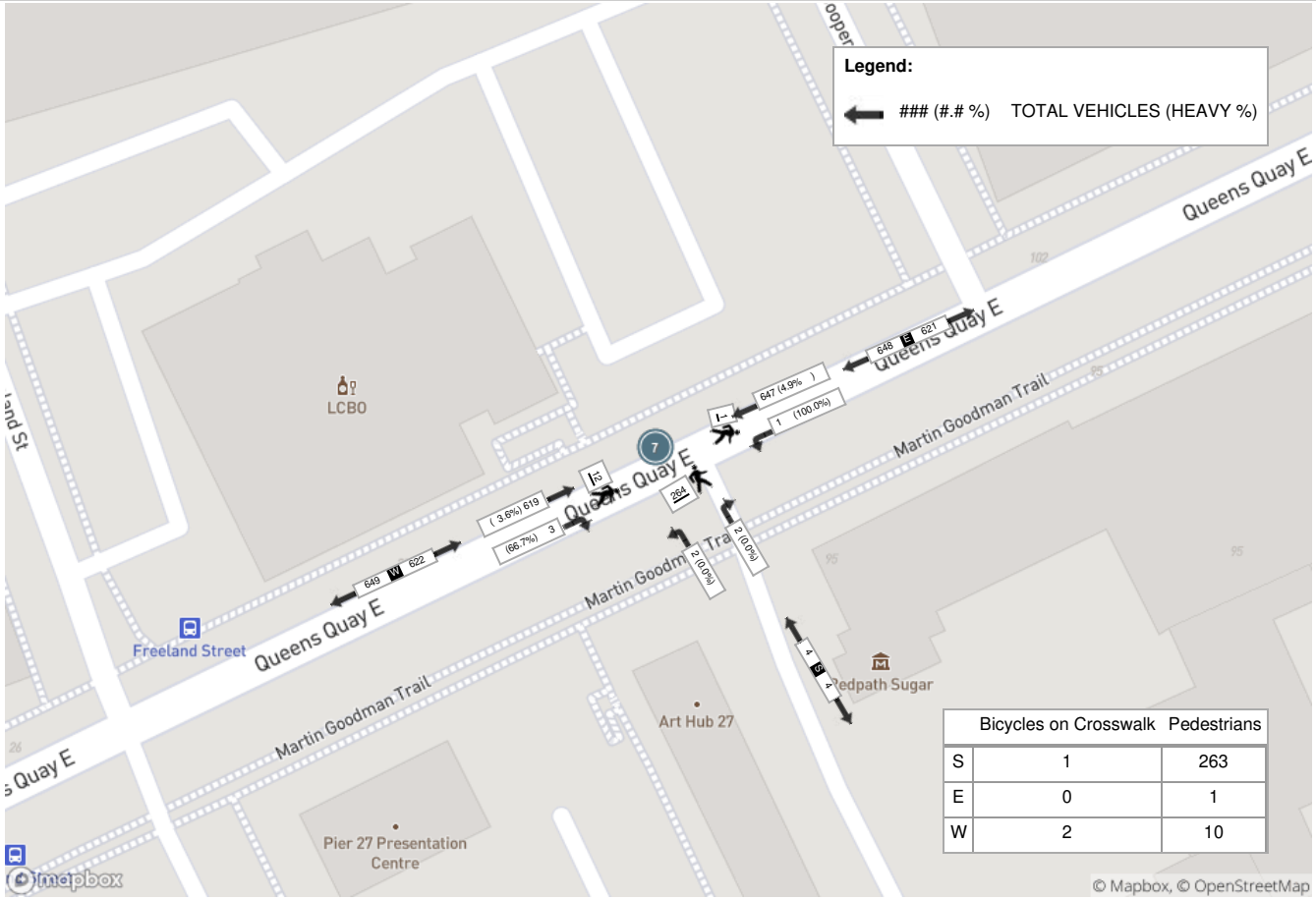
Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)



	Bicycles on Crosswalk	Pedestrians
S	0	142
E	0	1
W	0	2

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (12.97 °C)



	Bicycles on Crosswalk	Pedestrians
S	1	263
E	0	1
W	2	10

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (8 . QUEENS QUAY E & COOPER ST)

Start Time	N Approach COOPER ST					E Approach QUEENS QUAY E					W Approach QUEENS QUAY E					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	0	1	0	17	1	5	54	1	0	60	74	3	0	0	77	138	
07:45:00	8	1	0	27	9	3	68	0	0	71	84	3	0	0	87	167	
08:00:00	2	3	0	20	5	4	81	0	0	85	95	2	0	0	97	187	
08:15:00	5	3	0	20	8	2	66	0	0	68	100	1	0	0	101	177	669
08:30:00	2	0	0	29	2	6	113	0	0	119	98	2	0	0	100	221	752
08:45:00	0	3	0	24	3	4	108	0	0	112	94	2	1	0	97	212	797
09:00:00	1	5	0	17	6	1	105	0	0	106	99	1	0	0	100	212	822
09:15:00	3	2	0	22	5	4	94	0	0	98	81	0	1	1	82	185	830
BREAK																	
16:00:00	9	9	0	29	18	10	155	0	0	165	157	7	0	0	164	347	
16:15:00	3	4	0	27	7	14	173	0	0	187	144	6	0	1	150	344	
16:30:00	11	6	0	33	17	11	166	0	0	177	158	1	1	0	160	354	
16:45:00	1	8	1	33	10	11	95	0	0	106	140	3	0	0	143	259	1304
17:00:00	5	8	0	49	13	13	178	0	1	191	143	6	0	1	149	353	1310
17:15:00	8	6	1	56	15	6	166	0	0	172	127	1	0	0	128	315	1281
17:30:00	5	2	0	64	7	13	150	0	1	163	138	5	0	0	143	313	1240
17:45:00	7	6	0	61	13	2	163	0	0	165	117	3	0	1	120	298	1279
Grand Total	70	67	2	528	139	109	1935	1	2	2045	1849	46	3	4	1898	**4082**	-
Approach%	50.4%	48.2%	1.4%		-	5.3%	94.6%	0%		-	97.4%	2.4%	0.2%		-	**-**	-
Totals %	1.7%	1.6%	0%		3.4%	2.7%	47.4%	0%		50.1%	45.3%	1.1%	0.1%		46.5%	**-**	-
Heavy	10	11	0		-	9	149	0		-	125	0	0		-	**-**	-
Heavy %	14.3%	16.4%	0%		-	8.3%	7.7%	0%		-	6.8%	0%	0%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)

Start Time	N Approach COOPER ST					E Approach QUEENS QUAY E					W Approach QUEENS QUAY E					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	2	0	0	29	2	6	113	0	0	119	98	2	0	0	100	221
08:45:00	0	3	0	24	3	4	108	0	0	112	94	2	1	0	97	212
09:00:00	1	5	0	17	6	1	105	0	0	106	99	1	0	0	100	212
09:15:00	3	2	0	22	5	4	94	0	0	98	81	0	1	1	82	185
Grand Total	6	10	0	92	16	15	420	0	0	435	372	5	2	1	379	**830**
Approach%	37.5%	62.5%	0%		-	3.4%	96.6%	0%		-	98.2%	1.3%	0.5%		-	-
Totals %	0.7%	1.2%	0%		1.9%	1.8%	50.6%	0%		52.4%	44.8%	0.6%	0.2%		45.7%	-
PHF	0.5	0.5	0		0.67	0.63	0.93	0		0.91	0.94	0.63	0.5		0.95	-
Heavy	2	2	0		4	4	48	0		52	37	0	0		37	-
Heavy %	33.3%	20%	0%		25%	26.7%	11.4%	0%		12%	9.9%	0%	0%		9.8%	-
Lights	4	8	0		12	10	329	0		339	296	5	2		303	-
Lights %	66.7%	80%	0%		75%	66.7%	78.3%	0%		77.9%	79.6%	100%	100%		79.9%	-
Single-Unit Trucks	2	2	0		4	4	34	0		38	22	0	0		22	-
Single-Unit Trucks %	33.3%	20%	0%		25%	26.7%	8.1%	0%		8.7%	5.9%	0%	0%		5.8%	-
Buses	0	0	0		0	0	8	0		8	12	0	0		12	-
Buses %	0%	0%	0%		0%	0%	1.9%	0%		1.8%	3.2%	0%	0%		3.2%	-
Articulated Trucks	0	0	0		0	0	6	0		6	3	0	0		3	-
Articulated Trucks %	0%	0%	0%		0%	0%	1.4%	0%		1.4%	0.8%	0%	0%		0.8%	-
Bicycles on Road	0	0	0		0	1	43	0		44	39	0	0		39	-
Bicycles on Road %	0%	0%	0%		0%	6.7%	10.2%	0%		10.1%	10.5%	0%	0%		10.3%	-
Pedestrians	-	-	-	92	-	-	-	-	0	-	-	-	-	1	-	-
Pedestrians%	-	-	-	98.9%		-	-	-	0%		-	-	-	1.1%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-

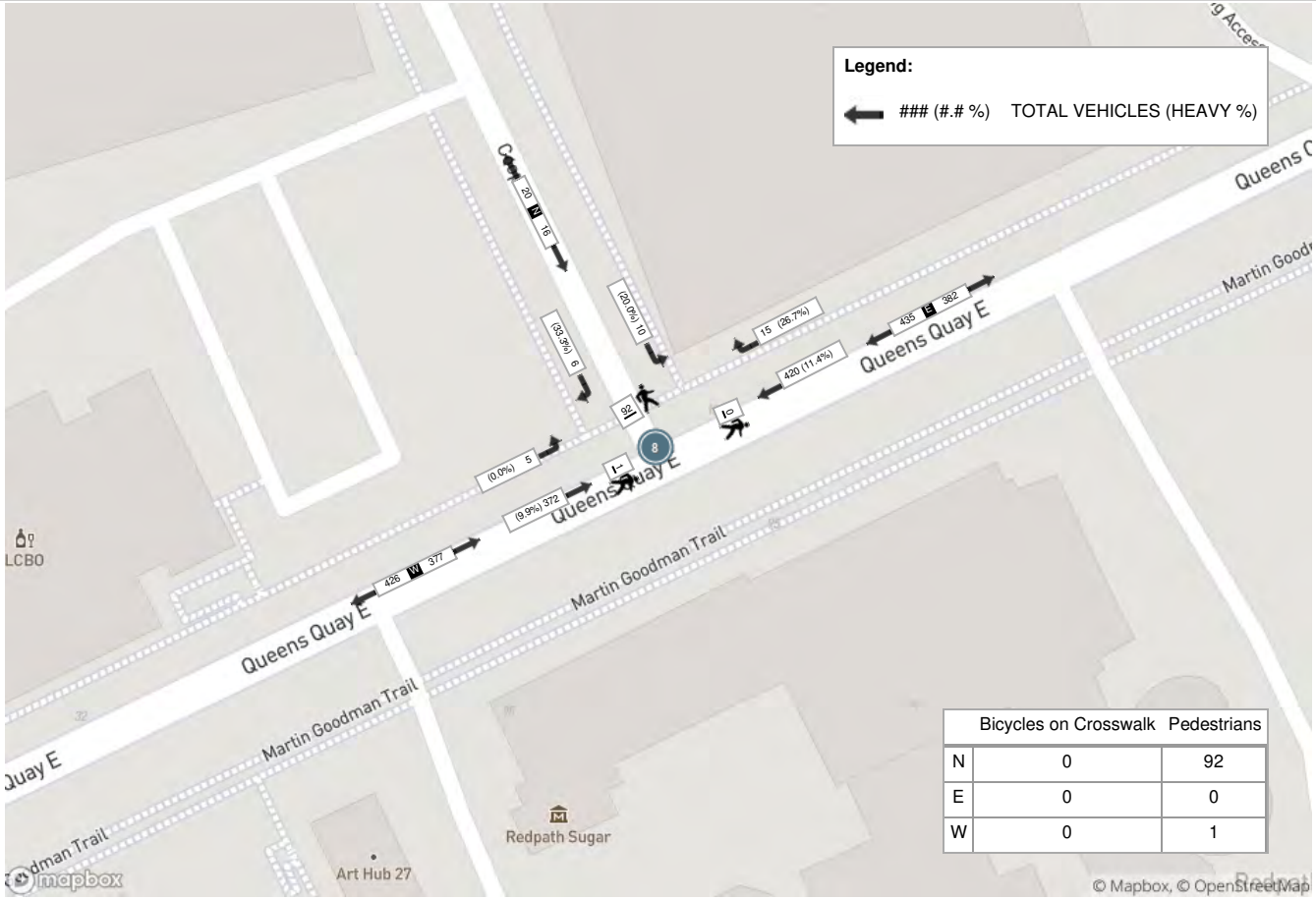
ARUP
SUITE 2400 2 BLOOR STREET EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (12.97 °C)

Start Time	N Approach COOPER ST					E Approach QUEENS QUAY E					W Approach QUEENS QUAY E					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
16:15:00	3	4	0	27	7	14	173	0	0	187	144	6	0	1	150	344
16:30:00	11	6	0	33	17	11	166	0	0	177	158	1	1	0	160	354
16:45:00	1	8	1	33	10	11	95	0	0	106	140	3	0	0	143	259
17:00:00	5	8	0	49	13	13	178	0	1	191	143	6	0	1	149	353
Grand Total	20	26	1	142	47	49	612	0	1	661	585	16	1	2	602	**1310**
Approach%	42.6%	55.3%	2.1%		-	7.4%	92.6%	0%		-	97.2%	2.7%	0.2%		-	**-**
Totals %	1.5%	2%	0.1%		3.6%	3.7%	46.7%	0%		50.5%	44.7%	1.2%	0.1%		46%	**-**
PHF	0.45	0.81	0.25		0.69	0.88	0.86	0		0.87	0.93	0.67	0.25		0.94	**-**
Heavy	4	4	0		8	1	27	0		28	29	0	0		29	**-**
Heavy %	20%	15.4%	0%		17%	2%	4.4%	0%		4.2%	5%	0%	0%		4.8%	**-**
Lights	15	20	1		36	48	485	0		533	487	16	1		504	**-**
Lights %	75%	76.9%	100%		76.6%	98%	79.2%	0%		80.6%	83.2%	100%	100%		83.7%	**-**
Single-Unit Trucks	4	4	0		8	1	18	0		19	18	0	0		18	**-**
Single-Unit Trucks %	20%	15.4%	0%		17%	2%	2.9%	0%		2.9%	3.1%	0%	0%		3%	**-**
Buses	0	0	0		0	0	6	0		6	11	0	0		11	**-**
Buses %	0%	0%	0%		0%	0%	1%	0%		0.9%	1.9%	0%	0%		1.8%	**-**
Articulated Trucks	0	0	0		0	0	3	0		3	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0.5%	0%		0.5%	0%	0%	0%		0%	**-**
Bicycles on Road	1	2	0		3	0	100	0		100	69	0	0		69	**-**
Bicycles on Road %	5%	7.7%	0%		6.4%	0%	16.3%	0%		15.1%	11.8%	0%	0%		11.5%	**-**
Pedestrians	-	-	-	140	-	-	-	-	1	-	-	-	-	2	-	**-**
Pedestrians%	-	-	-	96.6%		-	-	-	0.7%		-	-	-	1.4%		**-**
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	1.4%		-	-	-	0%		-	-	-	0%		**-**

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

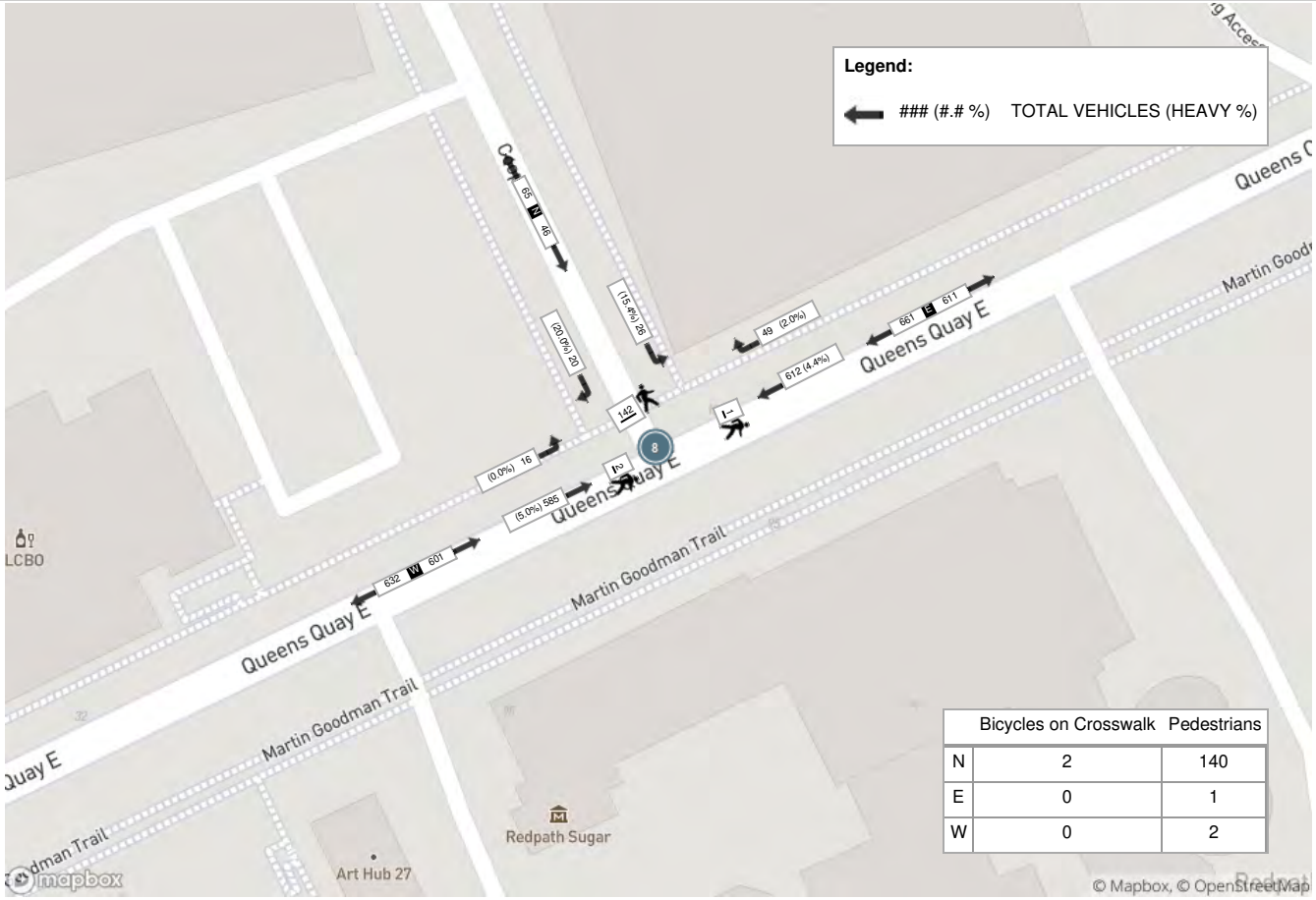
Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	92
E	0	0
W	0	1

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EAST
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Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (12.97 °C)



	Bicycles on Crosswalk	Pedestrians
N	2	140
E	0	1
W	0	2

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & LOBLAWS DRIVEWAY
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (9 . QUEENS QUAY E & LOBLAWS DRIVEWAY)

Start Time	N Approach LOBLAWS DRIVEWAY						E Approach QUEENS QUAY E						W Approach QUEENS QUAY E						NW Approach 100 QUEENS QUAY E			Int. Total (15 min)	Int. Total (1 hr)
	Hard Right N:NW	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Bear Right E:NW	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	Hard Left W:NW	UTurn W:W	Peds W:	Approach Total	UTurn NW:NW	Peds NW:	Approach Total		
07:30:00	0	0	0	0	17	0	3	0	50	0	1	53	58	4	1	0	2	63	0	17	0	116	
07:45:00	0	2	3	0	29	5	6	0	58	0	2	64	72	3	0	1	0	76	0	29	0	145	
08:00:00	0	2	2	0	16	4	3	0	71	0	1	74	72	9	0	0	0	81	0	16	0	159	
08:15:00	0	5	1	0	14	6	3	0	54	0	0	57	93	6	0	0	2	99	0	14	0	162	582
08:30:00	0	8	1	0	16	9	6	0	96	0	0	102	74	6	1	0	0	81	0	16	0	192	658
08:45:00	0	2	5	0	18	7	1	0	99	0	0	100	79	4	1	0	0	84	0	18	0	191	704
09:00:00	0	2	1	0	32	3	1	1	93	0	0	95	84	5	0	1	0	90	0	32	0	188	733
09:15:00	0	4	3	0	29	7	4	0	89	0	2	93	78	6	0	0	1	84	0	29	0	184	755
BREAK																							
16:00:00	0	14	7	0	31	21	15	0	144	1	0	160	122	9	0	0	0	131	0	31	0	312	
16:15:00	0	10	4	0	31	14	7	0	135	2	0	144	129	5	0	2	0	136	0	31	0	294	
16:30:00	0	12	6	0	30	18	7	1	138	0	1	146	130	16	0	1	0	147	0	30	0	311	
16:45:00	0	13	6	1	37	20	8	0	100	1	0	109	128	5	0	0	0	133	0	37	0	262	1179
17:00:00	0	11	5	0	48	16	13	0	125	1	1	139	128	10	0	1	1	139	0	49	0	294	1161
17:15:00	0	13	7	0	65	20	12	0	145	0	0	157	114	9	0	1	3	124	0	65	0	301	1168
17:30:00	0	9	3	0	62	12	15	0	132	0	0	147	125	8	0	0	1	133	0	62	0	292	1149
17:45:00	0	16	10	0	63	26	9	0	131	0	0	140	99	10	0	0	0	109	0	63	0	275	1162
Grand Total	0	123	64	1	538	188	113	2	1660	5	8	1780	1585	115	3	7	10	1710	0	539	0	**3678**	-
Approach%	0%	65.4%	34%	0.5%		-	6.3%	0.1%	93.3%	0.3%		-	92.7%	6.7%	0.2%	0.4%		-	0%		-	**-**	-
Totals %	0%	3.3%	1.7%	0%		5.1%	3.1%	0.1%	45.1%	0.1%		48.4%	43.1%	3.1%	0.1%	0.2%		46.5%	0%		0%	**-**	-
Heavy	0	0	0	0		-	0	2	147	0		-	148	0	2	0		-	0		-	**-**	-
Heavy %	0%	0%	0%	0%		-	0%	100%	8.9%	0%		-	9.3%	0%	66.7%	0%		-	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-		-	**-**	-

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)

Start Time	N Approach LOBLAWS DRIVEWAY						E Approach QUEENS QUAY E						W Approach QUEENS QUAY E						NW Approach 100 QUEENS QUAY E			Int. Total (15 min)
	Hard Right	Right	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	UTurn	Peds	Approach Total	Thru	Left	Hard Left	UTurn	Peds	Approach Total	UTurn	Peds	Approach Total	
08:30:00	0	8	1	0	16	9	6	0	96	0	0	102	74	6	1	0	0	81	0	16	0	192
08:45:00	0	2	5	0	18	7	1	0	99	0	0	100	79	4	1	0	0	84	0	18	0	191
09:00:00	0	2	1	0	32	3	1	1	93	0	0	95	84	5	0	1	0	90	0	32	0	188
09:15:00	0	4	3	0	29	7	4	0	89	0	2	93	78	6	0	0	1	84	0	29	0	184
Grand Total	0	16	10	0	95	26	12	1	377	0	2	390	315	21	2	1	1	339	0	95	0	**755**
Approach%	0%	61.5%	38.5%	0%		-	3.1%	0.3%	96.7%	0%		-	92.9%	6.2%	0.6%	0.3%		-	0%		-	**-**
Totals %	0%	2.1%	1.3%	0%		3.4%	1.6%	0.1%	49.9%	0%		51.7%	41.7%	2.8%	0.3%	0.1%		44.9%	0%		0%	**-**
PHF	0	0.5	0.5	0		0.72	0.5	0.25	0.95	0		0.96	0.94	0.88	0.5	0.25		0.94	0		0	**-**
Heavy	0	0	0	0		0	0	1	49	0		50	40	0	2	0		42	0		0	**-**
Heavy %	0%	0%	0%	0%		0%	0%	100%	13%	0%		12.8%	12.7%	0%	100%	0%		12.4%	0%		0%	**-**
Lights	0	15	10	0		25	12	0	325	0		337	275	21	0	1		297	0		0	**-**
Lights %	0%	93.8%	100%	0%		96.2%	100%	0%	86.2%	0%		86.4%	87.3%	100%	0%	100%		87.6%	0%		0%	**-**
Single-Unit Trucks	0	0	0	0		0	0	1	37	0		38	24	0	1	0		25	0		0	**-**
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	100%	9.8%	0%		9.7%	7.6%	0%	50%	0%		7.4%	0%		0%	**-**
Buses	0	0	0	0		0	0	0	8	0		8	12	0	0	0		12	0		0	**-**
Buses %	0%	0%	0%	0%		0%	0%	0%	2.1%	0%		2.1%	3.8%	0%	0%	0%		3.5%	0%		0%	**-**
Articulated Trucks	0	0	0	0		0	0	0	4	0		4	4	0	1	0		5	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	1.1%	0%		1%	1.3%	0%	50%	0%		1.5%	0%		0%	**-**
Bicycles on Road	0	1	0	0		1	0	0	3	0		3	0	0	0	0		0	0		0	**-**
Bicycles on Road %	0%	6.3%	0%	0%		3.8%	0%	0%	0.8%	0%		0.8%	0%	0%	0%	0%		0%	0%		0%	**-**
Pedestrians	-	-	-	-	95	-	-	-	-	-	2	-	-	-	-	-	1	-	-	95	-	**-**
Pedestrians%	-	-	-	-	49.2%		-	-	-	-	1%		-	-	-	-	0.5%		-	49.2%		**-**

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & LOBLAWS DRIVEWAY
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

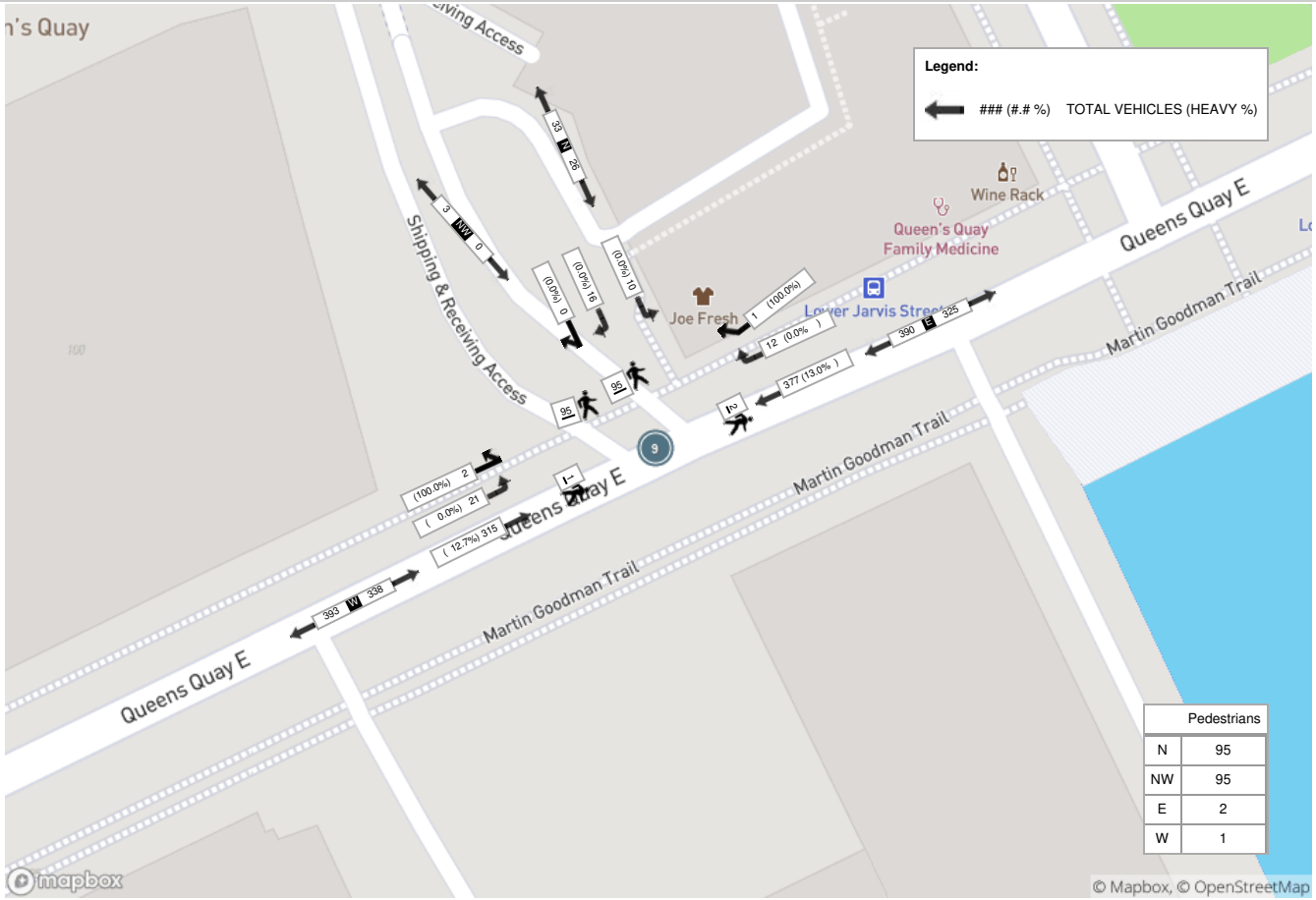
ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:00 PM - 05:00 PM Weather: Broken Clouds (12.97 °C)

Start Time	N Approach LOBLAWS DRIVEWAY						E Approach QUEENS QUAY E						W Approach QUEENS QUAY E						NW Approach 100 QUEENS QUAY E			Int. Total (15 min)
	Hard Right	Right	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	UTurn	Peds	Approach Total	Thru	Left	Hard Left	UTurn	Peds	Approach Total	UTurn	Peds	Approach Total	
16:00:00	0	14	7	0	31	21	15	0	144	1	0	160	122	9	0	0	0	131	0	31	0	312
16:15:00	0	10	4	0	31	14	7	0	135	2	0	144	129	5	0	2	0	136	0	31	0	294
16:30:00	0	12	6	0	30	18	7	1	138	0	1	146	130	16	0	1	0	147	0	30	0	311
16:45:00	0	13	6	1	37	20	8	0	100	1	0	109	128	5	0	0	0	133	0	37	0	262
Grand Total	0	49	23	1	129	73	37	1	517	4	1	559	509	35	0	3	0	547	0	129	0	**1179**
Approach%	0%	67.1%	31.5%	1.4%		-	6.6%	0.2%	92.5%	0.7%		-	93.1%	6.4%	0%	0.5%		-	0%		-	**-**
Totals %	0%	4.2%	2%	0.1%		6.2%	3.1%	0.1%	43.9%	0.3%		47.4%	43.2%	3%	0%	0.3%		46.4%	0%		0%	**-**
PHF	0	0.88	0.82	0.25		0.87	0.62	0.25	0.9	0.5		0.87	0.98	0.55	0	0.38		0.93	0		0	**-**
Heavy	0	0	0	0		0	0	1	32	0		33	35	0	0	0		35	0		0	**-**
Heavy %	0%	0%	0%	0%		0%	0%	100%	6.2%	0%		5.9%	6.9%	0%	0%	0%		6.4%	0%		0%	**-**
Lights	0	47	22	1		70	34	0	481	4		519	472	34	0	3		509	0		0	**-**
Lights %	0%	95.9%	95.7%	100%		95.9%	91.9%	0%	93%	100%		92.8%	92.7%	97.1%	0%	100%		93.1%	0%		0%	**-**
Single-Unit Trucks	0	0	0	0		0	0	0	25	0		25	22	0	0	0		22	0		0	**-**
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	4.8%	0%		4.5%	4.3%	0%	0%	0%		4%	0%		0%	**-**
Buses	0	0	0	0		0	0	0	6	0		6	8	0	0	0		8	0		0	**-**
Buses %	0%	0%	0%	0%		0%	0%	0%	1.2%	0%		1.1%	1.6%	0%	0%	0%		1.5%	0%		0%	**-**
Articulated Trucks	0	0	0	0		0	0	1	1	0		2	5	0	0	0		5	0		0	**-**
Articulated Trucks %	0%	0%	0%	0%		0%	0%	100%	0.2%	0%		0.4%	1%	0%	0%	0%		0.9%	0%		0%	**-**
Bicycles on Road	0	2	1	0		3	3	0	4	0		7	2	1	0	0		3	0		0	**-**
Bicycles on Road %	0%	4.1%	4.3%	0%		4.1%	8.1%	0%	0.8%	0%		1.3%	0.4%	2.9%	0%	0%		0.5%	0%		0%	**-**
Pedestrians	-	-	-	-	129	-	-	-	-	-	1	-	-	-	-	-	0	-	-	129	-	**-**
Pedestrians%	-	-	-	-	49.8%		-	-	-	-	0.4%		-	-	-	-	0%		-	49.8%		**-**

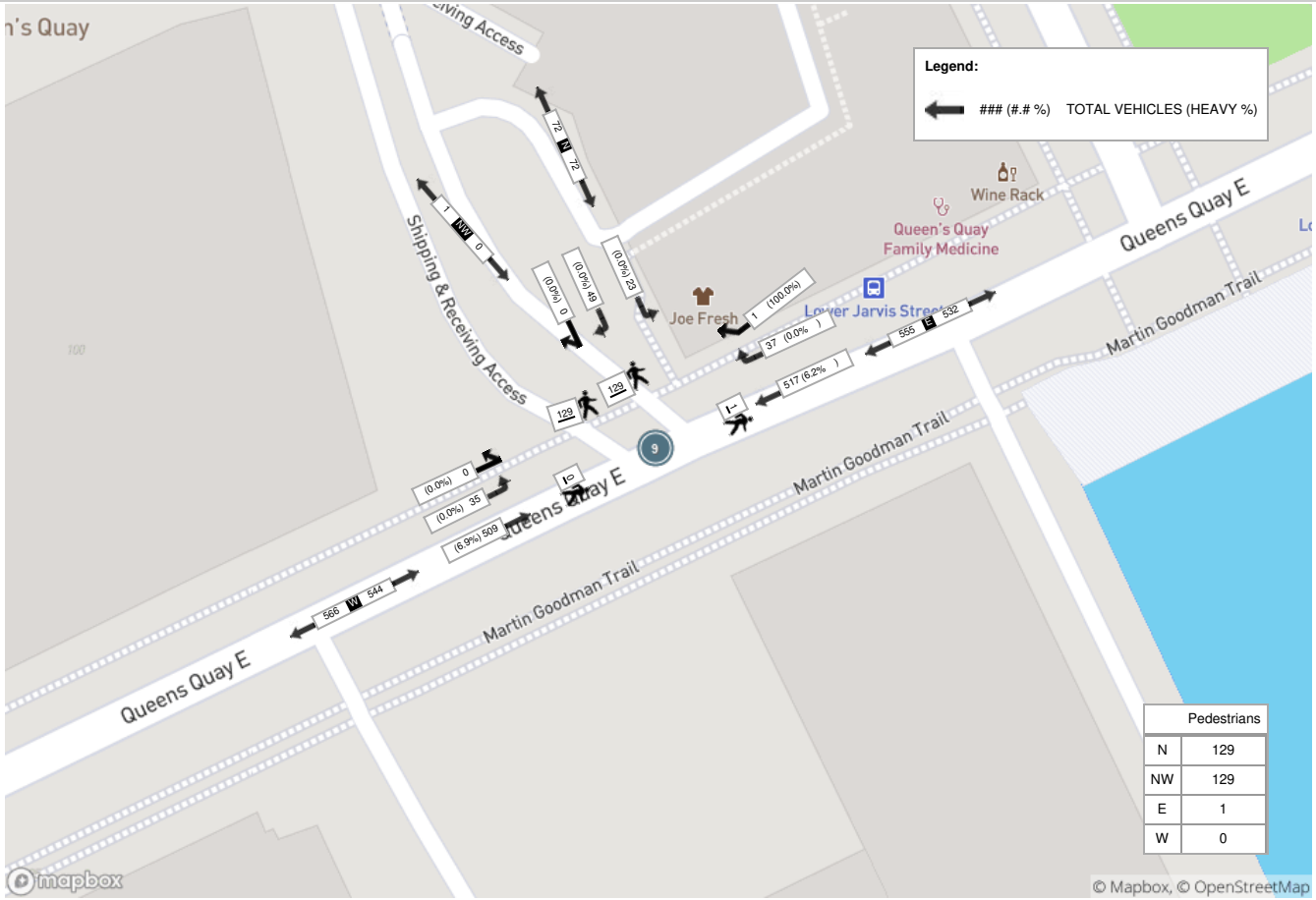
ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)



ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:00 PM - 05:00 PM Weather: Broken Clouds (12.97 °C)



Turning Movement Count (10 . QUEENS QUAY E & LOWER JARVIS ST)

Start Time	N Approach LOWER JARVIS ST					E Approach QUEENS QUAY E					W Approach QUEENS QUAY E					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	U-Turn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	11	3	0	10	14	17	72	0	12	89	43	31	0	6	74	177	
07:45:00	13	10	0	3	23	22	108	0	17	130	74	33	0	9	107	260	
08:00:00	19	11	0	10	30	26	119	0	14	145	63	28	0	9	91	266	
08:15:00	16	10	0	20	26	15	138	0	28	153	85	31	0	22	116	295	998
08:30:00	14	11	0	32	25	21	200	0	51	221	69	33	0	16	102	348	1169
08:45:00	17	16	0	29	33	23	195	0	40	218	78	38	0	18	116	367	1276
09:00:00	14	6	0	29	20	27	170	0	28	197	66	41	0	22	107	324	1334
09:15:00	20	10	0	22	30	32	143	0	56	175	84	29	0	21	113	318	1357
BREAK																	
16:00:00	7	9	0	31	16	42	165	0	24	207	86	24	0	29	110	333	
16:15:00	6	11	0	17	17	35	129	0	11	164	80	18	0	24	98	279	
16:30:00	8	11	0	34	19	28	142	1	15	171	90	18	0	43	108	298	
16:45:00	11	7	0	34	18	36	120	0	40	156	104	15	0	51	119	293	1203
17:00:00	8	7	0	74	15	35	128	0	49	163	93	21	0	91	114	292	1162
17:15:00	11	17	0	57	28	41	138	0	27	179	117	19	0	54	136	343	1226
17:30:00	2	8	2	47	12	39	137	0	17	176	115	15	0	43	130	318	1246
17:45:00	14	9	0	24	23	49	163	0	19	212	106	20	1	24	127	362	1315
Grand Total	191	156	2	473	349	488	2267	1	448	2756	1353	414	1	482	1768	**4873**	-
Approach%	54.7%	44.7%	0.6%		-	17.7%	82.3%	0%		-	76.5%	23.4%	0.1%		-	-	-
Totals %	3.9%	3.2%	0%		7.2%	10%	46.5%	0%		56.6%	27.8%	8.5%	0%		36.3%	-	-
Heavy	11	3	0		-	63	140	0		-	127	40	0		-	-	-
Heavy %	5.8%	1.9%	0%		-	12.9%	6.2%	0%		-	9.4%	9.7%	0%		-	-	-
Bicycles	2	1	0		-	4	0	0		-	1	0	0		-	-	-
Bicycle %	1%	0.6%	0%		-	0.8%	0%	0%		-	0.1%	0%	0%		-	-	-

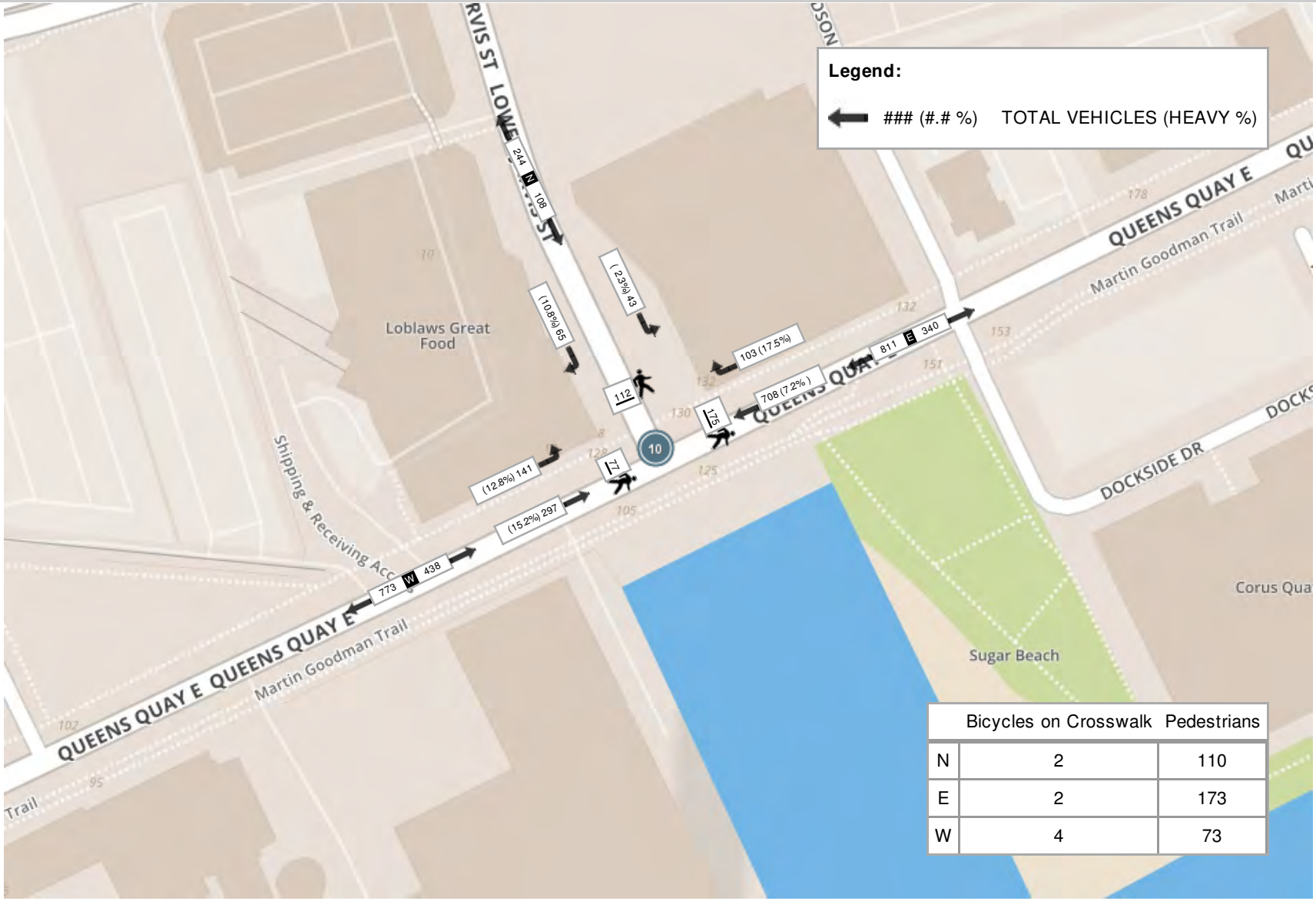
Peak Hour: 08:30 AM - 09:30 AM Weather: Light Rain (5.11 °C)

Start Time	N Approach LOWER JARVIS ST					E Approach QUEENS QUAY E					W Approach QUEENS QUAY E					Int. Total (15 min)
	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	
08:30:00	14	11	0	32	25	21	200	0	51	221	69	33	0	16	102	348
08:45:00	17	16	0	29	33	23	195	0	40	218	78	38	0	18	116	367
09:00:00	14	6	0	29	20	27	170	0	28	197	66	41	0	22	107	324
09:15:00	20	10	0	22	30	32	143	0	56	175	84	29	0	21	113	318
Grand Total	65	43	0	112	108	103	708	0	175	811	297	141	0	77	438	**1357**
Approach%	60.2%	39.8%	0%		-	12.7%	87.3%	0%		-	67.8%	32.2%	0%		-	**-**
Totals %	4.8%	3.2%	0%		8%	7.6%	52.2%	0%		59.8%	21.9%	10.4%	0%		32.3%	**-**
PHF	0.81	0.67	0		0.82	0.8	0.89	0		0.92	0.88	0.86	0		0.94	**-**
Heavy	7	1	0		8	18	51	0		69	45	18	0		63	**-**
Heavy %	10.8%	2.3%	0%		7.4%	17.5%	7.2%	0%		8.5%	15.2%	12.8%	0%		14.4%	**-**
Lights	58	42	0		100	85	657	0		742	252	123	0		375	**-**
Lights %	89.2%	97.7%	0%		92.6%	82.5%	92.8%	0%		91.5%	84.8%	87.2%	0%		85.6%	**-**
Single-Unit Trucks	6	1	0		7	5	23	0		28	20	11	0		31	**-**
Single-Unit Trucks %	9.2%	2.3%	0%		6.5%	4.9%	3.2%	0%		3.5%	6.7%	7.8%	0%		7.1%	**-**
Buses	1	0	0		1	12	25	0		37	21	3	0		24	**-**
Buses %	1.5%	0%	0%		0.9%	11.7%	3.5%	0%		4.6%	7.1%	2.1%	0%		5.5%	**-**
Articulated Trucks	0	0	0		0	1	3	0		4	4	4	0		8	**-**
Articulated Trucks %	0%	0%	0%		0%	1%	0.4%	0%		0.5%	1.3%	2.8%	0%		1.8%	**-**
Pedestrians	-	-	-	110	-	-	-	-	173	-	-	-	-	73	-	**-**
Pedestrians%	-	-	-	30.2%		-	-	-	47.5%		-	-	-	20.1%		**-**
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	2	-	-	-	-	4	-	**-**
Bicycles on Crosswalk%	-	-	-	0.5%		-	-	-	0.5%		-	-	-	1.1%		**-**
Bicycles on Road	2	0	0	0	-	0	0	0	0	-	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Intensity Drizzle (8.03 °C)

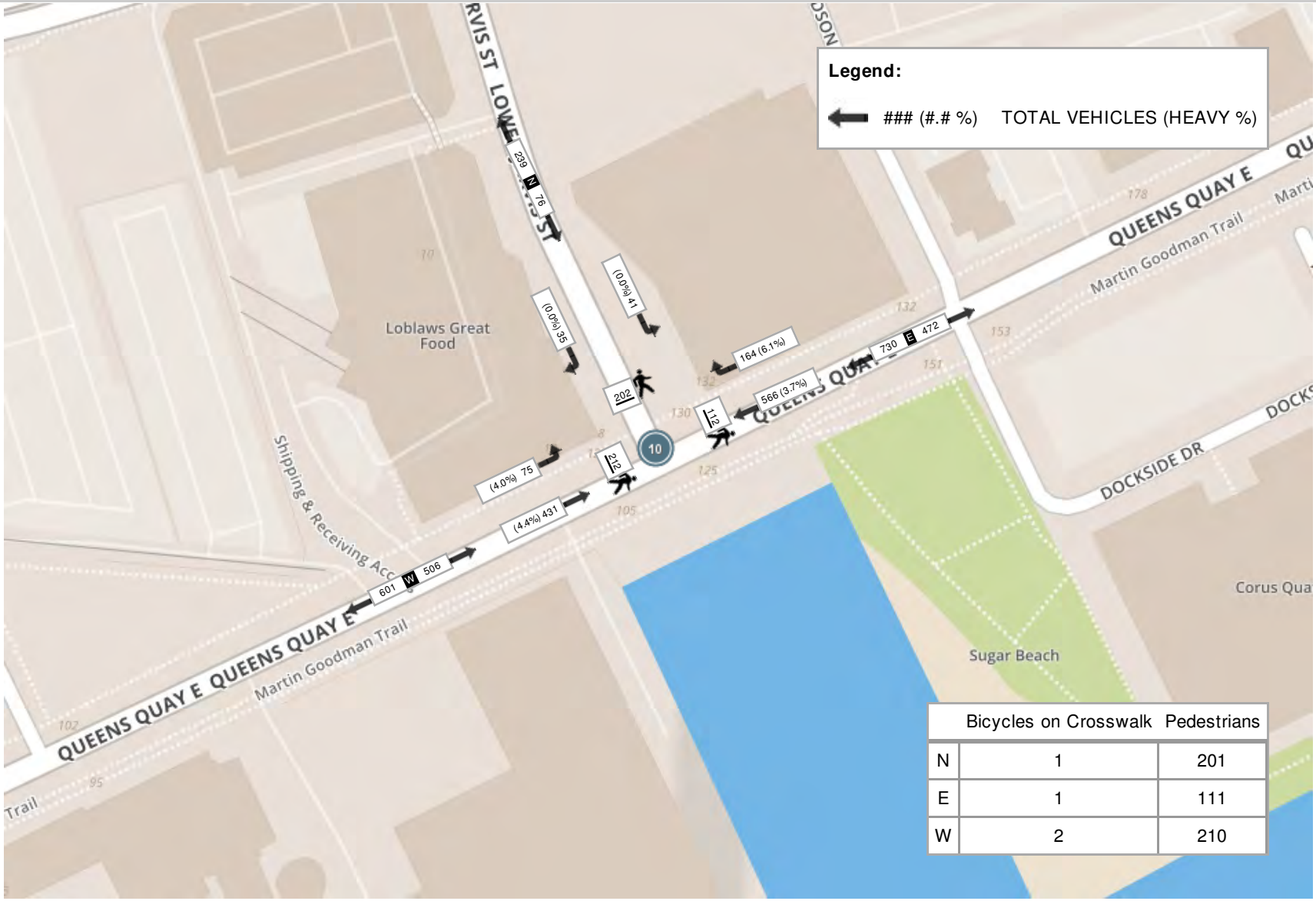
Start Time	N Approach LOWER JARVIS ST					E Approach QUEENS QUAY E					W Approach QUEENS QUAY E					Int. Total (15 min)
	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	8	7	0	74	15	35	128	0	49	163	93	21	0	91	114	292
17:15:00	11	17	0	57	28	41	138	0	27	179	117	19	0	54	136	343
17:30:00	2	8	2	47	12	39	137	0	17	176	115	15	0	43	130	318
17:45:00	14	9	0	24	23	49	163	0	19	212	106	20	1	24	127	362
Grand Total	35	41	2	202	78	164	566	0	112	730	431	75	1	212	507	**1315**
Approach%	44.9%	52.6%	2.6%		-	22.5%	77.5%	0%		-	85%	14.8%	0.2%		-	**-**
Totals %	2.7%	3.1%	0.2%		5.9%	12.5%	43%	0%		55.5%	32.8%	5.7%	0.1%		38.6%	**-**
PHF	0.63	0.6	0.25		0.7	0.84	0.87	0		0.86	0.92	0.89	0.25		0.93	**-**
Heavy	0	0	0		0	10	21	0		31	19	3	0		22	**-**
Heavy %	0%	0%	0%		0%	6.1%	3.7%	0%		4.2%	4.4%	4%	0%		4.3%	**-**
Lights	35	41	2		78	154	545	0		699	412	72	1		485	**-**
Lights %	100%	100%	100%		100%	93.9%	96.3%	0%		95.8%	95.6%	96%	100%		95.7%	**-**
Single-Unit Trucks	0	0	0		0	3	2	0		5	4	1	0		5	**-**
Single-Unit Trucks %	0%	0%	0%		0%	1.8%	0.4%	0%		0.7%	0.9%	1.3%	0%		1%	**-**
Buses	0	0	0		0	7	19	0		26	12	0	0		12	**-**
Buses %	0%	0%	0%		0%	4.3%	3.4%	0%		3.6%	2.8%	0%	0%		2.4%	**-**
Articulated Trucks	0	0	0		0	0	0	0		0	3	2	0		5	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0.7%	2.7%	0%		1%	**-**
Pedestrians	-	-	-	201	-	-	-	-	111	-	-	-	-	210	-	**-**
Pedestrians%	-	-	-	38.2%		-	-	-	21.1%		-	-	-	39.9%		**-**
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	1	-	-	-	-	2	-	**-**
Bicycles on Crosswalk%	-	-	-	0.2%		-	-	-	0.2%		-	-	-	0.4%		**-**
Bicycles on Road	0	0	0	0	-	4	0	0	0	-	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

Peak Hour: 08:30 AM - 09:30 AM Weather: Light Rain (5.11 °C)



	Bicycles on Crosswalk	Pedestrians
N	2	110
E	2	173
W	4	73

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Intensity Drizzle (8.03 °C)



	Bicycles on Crosswalk	Pedestrians
N	1	201
E	1	111
W	2	210

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & LOWER SHERBOURNE ST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (11 . QUEENS QUAY E & LOWER SHERBOURNE ST)

Start Time	N Approach LOWER SHERBOURNE ST						E Approach QUEENS QUAY E						S Approach DOCKSIDE DR						W Approach QUEENS QUAY E						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	5	2	1	0	5	8	0	83	10	0	21	93	2	0	6	0	29	8	3	50	0	0	6	53	162	
07:45:00	9	4	5	0	11	18	0	83	18	0	28	101	3	0	4	0	23	7	3	65	0	0	5	68	194	
08:00:00	13	2	2	0	10	17	0	82	3	0	34	85	5	0	7	0	25	12	7	56	0	0	4	63	177	
08:15:00	16	0	3	0	12	19	1	82	4	0	26	87	3	0	2	0	30	5	3	84	0	0	10	87	198	731
08:30:00	16	0	1	0	6	17	0	127	6	0	28	133	1	0	4	0	37	5	1	69	0	0	4	70	225	794
08:45:00	12	4	3	0	13	19	0	120	6	0	19	126	3	0	5	0	33	8	1	61	0	0	2	62	215	815
09:00:00	10	1	7	0	8	18	0	105	7	0	18	112	4	0	5	0	24	9	2	66	1	0	6	69	208	846
09:15:00	14	0	2	0	4	16	0	109	5	0	25	114	3	0	1	0	18	4	2	63	0	0	2	65	199	847
BREAK																										
16:00:00	23	0	1	0	5	24	0	163	1	0	38	164	6	0	2	0	39	8	0	120	1	0	11	121	317	
16:15:00	12	0	4	0	9	16	0	170	2	0	36	172	4	0	8	0	67	12	0	135	0	0	4	135	335	
16:30:00	21	0	10	0	15	31	0	141	4	0	38	145	6	0	3	0	69	9	0	137	0	0	2	137	322	
16:45:00	34	0	11	0	18	45	0	135	0	0	32	135	4	0	1	0	60	5	0	130	0	0	4	130	315	1289
17:00:00	20	1	17	0	21	38	0	123	2	0	36	125	3	0	7	0	42	10	0	118	0	0	7	118	291	1263
17:15:00	16	0	15	0	40	31	0	148	3	0	51	151	7	0	6	0	51	13	0	111	0	0	4	111	306	1234
17:30:00	22	1	9	0	16	32	0	133	11	0	28	144	3	0	6	0	39	9	0	122	0	0	1	122	307	1219
17:45:00	26	1	5	0	17	32	0	127	7	0	37	134	6	0	1	0	47	7	1	103	0	0	0	104	277	1181
Grand Total	269	16	96	0	210	381	1	1931	89	0	495	2021	63	0	68	0	633	131	23	1490	2	0	72	1515	**4048**	-
Approach%	70.6%	4.2%	25.2%	0%		-	0%	95.5%	4.4%	0%		-	48.1%	0%	51.9%	0%		-	1.5%	98.3%	0.1%	0%		-	**-**	-
Totals %	6.6%	0.4%	2.4%	0%		9.4%	0%	47.7%	2.2%	0%		49.9%	1.6%	0%	1.7%	0%		3.2%	0.6%	36.8%	0%	0%		37.4%	**-**	-
Heavy	46	1	3	0		-	0	180	7	0		-	5	0	24	0		-	0	107	0	0		-	**-**	-
Heavy %	17.1%	6.3%	3.1%	0%		-	0%	9.3%	7.9%	0%		-	7.9%	0%	35.3%	0%		-	0%	7.2%	0%	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & LOWER SHERBOURNE ST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 08:30 AM - 09:30 AM **Weather: Clear Sky (4.09 °C)**

Start Time	N Approach LOWER SHERBOURNE ST						E Approach QUEENS QUAY E						S Approach DOCKSIDE DR						W Approach QUEENS QUAY E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	16	0	1	0	6	17	0	127	6	0	28	133	1	0	4	0	37	5	1	69	0	0	4	70	225
08:45:00	12	4	3	0	13	19	0	120	6	0	19	126	3	0	5	0	33	8	1	61	0	0	2	62	215
09:00:00	10	1	7	0	8	18	0	105	7	0	18	112	4	0	5	0	24	9	2	66	1	0	6	69	208
09:15:00	14	0	2	0	4	16	0	109	5	0	25	114	3	0	1	0	18	4	2	63	0	0	2	65	199
Grand Total	52	5	13	0	31	70	0	461	24	0	90	485	11	0	15	0	112	26	6	259	1	0	14	266	**847**
Approach%	74.3%	7.1%	18.6%	0%		-	0%	95.1%	4.9%	0%		-	42.3%	0%	57.7%	0%		-	2.3%	97.4%	0.4%	0%		-	**-**
Totals %	6.1%	0.6%	1.5%	0%		8.3%	0%	54.4%	2.8%	0%		57.3%	1.3%	0%	1.8%	0%		3.1%	0.7%	30.6%	0.1%	0%		31.4%	**-**
PHF	0.81	0.31	0.46	0		0.92	0	0.91	0.86	0		0.91	0.69	0	0.75	0		0.72	0.75	0.94	0.25	0		0.95	**-**
Heavy	15	0	0	0		15	0	54	1	0		55	3	0	7	0		10	0	30	0	0		30	**-**
Heavy %	28.8%	0%	0%	0%		21.4%	0%	11.7%	4.2%	0%		11.3%	27.3%	0%	46.7%	0%		38.5%	0%	11.6%	0%	0%		11.3%	**-**
Lights	36	4	13	0		53	0	407	23	0		430	8	0	8	0		16	6	229	1	0		236	**-**
Lights %	69.2%	80%	100%	0%		75.7%	0%	88.3%	95.8%	0%		88.7%	72.7%	0%	53.3%	0%		61.5%	100%	88.4%	100%	0%		88.7%	**-**
Single-Unit Trucks	2	0	0	0		2	0	45	1	0		46	3	0	2	0		5	0	22	0	0		22	**-**
Single-Unit Trucks %	3.8%	0%	0%	0%		2.9%	0%	9.8%	4.2%	0%		9.5%	27.3%	0%	13.3%	0%		19.2%	0%	8.5%	0%	0%		8.3%	**-**
Buses	11	0	0	0		11	0	4	0	0		4	0	0	5	0		5	0	5	0	0		5	**-**
Buses %	21.2%	0%	0%	0%		15.7%	0%	0.9%	0%	0%		0.8%	0%	0%	33.3%	0%		19.2%	0%	1.9%	0%	0%		1.9%	**-**
Articulated Trucks	2	0	0	0		2	0	5	0	0		5	0	0	0	0		0	0	3	0	0		3	**-**
Articulated Trucks %	3.8%	0%	0%	0%		2.9%	0%	1.1%	0%	0%		1%	0%	0%	0%	0%		0%	0%	1.2%	0%	0%		1.1%	**-**
Bicycles on Road	1	1	0	0		2	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Bicycles on Road %	1.9%	20%	0%	0%		2.9%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	30	-	-	-	-	-	77	-	-	-	-	-	42	-	-	-	-	-	11	-	**-**
Pedestrians%	-	-	-	-	12.1%		-	-	-	-	31.2%		-	-	-	-	17%		-	-	-	-	4.5%		**-**
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	70	-	-	-	-	-	3	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0.4%		-	-	-	-	5.3%		-	-	-	-	28.3%		-	-	-	-	1.2%		**-**

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY E & LOWER SHERBOURNE ST
Date: Wed, Nov 10, 2021 Deployment Lead: Theo Daglis

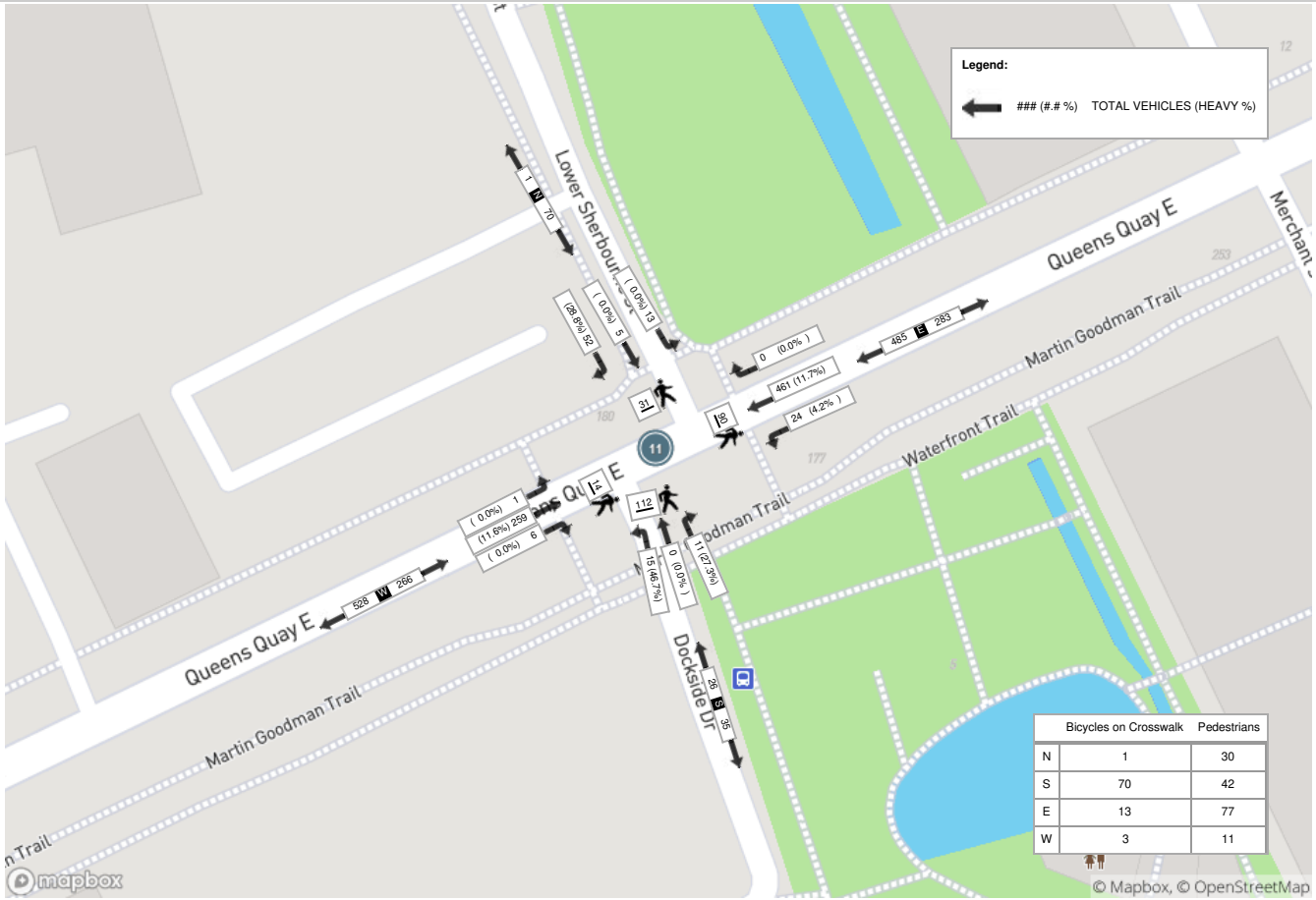
ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:00 PM - 05:00 PM Weather: Broken Clouds (12.97 °C)

Start Time	N Approach LOWER SHERBOURNE ST						E Approach QUEENS QUAY E						S Approach DOCKSIDE DR						W Approach QUEENS QUAY E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:00:00	23	0	1	0	5	24	0	163	1	0	38	164	6	0	2	0	39	8	0	120	1	0	11	121	317
16:15:00	12	0	4	0	9	16	0	170	2	0	36	172	4	0	8	0	67	12	0	135	0	0	4	135	335
16:30:00	21	0	10	0	15	31	0	141	4	0	38	145	6	0	3	0	69	9	0	137	0	0	2	137	322
16:45:00	34	0	11	0	18	45	0	135	0	0	32	135	4	0	1	0	60	5	0	130	0	0	4	130	315
Grand Total	90	0	26	0	47	116	0	609	7	0	144	616	20	0	14	0	235	34	0	522	1	0	21	523	**1289**
Approach%	77.6%	0%	22.4%	0%		-	0%	98.9%	1.1%	0%		-	58.8%	0%	41.2%	0%		-	0%	99.8%	0.2%	0%		-	**-**
Totals %	7%	0%	2%	0%		9%	0%	47.2%	0.5%	0%		47.8%	1.6%	0%	1.1%	0%		2.6%	0%	40.5%	0.1%	0%		40.6%	**-**
PHF	0.66	0	0.59	0		0.64	0	0.9	0.44	0		0.9	0.83	0	0.44	0		0.71	0	0.95	0.25	0		0.95	**-**
Heavy	11	0	2	0		13	0	52	0	0		52	0	0	2	0		2	0	25	0	0		25	**-**
Heavy %	12.2%	0%	7.7%	0%		11.2%	0%	8.5%	0%	0%		8.4%	0%	0%	14.3%	0%		5.9%	0%	4.8%	0%	0%		4.8%	**-**
Lights	79	0	24	0		103	0	557	7	0		564	20	0	12	0		32	0	497	1	0		498	**-**
Lights %	87.8%	0%	92.3%	0%		88.8%	0%	91.5%	100%	0%		91.6%	100%	0%	85.7%	0%		94.1%	0%	95.2%	100%	0%		95.2%	**-**
Single-Unit Trucks	2	0	1	0		3	0	34	0	0		34	0	0	0	0		0	0	17	0	0		17	**-**
Single-Unit Trucks %	2.2%	0%	3.8%	0%		2.6%	0%	5.6%	0%	0%		5.5%	0%	0%	0%	0%		0%	0%	3.3%	0%	0%		3.3%	**-**
Buses	8	0	0	0		8	0	6	0	0		6	0	0	2	0		2	0	6	0	0		6	**-**
Buses %	8.9%	0%	0%	0%		6.9%	0%	1%	0%	0%		1%	0%	0%	14.3%	0%		5.9%	0%	1.1%	0%	0%		1.1%	**-**
Articulated Trucks	1	0	1	0		2	0	12	0	0		12	0	0	0	0		0	0	2	0	0		2	**-**
Articulated Trucks %	1.1%	0%	3.8%	0%		1.7%	0%	2%	0%	0%		1.9%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	**-**
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	40	-	-	-	-	-	108	-	-	-	-	-	90	-	-	-	-	-	15	-	**-**
Pedestrians%	-	-	-	-	8.9%		-	-	-	-	24.2%		-	-	-	-	20.1%		-	-	-	-	3.4%		**-**
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	36	-	-	-	-	-	145	-	-	-	-	-	6	-	**-**
Bicycles on Crosswalk%	-	-	-	-	1.6%		-	-	-	-	8.1%		-	-	-	-	32.4%		-	-	-	-	1.3%		**-**

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

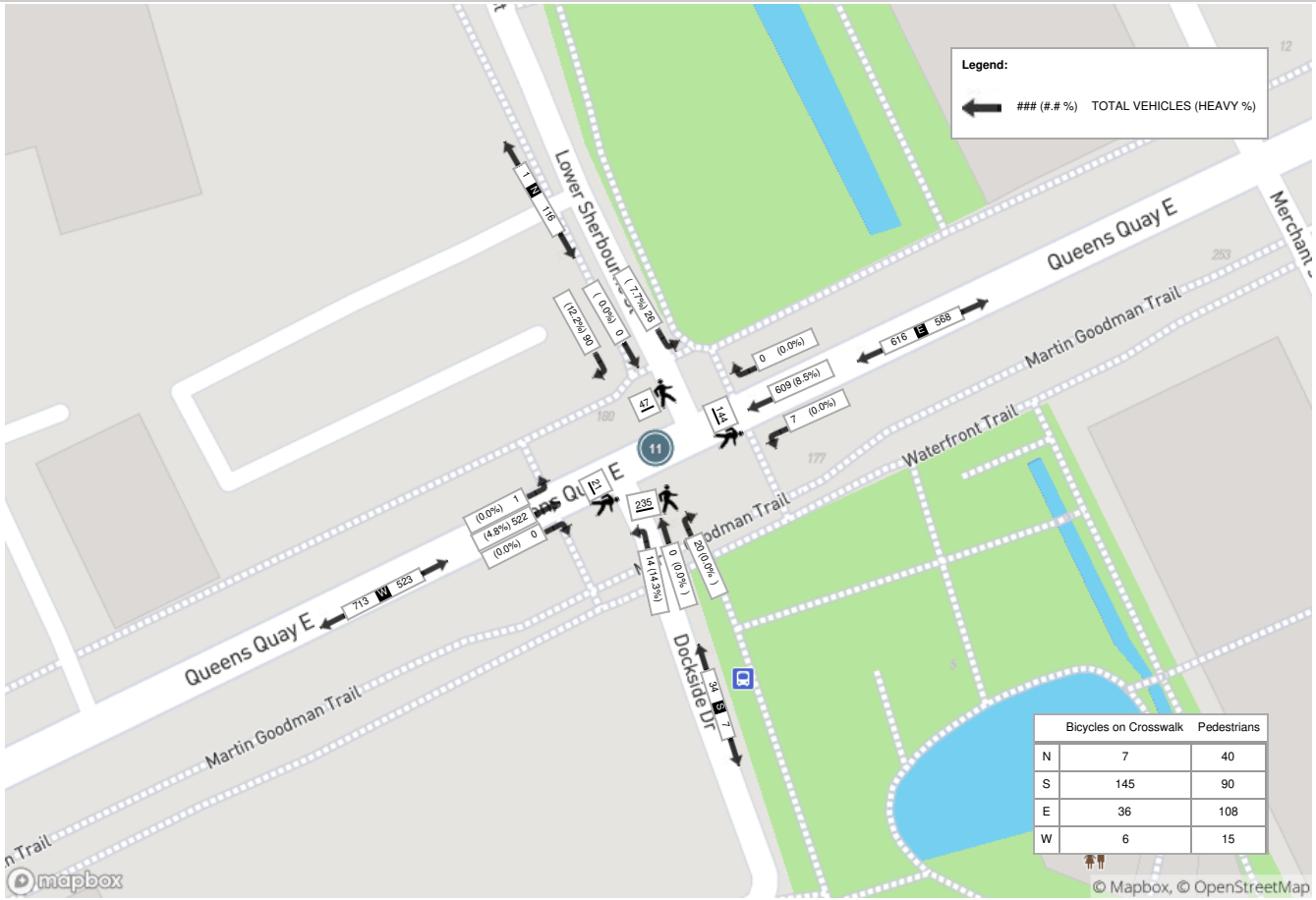
Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (4.09 °C)



	Bicycles on Crosswalk	Pedestrians
N	1	30
S	70	42
E	13	77
W	3	11

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:00 PM - 05:00 PM **Weather: Broken Clouds (12.97 °C)**



Spectrum

Turning Movement Count
Location Name: QUEENS QUAY BLVD & RICHARDSON ST / DOCKSIDE DR
Date: Wed, Jun 26, 2019 Deployment Lead: Theo Daglis

Turning Movement Count (1 . QUEENS QUAY BLVD & RICHARDSON ST / DOCKSIDE DR)

Start Time	N Approach RICHARDSON ST							E Approach QUEENS QUAY BLVD							S Approach DOCKSIDE DR							W Approach QUEENS QUAY BLVD							Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds CCW N:	Peds CW N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds CCW E:	Peds CW E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds CCW S:	Peds CW S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds CCW W:	Peds CW W:	Approach Total		
07:30:00	4	2	0	0	7	4	6	2	100	6	0	0	0	108	0	2	1	0	24	45	3	10	43	1	0	0	0	54	171	
07:45:00	2	0	1	0	6	1	3	6	108	8	0	0	0	122	3	0	2	0	30	67	5	12	41	4	0	1	2	57	187	
08:00:00	4	1	1	0	8	5	6	3	127	3	1	0	1	134	4	0	5	0	38	71	9	12	54	3	0	1	0	69	218	
08:15:00	1	0	2	0	18	3	3	16	144	6	0	0	1	166	1	0	3	0	33	72	4	16	51	5	0	2	1	72	245	821
08:30:00	4	2	2	0	20	2	8	7	166	6	0	0	0	179	1	0	2	0	38	97	3	20	49	2	0	3	2	71	261	911
08:45:00	2	2	1	0	30	5	5	16	159	8	0	1	0	183	3	1	7	0	53	81	11	13	67	7	0	5	5	87	286	1010
09:00:00	5	3	5	0	14	5	13	10	132	3	0	1	1	145	2	0	5	0	38	58	7	13	48	7	1	4	2	69	234	1026
09:15:00	2	0	1	0	15	6	3	11	118	9	0	0	1	138	2	0	3	0	29	41	5	16	47	5	0	8	1	68	214	995
BREAK																														
16:00:00	11	1	7	1	17	7	20	2	162	2	0	0	0	166	6	0	1	0	47	35	7	5	92	7	0	3	0	104	297	
16:15:00	7	1	2	0	9	7	10	3	167	0	0	1	0	170	8	1	12	0	63	39	21	9	92	4	0	0	1	105	306	
16:30:00	1	1	0	0	13	15	2	7	150	2	0	0	0	159	3	2	4	0	73	49	9	7	118	4	0	0	2	129	299	
16:45:00	10	0	1	1	13	14	12	4	157	7	0	1	0	168	2	0	5	0	65	39	7	11	115	2	0	0	1	128	315	1217
17:00:00	9	0	0	0	7	15	9	5	187	3	1	0	0	196	2	2	7	0	78	53	11	9	95	4	0	0	5	108	324	1244
17:15:00	9	0	0	0	21	17	9	4	164	2	0	0	0	170	2	2	8	0	113	61	12	6	124	1	0	0	1	131	322	1260
17:30:00	12	1	2	0	6	10	15	3	149	1	0	0	0	153	3	0	12	0	99	63	15	11	123	4	0	0	0	138	321	1282
17:45:00	6	0	3	0	18	14	9	0	105	1	1	0	0	107	4	0	12	0	86	42	16	5	95	3	1	0	0	104	236	1203
Grand Total	89	14	28	2	222	130	133	99	2295	67	3	4	4	2464	46	10	89	0	907	913	145	175	1254	63	2	27	23	1494	**4236**	-
Approach%	66.9%	10.5%	21.1%	1.5%			-	4%	93.1%	2.7%	0.1%			-	31.7%	6.9%	61.4%	0%			-	11.7%	83.9%	4.2%	0.1%			-	**-**	-
Totals %	2.1%	0.3%	0.7%	0%			3.1%	2.3%	54.2%	1.6%	0.1%			58.2%	1.1%	0.2%	2.1%	0%			3.4%	4.1%	29.6%	1.5%	0%			35.3%	**-**	-
Heavy	3	0	1	0			-	5	177	5	0			-	0	0	1	0			-	40	75	5	0			-	**-**	-
Heavy %	3.4%	0%	3.6%	0%			-	5.1%	7.7%	7.5%	0%			-	0%	0%	1.1%	0%			-	22.9%	6%	7.9%	0%			-	**-**	-
Bicycles	3	0	0	0			-	13	24	1	0			-	3	0	1	0			-	1	15	0	0			-	**-**	-
Bicycle %	3.4%	0%	0%	0%			-	13.1%	1%	1.5%	0%			-	6.5%	0%	1.1%	0%			-	0.6%	1.2%	0%	0%			-	**-**	-

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY BLVD & RICHARDSON ST / DOCKSIDE DR
Date: Wed, Jun 26, 2019 Deployment Lead: Theo Daglis

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (20.68 °C)

Start Time	N Approach RICHARDSON ST							E Approach QUEENS QUAY BLVD							S Approach DOCKSIDE DR							W Approach QUEENS QUAY BLVD							Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	
08:15:00	1	0	2	0	18	3	3	16	144	6	0	0	1	166	1	0	3	0	33	72	4	16	51	5	0	2	1	72	245
08:30:00	4	2	2	0	20	2	8	7	166	6	0	0	0	179	1	0	2	0	38	97	3	20	49	2	0	3	2	71	261
08:45:00	2	2	1	0	30	5	5	16	159	8	0	1	0	183	3	1	7	0	53	81	11	13	67	7	0	5	5	87	286
09:00:00	5	3	5	0	14	5	13	10	132	3	0	1	1	145	2	0	5	0	38	58	7	13	48	7	1	4	2	69	234
Grand Total	12	7	10	0	82	15	29	49	601	23	0	2	2	673	7	1	17	0	162	308	25	62	215	21	1	14	10	299	**1026**
Approach%	41.4%	24.1%	34.5%	0%			-	7.3%	89.3%	3.4%	0%			-	28%	4%	68%	0%			-	20.7%	71.9%	7%	0.3%			-	**-**
Totals %	1.2%	0.7%	1%	0%			2.8%	4.8%	58.6%	2.2%	0%			65.6%	0.7%	0.1%	1.7%	0%			2.4%	6%	21%	2%	0.1%			29.1%	**-**
PHF	0.6	0.58	0.5	0			0.56	0.77	0.91	0.72	0			0.92	0.58	0.25	0.61	0			0.57	0.78	0.8	0.75	0.25			0.86	**-**
Heavy	2	0	1	0			3	2	55	2	0			59	0	0	0	0			0	12	21	1	0			34	**-**
Heavy %	16.7%	0%	10%	0%			10.3%	4.1%	9.2%	8.7%	0%			8.8%	0%	0%	0%	0%			0%	19.4%	9.8%	4.8%	0%			11.4%	**-**
Lights	10	7	9	0			26	47	546	21	0			614	7	1	17	0			25	50	194	20	1			265	**-**
Lights %	83.3%	100%	90%	0%			89.7%	95.9%	90.8%	91.3%	0%			91.2%	100%	100%	100%	0%			100%	80.6%	90.2%	95.2%	100%			88.6%	**-**
Single-Unit Trucks	2	0	1	0			3	2	22	2	0			26	0	0	0	0			0	1	15	1	0			17	**-**
Single-Unit Trucks %	16.7%	0%	10%	0%			10.3%	4.1%	3.7%	8.7%	0%			3.9%	0%	0%	0%	0%			0%	1.6%	7%	4.8%	0%			5.7%	**-**
Buses	0	0	0	0			0	0	28	0	0			28	0	0	0	0			0	11	6	0	0			17	**-**
Buses %	0%	0%	0%	0%			0%	0%	4.7%	0%	0%			4.2%	0%	0%	0%	0%			0%	17.7%	2.8%	0%	0%			5.7%	**-**
Articulated Trucks	0	0	0	0			0	0	5	0	0			5	0	0	0	0			0	0	0	0	0			0	**-**
Articulated Trucks %	0%	0%	0%	0%			0%	0%	0.8%	0%	0%			0.7%	0%	0%	0%	0%			0%	0%	0%	0%	0%			0%	**-**
Pedestrians	-	-	-	-	82	15	-	-	-	-	-	1	2	-	-	-	-	-	13	33	-	-	-	-	-	14	10	-	**-**
Pedestrians%	-	-	-	-	13.8%	2.5%		-	-	-	-	0.2%	0.3%		-	-	-	-	2.2%	5.5%		-	-	-	-	2.4%	1.7%		**-**
Bicycles on Crosswalk	-	-	-	-	0	0	-	-	-	-	-	1	0	-	-	-	-	-	149	275	-	-	-	-	-	0	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%	0%		-	-	-	-	0.2%	0%		-	-	-	-	25%	46.2%		-	-	-	-	0%	0%		**-**
Bicycles on Road	0	0	0	0	0	0	-	8	10	0	0	0	0	-	1	0	1	0	0	0	-	0	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		**-**

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY BLVD & RICHARDSON ST / DOCKSIDE DR
Date: Wed, Jun 26, 2019 Deployment Lead: Theo Daglis

Peak Hour: 04:45 PM - 05:45 PM Weather: Few Clouds (27.89 °C)

Start Time	N Approach RICHARDSON ST							E Approach QUEENS QUAY BLVD							S Approach DOCKSIDE DR							W Approach QUEENS QUAY BLVD							Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	
16:45:00	10	0	1	1	13	14	12	4	157	7	0	1	0	168	2	0	5	0	65	39	7	11	115	2	0	0	1	128	315
17:00:00	9	0	0	0	7	15	9	5	187	3	1	0	0	196	2	2	7	0	78	53	11	9	95	4	0	0	5	108	324
17:15:00	9	0	0	0	21	17	9	4	164	2	0	0	0	170	2	2	8	0	113	61	12	6	124	1	0	0	1	131	322
17:30:00	12	1	2	0	6	10	15	3	149	1	0	0	0	153	3	0	12	0	99	63	15	11	123	4	0	0	0	138	321
Grand Total	40	1	3	1	47	56	45	16	657	13	1	1	0	687	9	4	32	0	355	216	45	37	457	11	0	0	7	505	**1282**
Approach%	88.9%	2.2%	6.7%	2.2%			-	2.3%	95.6%	1.9%	0.1%			-	20%	8.9%	71.1%	0%			-	7.3%	90.5%	2.2%	0%			-	-
Totals %	3.1%	0.1%	0.2%	0.1%			3.5%	1.2%	51.2%	1%	0.1%			53.6%	0.7%	0.3%	2.5%	0%			3.5%	2.9%	35.6%	0.9%	0%			39.4%	-
PHF	0.83	0.25	0.38	0.25			0.75	0.8	0.88	0.46	0.25			0.88	0.75	0.5	0.67	0			0.75	0.84	0.92	0.69	0			0.91	-
Heavy	0	0	0	0			0	0	31	1	0			32	0	0	0	0			0	9	14	0	0			23	-
Heavy %	0%	0%	0%	0%			0%	0%	4.7%	7.7%	0%			4.7%	0%	0%	0%	0%			0%	24.3%	3.1%	0%	0%			4.6%	-
Lights	40	1	3	1			45	16	626	12	1			655	9	4	32	0			45	28	443	11	0			482	-
Lights %	100%	100%	100%	100%			100%	100%	95.3%	92.3%	100%			95.3%	100%	100%	100%	0%			100%	75.7%	96.9%	100%	0%			95.4%	-
Single-Unit Trucks	0	0	0	0			0	0	6	1	0			7	0	0	0	0			0	0	6	0	0			6	-
Single-Unit Trucks %	0%	0%	0%	0%			0%	0%	0.9%	7.7%	0%			1%	0%	0%	0%	0%			0%	0%	1.3%	0%	0%			1.2%	-
Buses	0	0	0	0			0	0	22	0	0			22	0	0	0	0			0	9	3	0	0			12	-
Buses %	0%	0%	0%	0%			0%	0%	3.3%	0%	0%			3.2%	0%	0%	0%	0%			0%	24.3%	0.7%	0%	0%			2.4%	-
Articulated Trucks	0	0	0	0			0	0	3	0	0			3	0	0	0	0			0	0	5	0	0			5	-
Articulated Trucks %	0%	0%	0%	0%			0%	0%	0.5%	0%	0%			0.4%	0%	0%	0%	0%			0%	0%	1.1%	0%	0%			1%	-
Pedestrians	-	-	-	-	46	54	-	-	-	-	-	1	0	-	-	-	-	-	35	20	-	-	-	-	-	0	7	-	-
Pedestrians%	-	-	-	-	6.7%	7.9%		-	-	-	-	0.1%	0%		-	-	-	-	5.1%	2.9%		-	-	-	-	0%	1%		-
Bicycles on Crosswalk	-	-	-	-	1	2	-	-	-	-	-	0	0	-	-	-	-	-	320	196	-	-	-	-	-	0	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0.1%	0.3%		-	-	-	-	0%	0%		-	-	-	-	46.9%	28.7%		-	-	-	-	0%	0%		-
Bicycles on Road	3	0	0	0	0	0	-	0	6	0	0	0	0	-	0	0	0	0	0	0	-	1	10	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		-

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY BLVD & RICHARDSON ST / DOCKSIDE DR
Date: Wed, Jun 26, 2019 Deployment Lead: Theo Daglis

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (20.68 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	97
S	424	46
E	1	3
W	0	24

Spectrum

Turning Movement Count
Location Name: QUEENS QUAY BLVD & RICHARDSON ST / DOCKSIDE DR
Date: Wed, Jun 26, 2019 Deployment Lead: Theo Daglis

Peak Hour: 04:45 PM - 05:45 PM Weather: Few Clouds (27.89 °C)



	Bicycles on Crosswalk	Pedestrians
N	3	100
S	516	55
E	0	1
W	0	7

Spectrum

Turning Movement Count
Location Name: PARLIAMENT ST & LAKE SHORE BLVD
Date: Wed, Jun 22, 2016 Deployment Lead: Theo Daglis

Turning Movement Count (5 . PARLIAMENT ST & LAKE SHORE BLVD)

Start Time	N Approach PARLIAMENT ST							E Approach LAKE SHORE BLVD E							S Approach PARLIAMENT ST							W Approach LAKE SHORE BLVD E							Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds CCW N:	Peds CW N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds CCW E:	Peds CW E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds CCW S:	Peds CW S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds CCW W:	Peds CW W:	Approach Total		
07:00:00	37	6	10	0	1	1	53	14	75	34	0	3	0	123	8	7	0	0	1	0	15	0	39	43	0	3	0	82	273	
07:15:00	30	13	12	0	1	1	55	20	87	39	0	4	4	146	6	12	0	0	1	2	18	0	38	37	0	2	2	75	294	
07:30:00	42	15	14	0	0	0	71	21	103	58	1	5	2	183	14	9	1	0	1	0	24	0	60	47	0	3	2	107	385	
07:45:00	28	17	15	0	1	1	60	18	99	75	0	5	3	192	15	12	3	0	1	3	30	0	51	50	0	4	2	101	383	1335
08:00:00	45	18	20	0	0	1	83	30	117	81	0	1	0	228	18	19	2	0	1	4	39	0	51	49	0	1	1	100	450	1512
08:15:00	40	19	19	0	3	2	78	41	115	90	0	1	3	246	27	10	0	0	4	0	37	0	47	43	1	4	1	91	452	1670
08:30:00	44	22	23	0	5	0	89	44	142	119	1	2	4	306	24	28	3	0	4	0	55	1	39	25	0	6	0	65	515	1800
08:45:00	45	19	22	0	1	1	86	57	135	115	0	1	4	307	25	20	0	0	1	4	45	0	46	68	0	1	3	114	552	1969
BREAK																														
16:00:00	61	15	37	0	3	0	113	34	130	45	0	3	10	209	45	22	0	0	7	4	67	0	70	57	0	11	10	127	516	
16:15:00	57	18	40	0	1	1	115	19	98	61	0	6	2	178	40	18	2	0	6	4	60	0	96	72	0	6	2	168	521	
16:30:00	49	14	42	0	4	2	105	36	102	50	0	2	6	188	61	32	3	0	5	5	96	0	89	60	0	6	4	149	538	
16:45:00	78	21	45	0	0	1	144	34	119	48	0	5	3	201	64	38	2	0	3	5	104	0	103	73	0	4	2	176	625	2200
17:00:00	79	14	48	0	0	1	141	33	118	49	0	5	4	200	62	46	3	0	13	6	111	0	102	73	0	14	6	175	627	2311
17:15:00	55	28	51	0	4	5	134	36	148	79	0	2	4	263	81	49	0	0	12	6	130	0	64	65	0	13	10	129	656	2446
17:30:00	60	16	51	0	1	8	127	33	105	50	0	2	8	188	79	41	0	0	38	4	120	0	136	69	0	21	7	205	640	2548
17:45:00	53	29	59	0	0	7	141	36	133	66	1	5	10	236	58	39	0	0	40	2	97	0	117	83	1	31	4	201	675	2598
Grand Total	803	284	508	0	25	32	1595	506	1826	1059	3	52	67	3394	627	402	19	0	138	49	1048	1	1148	914	2	130	56	2065	**8102**	-
Approach%	50.3%	17.8%	31.8%	0%			-	14.9%	53.8%	31.2%	0.1%			-	59.8%	38.4%	1.8%	0%			-	0%	55.6%	44.3%	0.1%			-	**-**	-
Totals %	9.9%	3.5%	6.3%	0%			19.7%	6.2%	22.5%	13.1%	0%			41.9%	7.7%	5%	0.2%	0%			12.9%	0%	14.2%	11.3%	0%			25.5%	**-**	-
Heavy	28	7	78	0			-	61	225	70	0			-	61	13	5	0			-	1	126	21	0			-	**-**	-
Heavy %	3.5%	2.5%	15.4%	0%			-	12.1%	12.3%	6.6%	0%			-	9.7%	3.2%	26.3%	0%			-	100%	11%	2.3%	0%			-	**-**	-
Bicycles	1	28	0	0			-	2	1	2	0			-	3	14	0	0			-	0	1	0	0			-	**-**	-
Bicycle %	0.1%	9.9%	0%	0%			-	0.4%	0.1%	0.2%	0%			-	0.5%	3.5%	0%	0%			-	0%	0.1%	0%	0%			-	**-**	-

Spectrum

Turning Movement Count
Location Name: PARLIAMENT ST & LAKE SHORE BLVD
Date: Wed, Jun 22, 2016 Deployment Lead: Theo Daglis

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear (17 °C)

Start Time	N Approach PARLIAMENT ST							E Approach LAKE SHORE BLVD E							S Approach PARLIAMENT ST							W Approach LAKE SHORE BLVD E							Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	
08:00:00	45	18	20	0	0	1	83	30	117	81	0	1	0	228	18	19	2	0	1	4	39	0	51	49	0	1	1	100	450
08:15:00	40	19	19	0	3	2	78	41	115	90	0	1	3	246	27	10	0	0	4	0	37	0	47	43	1	4	1	91	452
08:30:00	44	22	23	0	5	0	89	44	142	119	1	2	4	306	24	28	3	0	4	0	55	1	39	25	0	6	0	65	515
08:45:00	45	19	22	0	1	1	86	57	135	115	0	1	4	307	25	20	0	0	1	4	45	0	46	68	0	1	3	114	552
Grand Total	174	78	84	0	9	4	336	172	509	405	1	5	11	1087	94	77	5	0	10	8	176	1	183	185	1	12	5	370	**1969**
Approach%	51.8%	23.2%	25%	0%			-	15.8%	46.8%	37.3%	0.1%			-	53.4%	43.8%	2.8%	0%			-	0.3%	49.5%	50%	0.3%			-	-
Totals %	8.8%	4%	4.3%	0%			17.1%	8.7%	25.9%	20.6%	0.1%			55.2%	4.8%	3.9%	0.3%	0%			8.9%	0.1%	9.3%	9.4%	0.1%			18.8%	-
PHF	0.97	0.89	0.91	0			0.94	0.75	0.9	0.85	0.25			0.89	0.87	0.69	0.42	0			0.8	0.25	0.9	0.68	0.25			0.81	-
Heavy	5	2	18	0			25	27	65	19	0			111	16	3	3	0			22	1	27	8	0			36	-
Heavy %	2.9%	2.6%	21.4%	0%			7.4%	15.7%	12.8%	4.7%	0%			10.2%	17%	3.9%	60%	0%			12.5%	100%	14.8%	4.3%	0%			9.7%	-
Lights	169	76	66	0			311	145	444	386	1			976	78	74	2	0			154	0	156	177	1			334	-
Lights %	97.1%	97.4%	78.6%	0%			92.6%	84.3%	87.2%	95.3%	100%			89.8%	83%	96.1%	40%	0%			87.5%	0%	85.2%	95.7%	100%			90.3%	-
Single-Unit Trucks	3	2	15	0			20	20	38	12	0			70	8	3	2	0			13	0	17	6	0			23	-
Single-Unit Trucks %	1.7%	2.6%	17.9%	0%			6%	11.6%	7.5%	3%	0%			6.4%	8.5%	3.9%	40%	0%			7.4%	0%	9.3%	3.2%	0%			6.2%	-
Buses	2	0	3	0			5	6	11	5	0			22	7	0	0	0			7	0	3	0	0			3	-
Buses %	1.1%	0%	3.6%	0%			1.5%	3.5%	2.2%	1.2%	0%			2%	7.4%	0%	0%	0%			4%	0%	1.6%	0%	0%			0.8%	-
Articulated Trucks	0	0	0	0			0	1	16	2	0			19	1	0	1	0			2	1	7	2	0			10	-
Articulated Trucks %	0%	0%	0%	0%			0%	0.6%	3.1%	0.5%	0%			1.7%	1.1%	0%	20%	0%			1.1%	100%	3.8%	1.1%	0%			2.7%	-
Pedestrians	-	-	-	-	4	3	-	-	-	-	-	5	11	-	-	-	-	-	7	7	-	-	-	-	-	12	5	-	-
Pedestrians%	-	-	-	-	6.3%	4.7%		-	-	-	-	7.8%	17.2%		-	-	-	-	10.9%	10.9%		-	-	-	-	18.8%	7.8%		-
Bicycles on Crosswalk	-	-	-	-	5	1	-	-	-	-	-	0	0	-	-	-	-	-	3	1	-	-	-	-	-	0	0	-	-
Bicycles on Crosswalk%	-	-	-	-	7.8%	1.6%		-	-	-	-	0%	0%		-	-	-	-	4.7%	1.6%		-	-	-	-	0%	0%		-
Bicycles on Road	0	13	0	0	0	0	-	0	1	0	0	0	0	-	0	1	0	0	0	0	-	0	0	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		-

Spectrum

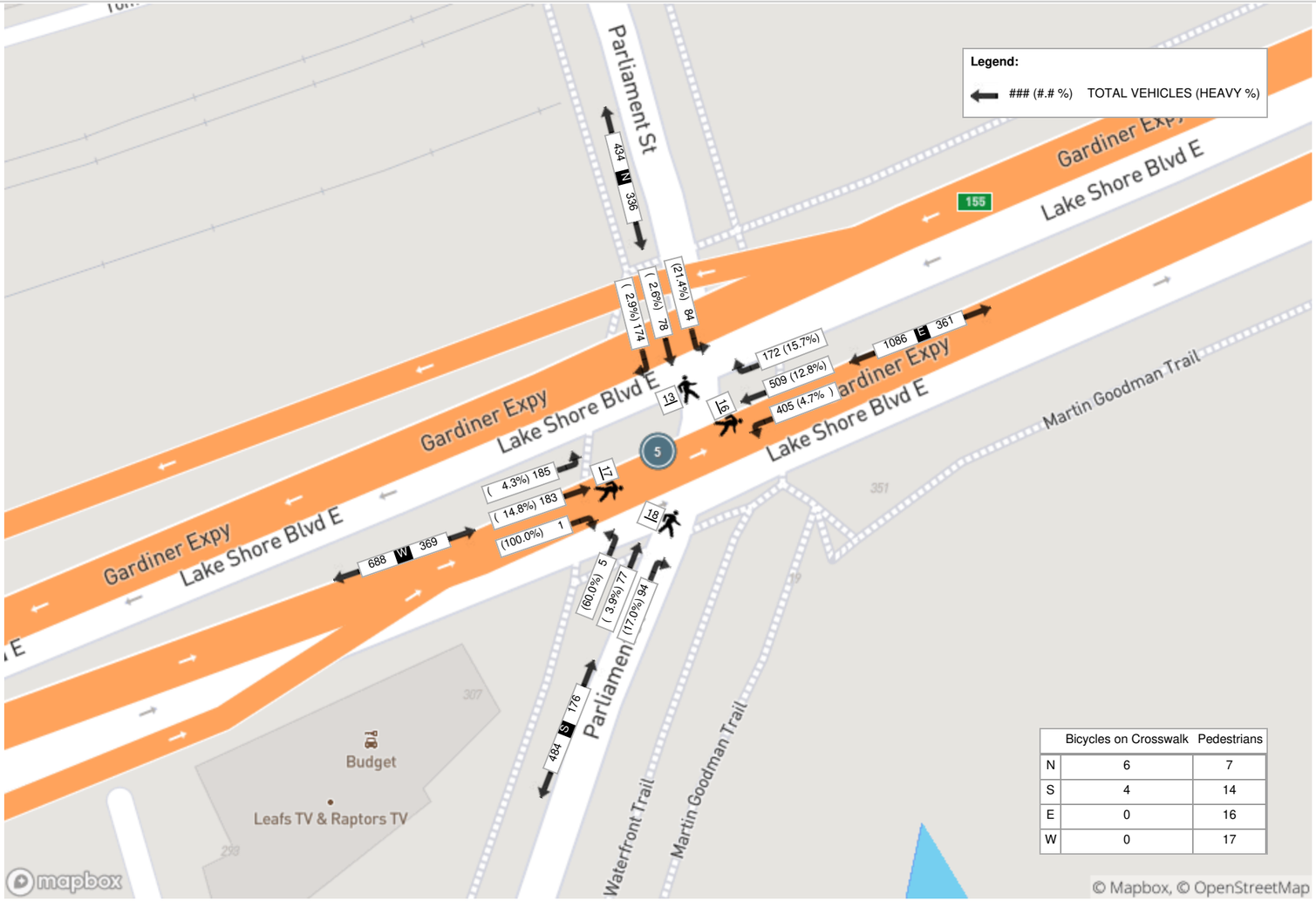
Turning Movement Count
Location Name: PARLIAMENT ST & LAKE SHORE BLVD
Date: Wed, Jun 22, 2016 Deployment Lead: Theo Daglis

Peak Hour: 05:00 PM - 06:00 PM Weather: Clear (25 °C)

Start Time	N Approach PARLIAMENT ST							E Approach LAKE SHORE BLVD E							S Approach PARLIAMENT ST							W Approach LAKE SHORE BLVD E							Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	Right	Thru	Left	U-Turn	Peds CCW	Peds CW	Approach Total	
17:00:00	79	14	48	0	0	1	141	33	118	49	0	5	4	200	62	46	3	0	13	6	111	0	102	73	0	14	6	175	627
17:15:00	55	28	51	0	4	5	134	36	148	79	0	2	4	263	81	49	0	0	12	6	130	0	64	65	0	13	10	129	656
17:30:00	60	16	51	0	1	8	127	33	105	50	0	2	8	188	79	41	0	0	38	4	120	0	136	69	0	21	7	205	640
17:45:00	53	29	59	0	0	7	141	36	133	66	1	5	10	236	58	39	0	0	40	2	97	0	117	83	1	31	4	201	675
Grand Total	247	87	209	0	5	21	543	138	504	244	1	14	26	887	280	175	3	0	103	18	458	0	419	290	1	79	27	710	**2598**
Approach%	45.5%	16%	38.5%	0%			-	15.6%	56.8%	27.5%	0.1%			-	61.1%	38.2%	0.7%	0%			-	0%	59%	40.8%	0.1%			-	**-**
Totals %	9.5%	3.3%	8%	0%			20.9%	5.3%	19.4%	9.4%	0%			34.1%	10.8%	6.7%	0.1%	0%			17.6%	0%	16.1%	11.2%	0%			27.3%	**-**
PHF	0.78	0.75	0.89	0			0.96	0.96	0.85	0.77	0.25			0.84	0.86	0.89	0.25	0			0.88	0	0.77	0.87	0.25			0.87	**-**
Heavy	9	2	21	0			32	10	24	12	0			46	14	4	0	0			18	0	15	4	0			19	**-**
Heavy %	3.6%	2.3%	10%	0%			5.9%	7.2%	4.8%	4.9%	0%			5.2%	5%	2.3%	0%	0%			3.9%	0%	3.6%	1.4%	0%			2.7%	**-**
Lights	238	85	188	0			511	128	480	232	1			841	266	171	3	0			440	0	404	286	1			691	**-**
Lights %	96.4%	97.7%	90%	0%			94.1%	92.8%	95.2%	95.1%	100%			94.8%	95%	97.7%	100%	0%			96.1%	0%	96.4%	98.6%	100%			97.3%	**-**
Single-Unit Trucks	7	2	11	0			20	4	13	4	0			21	8	3	0	0			11	0	11	1	0			12	**-**
Single-Unit Trucks %	2.8%	2.3%	5.3%	0%			3.7%	2.9%	2.6%	1.6%	0%			2.4%	2.9%	1.7%	0%	0%			2.4%	0%	2.6%	0.3%	0%			1.7%	**-**
Buses	1	0	10	0			11	6	10	6	0			22	6	1	0	0			7	0	1	2	0			3	**-**
Buses %	0.4%	0%	4.8%	0%			2%	4.3%	2%	2.5%	0%			2.5%	2.1%	0.6%	0%	0%			1.5%	0%	0.2%	0.7%	0%			0.4%	**-**
Articulated Trucks	1	0	0	0			1	0	1	2	0			3	0	0	0	0			0	0	3	1	0			4	**-**
Articulated Trucks %	0.4%	0%	0%	0%			0.2%	0%	0.2%	0.8%	0%			0.3%	0%	0%	0%	0%			0%	0%	0.7%	0.3%	0%			0.6%	**-**
Pedestrians	-	-	-	-	5	17	-	-	-	-	-	13	20	-	-	-	-	-	82	16	-	-	-	-	-	72	27	-	**-**
Pedestrians%	-	-	-	-	1.7%	5.8%		-	-	-	-	4.4%	6.8%		-	-	-	-	28%	5.5%		-	-	-	-	24.6%	9.2%		**-**
Bicycles on Crosswalk	-	-	-	-	0	4	-	-	-	-	-	1	6	-	-	-	-	-	21	2	-	-	-	-	-	7	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%	1.4%		-	-	-	-	0.3%	2%		-	-	-	-	7.2%	0.7%		-	-	-	-	2.4%	0%		**-**
Bicycles on Road	1	5	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		-	-	-	-	0%	0%		**-**

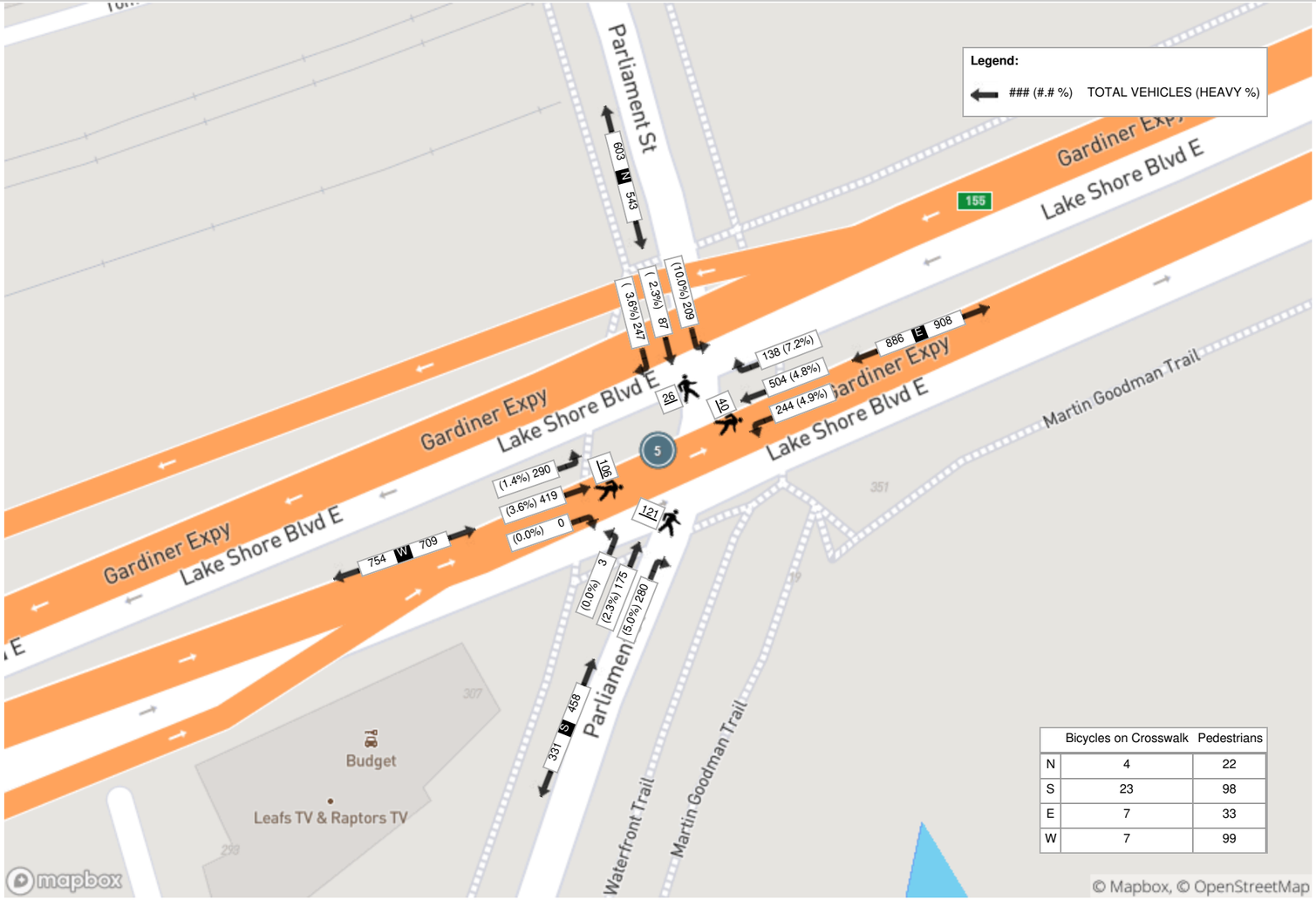
Turning Movement Count
Location Name: PARLIAMENT ST & LAKE SHORE BLVD
Date: Wed, Jun 22, 2016 Deployment Lead: Theo Daglis

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear (17 °C)



Turning Movement Count
Location Name: PARLIAMENT ST & LAKE SHORE BLVD
Date: Wed, Jun 22, 2016 Deployment Lead: Theo Daglis

Peak Hour: 05:00 PM - 06:00 PM Weather: Clear (25 °C)



	Bicycles on Crosswalk	Pedestrians
N	4	22
S	23	98
E	7	33
W	7	99

Turning Movement Count (1 . CHERRY ST & LAKE SHORE BLVD N)

Start Time	N Approach CHERRY ST					E Approach LAKE SHORE BLVD N					W Approach LAKE SHORE BLVD N					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	U-Turn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	59	22	1	0	82	28	320	0	0	348	76	0	0	0	76	506	
07:45:00	71	28	0	0	99	36	299	0	0	335	101	0	0	1	101	535	
08:00:00	58	30	0	0	88	49	387	0	0	436	87	0	0	0	87	611	
08:15:00	87	21	0	2	108	51	341	0	0	392	78	0	0	0	78	578	2230
08:30:00	66	33	0	0	99	67	365	0	4	432	89	0	0	1	89	620	2344
08:45:00	67	24	0	2	91	113	352	0	0	465	92	0	0	0	92	648	2457
09:00:00	65	18	0	0	83	89	341	0	0	430	73	0	0	0	73	586	2432
09:15:00	40	30	0	3	70	41	290	0	3	331	93	0	0	0	93	494	2348
BREAK																	
16:00:00	61	35	0	1	96	54	216	0	4	270	148	0	0	0	148	514	
16:15:00	88	39	0	4	127	61	287	0	2	348	184	0	0	1	184	659	
16:30:00	85	54	0	4	139	69	323	0	2	392	160	0	0	0	160	691	
16:45:00	54	48	0	2	102	64	314	1	1	379	145	0	0	0	145	626	2490
17:00:00	53	72	1	4	126	65	284	0	0	349	173	0	0	0	173	648	2624
17:15:00	39	70	0	4	109	87	224	0	7	311	159	0	0	0	159	579	2544
17:30:00	36	74	0	4	110	47	274	0	2	321	170	0	0	0	170	601	2454
17:45:00	30	58	0	6	88	37	206	0	2	243	158	0	0	0	158	489	2317
Grand Total	959	656	2	36	1617	958	4823	1	27	5782	1986	0	0	3	1986	**9385**	-
Approach%	59.3%	40.6%	0.1%		-	16.6%	83.4%	0%		-	100%	0%	0%		-	**-**	-
Totals %	10.2%	7%	0%		17.2%	10.2%	51.4%	0%		61.6%	21.2%	0%	0%		21.2%	**-**	-
Heavy	30	62	0		-	80	362	0		-	275	0	0		-	**-**	-
Heavy %	3.1%	9.5%	0%		-	8.4%	7.5%	0%		-	13.8%	0%	0%		-	**-**	-
Bicycles	1	12	0		-	5	0	0		-	0	0	0		-	**-**	-
Bicycle %	0.1%	1.8%	0%		-	0.5%	0%	0%		-	0%	0%	0%		-	**-**	-

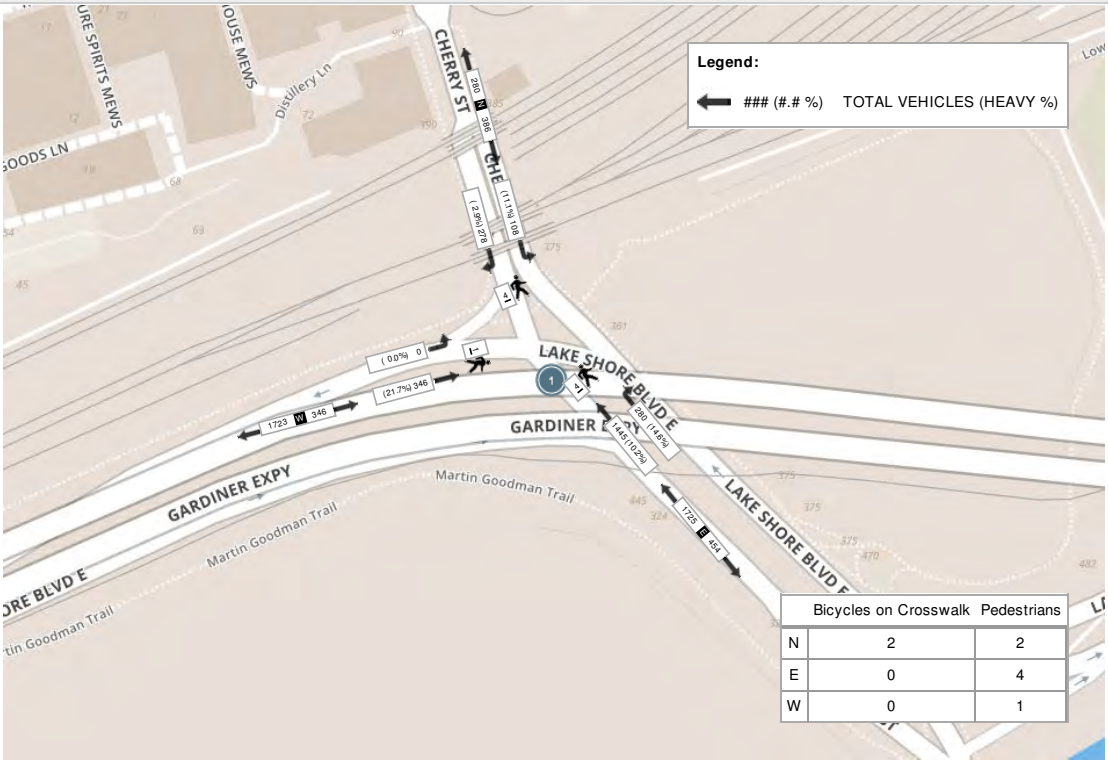
Peak Hour: 08:00 AM - 09:00 AM Weather: Mist (7.98 °C)

Start Time	N Approach CHERRY ST					E Approach LAKE SHORE BLVD N					W Approach LAKE SHORE BLVD N					Int. Total (15 min)
	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	
08:00:00	58	30	0	0	88	49	387	0	0	436	87	0	0	0	87	611
08:15:00	87	21	0	2	108	51	341	0	0	392	78	0	0	0	78	578
08:30:00	66	33	0	0	99	67	365	0	4	432	89	0	0	1	89	620
08:45:00	67	24	0	2	91	113	352	0	0	465	92	0	0	0	92	648
Grand Total	278	108	0	4	386	280	1445	0	4	1725	346	0	0	1	346	**2457**
Approach%	72%	28%	0%		-	16.2%	83.8%	0%		-	100%	0%	0%		-	**-**
Totals %	11.3%	4.4%	0%		15.7%	11.4%	58.8%	0%		70.2%	14.1%	0%	0%		14.1%	**-**
PHF	0.8	0.82	0		0.89	0.62	0.93	0		0.93	0.94	0	0		0.94	**-**
Heavy	8	12	0		20	41	148	0		189	75	0	0		75	**-**
Heavy %	2.9%	11.1%	0%		5.2%	14.6%	10.2%	0%		11%	21.7%	0%	0%		21.7%	**-**
Lights	270	96	0		366	239	1297	0		1536	271	0	0		271	**-**
Lights %	97.1%	88.9%	0%		94.8%	85.4%	89.8%	0%		89%	78.3%	0%	0%		78.3%	**-**
Single-Unit Trucks	6	11	0		17	38	120	0		158	54	0	0		54	**-**
Single-Unit Trucks %	2.2%	10.2%	0%		4.4%	13.6%	8.3%	0%		9.2%	15.6%	0%	0%		15.6%	**-**
Buses	0	0	0		0	3	13	0		16	7	0	0		7	**-**
Buses %	0%	0%	0%		0%	1.1%	0.9%	0%		0.9%	2%	0%	0%		2%	**-**
Articulated Trucks	2	1	0		3	0	15	0		15	14	0	0		14	**-**
Articulated Trucks %	0.7%	0.9%	0%		0.8%	0%	1%	0%		0.9%	4%	0%	0%		4%	**-**
Pedestrians	-	-	-	2	-	-	-	-	4	-	-	-	-	1	-	**-**
Pedestrians%	-	-	-	22.2%		-	-	-	44.4%		-	-	-	11.1%		**-**
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	22.2%		-	-	-	0%		-	-	-	0%		**-**
Bicycles on Road	0	2	0	0	-	0	0	0	0	-	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

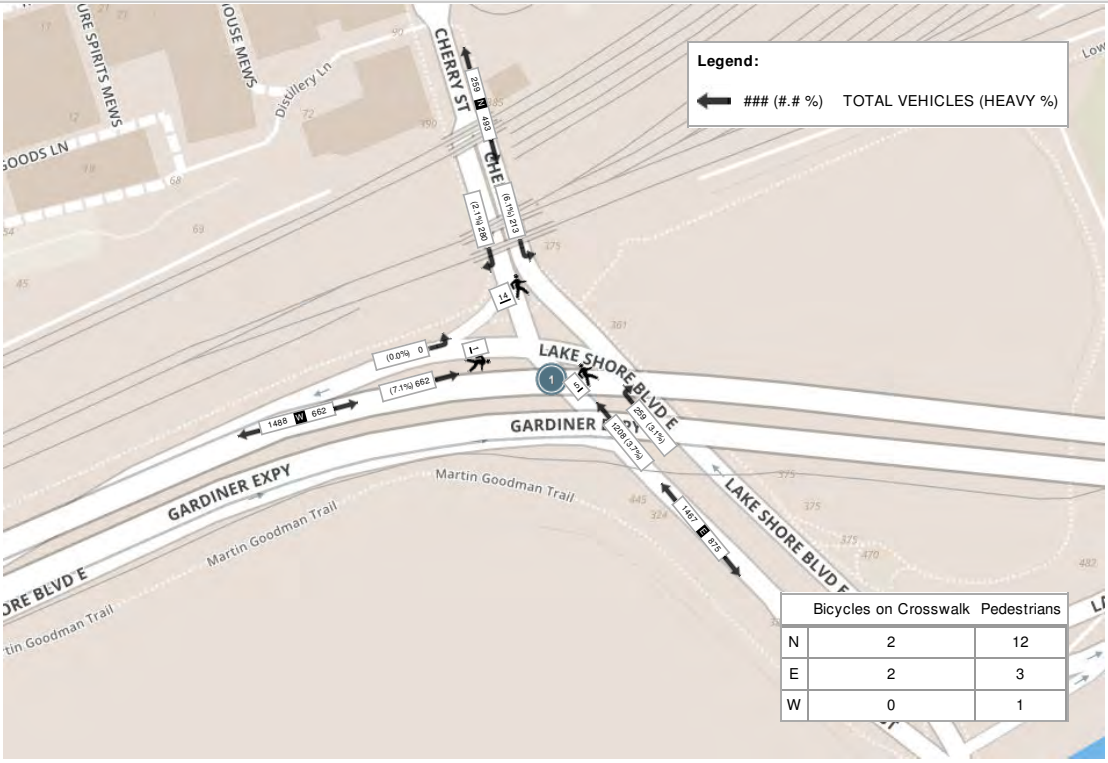
Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (16.46 °C)

Start Time	N Approach CHERRY ST					E Approach LAKE SHORE BLVD N					W Approach LAKE SHORE BLVD N					Int. Total (15 min)
	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	
16:15:00	88	39	0	4	127	61	287	0	2	348	184	0	0	1	184	659
16:30:00	85	54	0	4	139	69	323	0	2	392	160	0	0	0	160	691
16:45:00	54	48	0	2	102	64	314	1	1	379	145	0	0	0	145	626
17:00:00	53	72	1	4	126	65	284	0	0	349	173	0	0	0	173	648
Grand Total	280	213	1	14	494	259	1208	1	5	1468	662	0	0	1	662	**2624**
Approach%	56.7%	43.1%	0.2%		-	17.6%	82.3%	0.1%		-	100%	0%	0%		-	**-**
Totals %	10.7%	8.1%	0%		18.8%	9.9%	46%	0%		55.9%	25.2%	0%	0%		25.2%	**-**
PHF	0.8	0.74	0.25		0.89	0.94	0.93	0.25		0.94	0.9	0	0		0.9	**-**
Heavy	6	13	0		19	8	45	0		53	47	0	0		47	**-**
Heavy %	2.1%	6.1%	0%		3.8%	3.1%	3.7%	0%		3.6%	7.1%	0%	0%		7.1%	**-**
Lights	274	200	1		475	251	1163	1		1415	615	0	0		615	**-**
Lights %	97.9%	93.9%	100%		96.2%	96.9%	96.3%	100%		96.4%	92.9%	0%	0%		92.9%	**-**
Single-Unit Trucks	4	12	0		16	8	36	0		44	40	0	0		40	**-**
Single-Unit Trucks %	1.4%	5.6%	0%		3.2%	3.1%	3%	0%		3%	6%	0%	0%		6%	**-**
Buses	2	1	0		3	0	6	0		6	6	0	0		6	**-**
Buses %	0.7%	0.5%	0%		0.6%	0%	0.5%	0%		0.4%	0.9%	0%	0%		0.9%	**-**
Articulated Trucks	0	0	0		0	0	3	0		3	1	0	0		1	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0.2%	0%		0.2%	0.2%	0%	0%		0.2%	**-**
Pedestrians	-	-	-	12	-	-	-	-	3	-	-	-	-	1	-	**-**
Pedestrians%	-	-	-	60%		-	-	-	15%		-	-	-	5%		**-**
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	2	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	10%		-	-	-	10%		-	-	-	0%		**-**
Bicycles on Road	0	8	0	0	-	3	0	0	0	-	0	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

Peak Hour: 08:00 AM - 09:00 AM Weather: Mist (7.98 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (16.46 °C)



Spectrum

Turning Movement Count
Location Name: CHERRY ST & LAKESHORE BLVD E
Date: Tue, May 31, 2016 Deployment Lead: Theo Daglis

BA Group
45 St. Clair Avenue West, Suite 300
Toronto ON, CANADA, M4V 1K9

Turning Movement Count (1 . CHERRY ST & LAKESHORE BLVD E)

Start Time	N Approach NORTH DRIVEWAY				E Approach LAKESHORE BLVD E				S Approach CHERRY ST						SW Approach SOUTHWEST DRIVEWAY						W Approach LAKESHORE BLVD E						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Peds E:	Approach Total	Right S:E	Left S:W	Hard Left S:SW	U-Turn S:S	Peds S:	Approach Total	Hard Right SW:S	Bear Right SW:E	Hard Left SW:W	U-Turn SW:SW	Peds SW:	Approach Total	Hard Right W:SW	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:30:00	1	0	0	1	1	107	23	108	1	51	0	0	19	52	1	0	0	0	42	1	1	61	34	0	0	16	96	258	
07:45:00	0	0	0	0	1	139	25	140	3	56	0	0	19	59	1	0	0	0	39	1	0	54	31	0	1	19	86	286	
08:00:00	3	0	0	3	2	160	20	162	2	64	1	0	16	67	0	0	0	0	39	0	1	57	43	2	0	14	103	335	
08:15:00	3	0	0	3	0	173	39	173	3	54	0	0	41	57	1	0	2	0	42	3	1	51	42	0	0	39	94	330	1209
08:30:00	0	0	1	0	2	216	30	218	3	40	1	0	24	44	0	0	1	0	34	1	0	54	46	1	0	24	101	364	1315
08:45:00	4	0	0	4	0	220	38	220	1	45	0	0	38	46	0	0	0	0	24	0	2	72	43	1	0	31	118	388	1417
09:00:00	1	0	0	1	3	217	19	220	0	51	0	0	17	51	0	0	1	0	20	1	2	40	43	0	0	18	85	358	1440
09:15:00	1	0	0	1	2	175	31	177	4	52	2	0	23	58	0	0	1	0	18	1	0	66	50	3	0	19	119	356	1466
BREAK																													
16:00:00	2	0	0	2	2	110	32	112	8	82	0	0	34	90	0	1	0	0	39	1	0	72	111	3	0	30	186	391	
16:15:00	2	0	0	2	1	101	34	102	4	69	0	0	22	73	0	0	0	0	36	0	0	70	96	3	0	24	169	346	
16:30:00	0	0	0	0	0	117	53	117	5	91	0	0	35	96	1	0	0	0	31	1	0	100	100	2	0	41	202	416	
16:45:00	1	0	0	1	0	105	44	105	2	71	0	0	33	73	0	0	0	0	50	0	0	83	122	0	0	32	205	384	1537
17:00:00	0	0	0	0	0	115	41	115	5	90	0	0	31	95	0	0	0	0	60	0	0	92	118	2	2	30	214	424	1570
17:15:00	2	0	0	2	1	99	42	100	1	86	0	0	41	87	0	0	0	0	55	0	0	90	139	0	0	42	229	418	1642
17:30:00	0	0	0	0	0	101	60	101	1	69	0	0	56	70	0	0	1	0	63	1	1	107	146	0	1	57	255	427	1653
17:45:00	0	0	0	0	0	116	62	116	4	80	1	0	43	85	1	0	0	0	61	1	0	113	120	0	2	43	235	437	1706
Grand Total	20	0	1	20	15	2271	593	2286	47	1051	5	0	492	1103	5	1	6	0	653	12	8	1182	1284	17	6	479	2497	**5918**	-
Approach%	100%	0%		-	0.7%	99.3%		-	4.3%	95.3%	0.5%	0%		-	41.7%	8.3%	50%	0%		-	0.3%	47.3%	51.4%	0.7%	0.2%		-	-	-
Totals %	0.3%	0%		0.3%	0.3%	38.4%		38.6%	0.8%	17.8%	0.1%	0%		18.6%	0.1%	0%	0.1%	0%		0.2%	0.1%	20%	21.7%	0.3%	0.1%		42.2%	-	-
Heavy	1	0		-	2	122		-	8	209	3	0		-	0	0	3	0		-	0	225	71	2	0		-	-	-
Heavy %	5%	0%		-	13.3%	5.4%		-	17%	19.9%	60%	0%		-	0%	0%	50%	0%		-	0%	19%	5.5%	11.8%	0%		-	-	-
Bicycles	19	0		-	0	4		-	8	3	2	0		-	8	32	1	0		-	0	16	0	67	0		-	-	-
Bicycle %	95%	0%		-	0%	0.2%		-	17%	0.3%	40%	0%		-	160%	3200%	16.7%	0%		-	0%	1.4%	0%	394.1%	0%		-	-	-

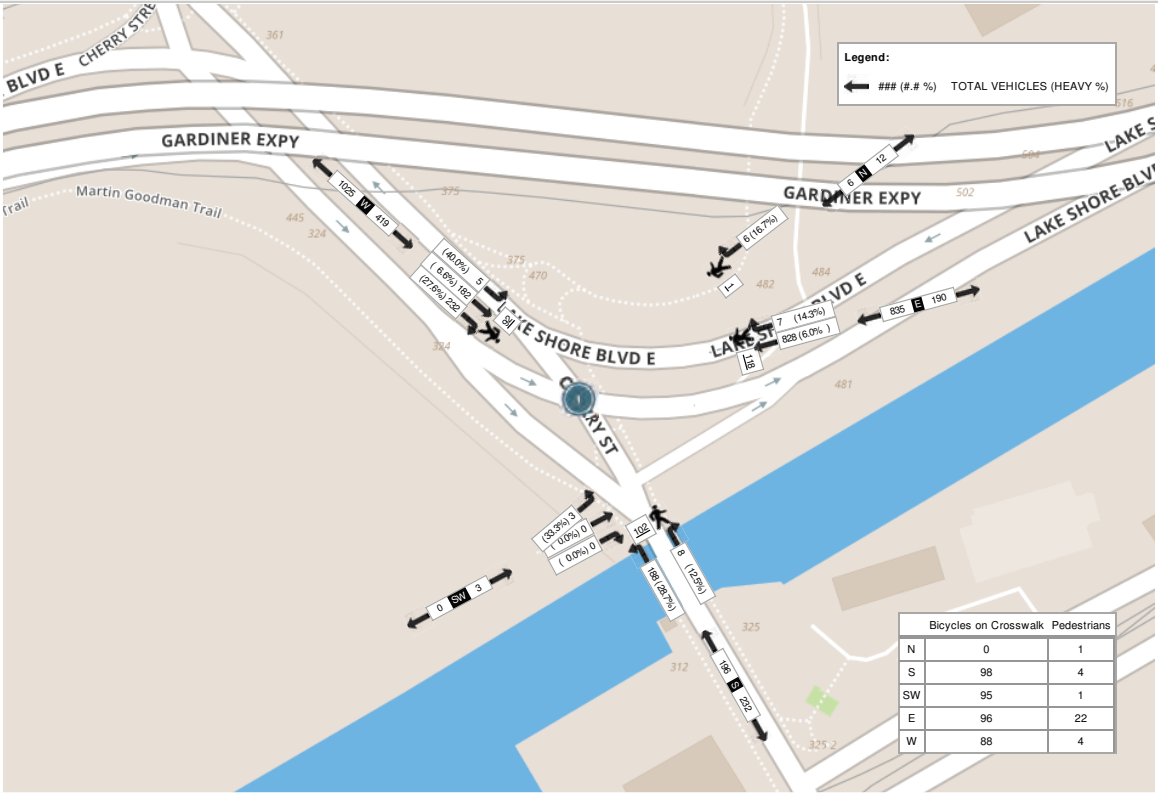
Peak Hour: 08:30 AM - 09:30 AM Weather: Partly Cloudy (15 °C)

Start Time	N Approach NORTH DRIVEWAY				E Approach LAKESHORE BLVD E				S Approach CHERRY ST						SW Approach SOUTHWEST DRIVEWAY						W Approach LAKESHORE BLVD E						Int. Total (15 min)
	Right	U-Turn	Peds	Approach Total	Right	Thru	Peds	Approach Total	Right	Left	Hard Left	U-Turn	Peds	Approach Total	Hard Right	Bear Right	Hard Left	U-Turn	Peds	Approach Total	Hard Right	Right	Thru	Left	U-Turn	Peds	Approach Total	
08:30:00	0	0	1	0	2	216	30	218	3	40	1	0	24	44	0	0	1	0	34	1	0	54	46	1	0	24	101	364
08:45:00	4	0	0	4	0	220	38	220	1	45	0	0	38	46	0	0	0	0	24	0	2	72	43	1	0	31	118	388
09:00:00	1	0	0	1	3	217	19	220	0	51	0	0	17	51	0	0	1	0	20	1	2	40	43	0	0	18	85	358
09:15:00	1	0	0	1	2	175	31	177	4	52	2	0	23	58	0	0	1	0	18	1	0	66	50	3	0	19	119	356
Grand Total	6	0	1	6	7	828	118	835	8	188	3	0	102	199	0	0	3	0	96	3	4	232	182	5	0	92	423	**1466**
Approach%	100%	0%		-	0.8%	99.2%		-	4%	94.5%	1.5%	0%		-	0%	0%	100%	0%		-	0.9%	54.8%	43%	1.2%	0%		-	-
Totals %	0.4%	0%		0.4%	0.5%	56.5%		57%	0.5%	12.8%	0.2%	0%		13.6%	0%	0%	0.2%	0%		0.2%	0.3%	15.8%	12.4%	0.3%	0%		28.9%	-
PHF	0.38	0		0.38	0.58	0.94		0.95	0.5	0.9	0.38	0		0.86	0	0	0.75	0		0.75	0.5	0.81	0.91	0.42	0		0.89	-
Heavy	1	0		1	1	50		51	1	54	2	0		57	0	0	1	0		1	0	64	12	2	0		78	-
Heavy %	16.7%	0%		16.7%	14.3%	6%		6.1%	12.5%	28.7%	66.7%	0%		28.6%	0%	0%	33.3%	0%		33.3%	0%	27.6%	6.6%	40%	0%		18.4%	-
Lights	5	0		5	6	778		784	7	134	1	0		142	0	0	2	0		2	4	168	170	3	0		345	-
Lights %	83.3%	0%		83.3%	85.7%	94%		93.9%	87.5%	71.3%	33.3%	0%		71.4%	0%	0%	66.7%	0%		66.7%	100%	72.4%	93.4%	60%	0%		81.6%	-
Single-Unit Trucks	1	0		1	1	39		40	1	39	1	0		41	0	0	1	0		1	0	43	7	1	0		51	-
Single-Unit Trucks %	16.7%	0%		16.7%	14.3%	4.7%		4.8%	12.5%	20.7%	33.3%	0%		20.6%	0%	0%	33.3%	0%		33.3%	0%	18.5%	3.8%	20%	0%		12.1%	-
Buses	0	0		0	0	4		4	0	5	1	0		6	0	0	0	0		0	0	8	4	1	0		13	-
Buses %	0%	0%		0%	0%	0.5%		0.5%	0%	2.7%	33.3%	0%		3%	0%	0%	0%	0%		0%	0%	3.4%	2.2%	20%	0%		3.1%	-
Articulated Trucks	0	0		0	0	7		7	0	10	0	0		10	0	0	0	0		0	0	13	1	0	0		14	-
Articulated Trucks %	0%	0%		0%	0%	0.8%		0.8%	0%	5.3%	0%	0%		5%	0%	0%	0%	0%		0%	0%	5.6%	0.5%	0%	0%		3.3%	-
Pedestrians	-	-	1	-	-	-	22	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	-	4	-	-
Pedestrians%	-	-	0.2%		-	-	5.4%		-	-	-	-	1%		-	-	-	-	0.2%		-	-	-	-	-	1%		-
Bicycles on Crosswalk	-	-	0	-	-	-	96	-	-	-	-	-	98	-	-	-	-	-	95	-	-	-	-	-	-	88	-	-
Bicycles on Crosswalk%	-	-	0%		-	-	23.5%		-	-	-	-	24%		-	-	-	-	23.2%		-	-	-	-	-	21.5%		-
Bicycles on Road	7	0	0	-	0	3	0	-	1	0	0	0	0	-	0	2	1	0	0	-	0	1	0	2	0	0	-	-
Bicycles on Road%	-	-	0%		-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	-	0%		-

Peak Hour: 05:00 PM - 06:00 PM Weather: Clear (27 °C)

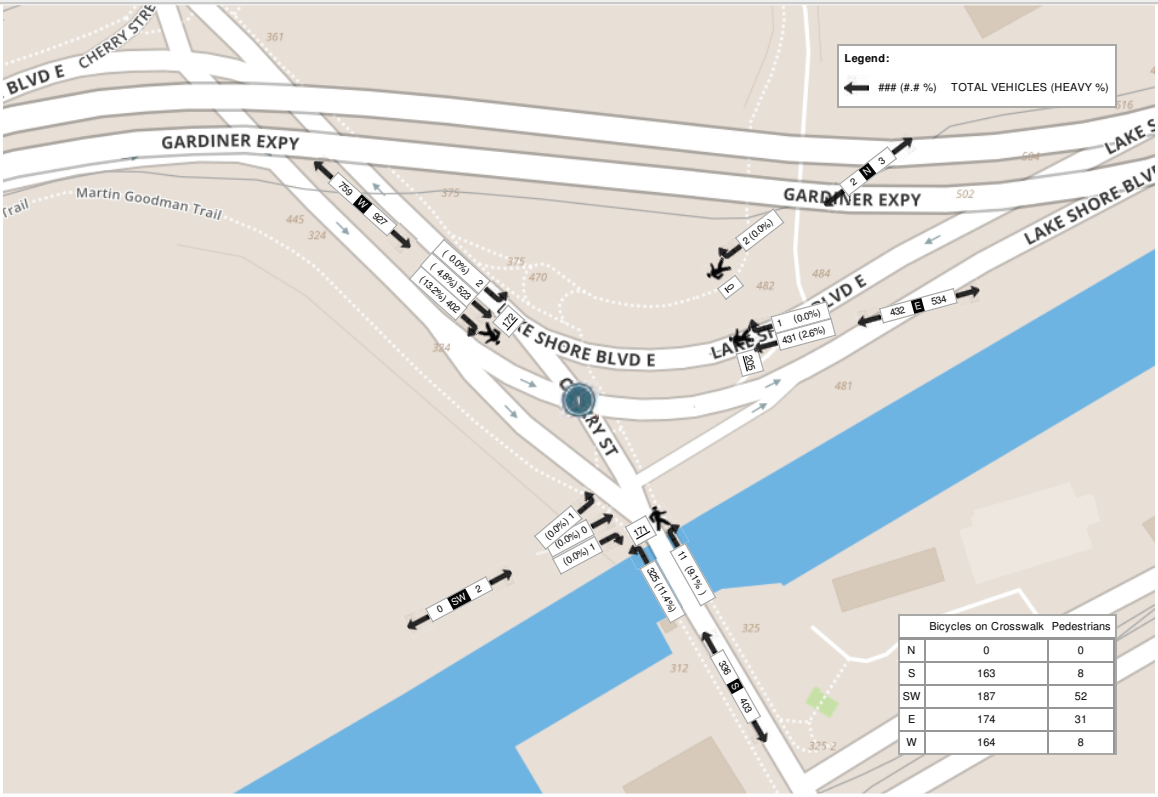
Start Time	N Approach NORTH DRIVEWAY				E Approach LAKESHORE BLVD E				S Approach CHERRY ST						SW Approach SOUTHWEST DRIVEWAY						W Approach LAKESHORE BLVD E						Int. Total (15 min)
	Right	U-Turn	Peds	Approach Total	Right	Thru	Peds	Approach Total	Right	Left	Hard Left	U-Turn	Peds	Approach Total	Hard Right	Bear Right	Hard Left	U-Turn	Peds	Approach Total	Hard Right	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	0	0	0	0	0	115	41	115	5	90	0	0	31	95	0	0	0	0	60	0	0	92	118	2	2	30	214	424
17:15:00	2	0	0	2	1	99	42	100	1	86	0	0	41	87	0	0	0	0	55	0	0	90	139	0	0	42	229	418
17:30:00	0	0	0	0	0	101	60	101	1	69	0	0	56	70	0	0	1	0	63	1	1	107	146	0	1	57	255	427
17:45:00	0	0	0	0	0	116	62	116	4	80	1	0	43	85	1	0	0	0	61	1	0	113	120	0	2	43	235	437
Grand Total	2	0	0	2	1	431	205	432	11	325	1	0	171	337	1	0	1	0	239	2	1	402	523	2	5	172	933	**1706**
Approach%	100%	0%		-	0.2%	99.8%		-	3.3%	96.4%	0.3%	0%		-	50%	0%	50%	0%		-	0.1%	43.1%	56.1%	0.2%	0.5%		-	-
Totals %	0.1%	0%		0.1%	0.1%	25.3%		25.3%	0.6%	19.1%	0.1%	0%		19.8%	0.1%	0%	0.1%	0%		0.1%	0.1%	23.6%	30.7%	0.1%	0.3%		54.7%	-
PHF	0.25	0		0.25	0.25	0.93		0.93	0.55	0.9	0.25	0		0.89	0.25	0	0.25	0		0.5	0.25	0.89	0.9	0.25	0.63		0.91	-
Heavy	0	0		0	0	11		11	1	37	0	0		38	0	0	0	0		0	0	53	25	0	0		78	-
Heavy %	0%	0%		0%	0%	2.6%		2.5%	9.1%	11.4%	0%	0%		11.3%	0%	0%	0%	0%		0%	0%	13.2%	4.8%	0%	0%		8.4%	-
Lights	2	0		2	1	420		421	10	288	1	0		299	1	0	1	0		2	1	349	498	2	5		855	-
Lights %	100%	0%		100%	100%	97.4%		97.5%	90.9%	88.6%	100%	0%		88.7%	100%	0%	100%	0%		100%	100%	86.8%	95.2%	100%	100%		91.6%	-
Single-Unit Trucks	0	0		0	0	9		9	1	24	0	0		25	0	0	0	0		0	0	35	20	0	0		55	-
Single-Unit Trucks %	0%	0%		0%	0%	2.1%		2.1%	9.1%	7.4%	0%	0%		7.4%	0%	0%	0%	0%		0%	0%	8.7%	3.8%	0%	0%		5.9%	-
Buses	0	0		0	0	2		2	0	10	0	0		10	0	0	0	0		0	0	13	5	0	0		18	-
Buses %	0%	0%		0%	0%	0.5%		0.5%	0%	3.1%	0%	0%		3%	0%	0%	0%	0%		0%	0%	3.2%	1%	0%	0%		1.9%	-
Articulated Trucks	0	0		0	0	0		0	0	3	0	0		3	0	0	0	0		0	0	5	0	0	0		5	-
Articulated Trucks %	0%	0%		0%	0%	0%		0%	0%	0.9%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	1.2%	0%	0%	0%		0.5%	-
Pedestrians	-	-	0	-	-	-	31	-	-	-	-	-	8	-	-	-	-	-	52	-	-	-	-	-	-	8	-	-
Pedestrians%	-	-	0%		-	-	3.9%		-	-	-	-	1%		-	-	-	-	6.6%		-	-	-	-	-	1%		-
Bicycles on Crosswalk	-	-	0	-	-	-	174	-	-	-	-	-	163	-	-	-	-	-	187	-	-	-	-	-	-	164	-	-
Bicycles on Crosswalk%	-	-	0%		-	-	22.1%		-	-	-	-	20.7%		-	-	-	-	23.8%		-	-	-	-	-	20.8%		-
Bicycles on Road	1	0	0	-	0	0	0	-	5	1	0	0	0	-	8	17	0	0	0	-	0	12	0	40	0	0	-	-
Bicycles on Road%	-	-	0%		-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	-	0%		-

Peak Hour: 08:30 AM - 09:30 AM Weather: Partly Cloudy (15 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	1
S	98	4
SW	95	1
E	96	22
W	88	4

Peak Hour: 05:00 PM - 06:00 PM Weather: Clear (27 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	0
S	163	8
SW	187	52
E	174	31
W	164	8

Spectrum

Turning Movement Count
Location Name: CHERRY ST & VILLIERS ST
Date: Thu, Nov 11, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Turning Movement Count (14 . CHERRY ST & VILLIERS ST)

Start Time	N Approach CHERRY ST						E Approach VILLIERS ST						S Approach CHERRY ST						W Approach FACTORY DRIVEWAY						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	0	47	19	0	1	66	6	0	46	1	7	53	14	33	0	0	5	47	0	0	0	0	7	0	166	
07:45:00	0	54	12	0	2	66	13	0	50	1	11	64	21	29	0	0	1	50	0	0	0	0	6	0	180	
08:00:00	0	65	15	0	0	80	9	0	38	1	4	48	29	42	0	0	1	71	0	0	0	0	2	0	199	
08:15:00	0	40	12	0	0	52	17	0	36	0	5	53	20	43	0	0	1	63	0	0	0	0	6	0	168	713
08:30:00	0	52	16	0	3	68	18	0	22	1	4	41	28	44	0	0	1	72	0	0	0	0	7	0	181	728
08:45:00	0	51	15	0	0	66	8	0	25	0	3	33	26	43	0	0	1	69	0	0	0	0	1	0	168	716
09:00:00	0	44	19	0	2	63	10	0	29	1	4	40	30	31	0	0	4	61	1	0	0	0	15	1	165	682
09:15:00	0	56	14	0	1	70	10	0	30	1	4	41	25	32	0	0	3	57	0	0	0	0	10	0	168	682
BREAK																										
16:00:00	0	32	66	0	1	98	15	0	16	1	11	32	19	42	0	0	3	61	0	0	0	0	8	0	191	
16:15:00	0	29	56	0	2	85	12	0	21	0	9	33	21	39	0	0	2	60	0	0	0	0	12	0	178	
16:30:00	0	33	45	0	2	78	16	0	13	3	7	32	24	52	0	0	0	76	0	0	0	0	5	0	186	
16:45:00	0	36	55	0	3	91	17	0	30	0	18	47	19	59	0	0	0	78	0	0	0	0	6	0	216	771
17:00:00	0	27	53	0	1	80	10	0	18	2	16	30	22	61	0	1	3	84	0	0	0	0	9	0	194	774
17:15:00	0	14	46	0	0	60	10	0	15	0	14	25	44	59	0	0	1	103	0	0	0	0	9	0	188	784
17:30:00	0	11	41	0	2	52	13	0	30	4	9	47	21	39	0	0	0	60	0	0	0	0	5	0	159	757
17:45:00	0	15	46	0	0	61	6	0	22	2	8	30	17	27	0	0	1	44	0	0	0	0	4	0	135	676
Grand Total	0	606	530	0	20	1136	190	0	441	18	134	649	380	675	0	1	27	1056	1	0	0	0	112	1	**2842**	-
Approach%	0%	53.3%	46.7%	0%		-	29.3%	0%	68%	2.8%		-	36%	63.9%	0%	0.1%		-	100%	0%	0%	0%		-	**-**	-
Totals %	0%	21.3%	18.6%	0%		40%	6.7%	0%	15.5%	0.6%		22.8%	13.4%	23.8%	0%	0%		37.2%	0%	0%	0%	0%		0%	**-**	-
Heavy	0	175	93	0		-	37	0	140	3		-	121	177	0	0		-	0	0	0	0		-	**-**	-
Heavy %	0%	28.9%	17.5%	0%		-	19.5%	0%	31.7%	16.7%		-	31.8%	26.2%	0%	0%		-	0%	0%	0%	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: CHERRY ST & VILLIERS ST
Date: Thu, Nov 11, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 07:45 AM - 08:45 AM Weather: Partly Cloudy (10°C)

Start Time	N Approach CHERRY ST						E Approach VILLIERS ST						S Approach CHERRY ST						W Approach FACTORY DRIVEWAY						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
07:45:00	0	54	12	0	2	66	13	0	50	1	11	64	21	29	0	0	1	50	0	0	0	0	6	0	180
08:00:00	0	65	15	0	0	80	9	0	38	1	4	48	29	42	0	0	1	71	0	0	0	0	2	0	199
08:15:00	0	40	12	0	0	52	17	0	36	0	5	53	20	43	0	0	1	63	0	0	0	0	6	0	168
08:30:00	0	52	16	0	3	68	18	0	22	1	4	41	28	44	0	0	1	72	0	0	0	0	7	0	181
Grand Total	0	211	55	0	5	266	57	0	146	3	24	206	98	158	0	0	4	256	0	0	0	0	21	0	**728**
Approach%	0%	79.3%	20.7%	0%		-	27.7%	0%	70.9%	1.5%		-	38.3%	61.7%	0%	0%		-	0%	0%	0%	0%		-	**-**
Totals %	0%	29%	7.6%	0%		36.5%	7.8%	0%	20.1%	0.4%		28.3%	13.5%	21.7%	0%	0%		35.2%	0%	0%	0%	0%		0%	**-**
PHF	0	0.81	0.86	0		0.83	0.79	0	0.73	0.75		0.8	0.84	0.9	0	0		0.89	0	0	0	0		0	**-**
Heavy	0	68	17	0		85	15	0	57	0		72	58	80	0	0		138	0	0	0	0		0	**-**
Heavy %	0%	32.2%	30.9%	0%		32%	26.3%	0%	39%	0%		35%	59.2%	50.6%	0%	0%		53.9%	0%	0%	0%	0%		0%	**-**
Lights	0	143	38	0		181	40	0	89	3		132	39	78	0	0		117	0	0	0	0		0	**-**
Lights %	0%	67.8%	69.1%	0%		68%	70.2%	0%	61%	100%		64.1%	39.8%	49.4%	0%	0%		45.7%	0%	0%	0%	0%		0%	**-**
Single-Unit Trucks	0	53	11	0		64	11	0	44	0		55	48	61	0	0		109	0	0	0	0		0	**-**
Single-Unit Trucks %	0%	25.1%	20%	0%		24.1%	19.3%	0%	30.1%	0%		26.7%	49%	38.6%	0%	0%		42.6%	0%	0%	0%	0%		0%	**-**
Buses	0	3	4	0		7	3	0	0	0		3	0	1	0	0		1	0	0	0	0		0	**-**
Buses %	0%	1.4%	7.3%	0%		2.6%	5.3%	0%	0%	0%		1.5%	0%	0.6%	0%	0%		0.4%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	0	12	2	0		14	1	0	13	0		14	10	18	0	0		28	0	0	0	0		0	**-**
Articulated Trucks %	0%	5.7%	3.6%	0%		5.3%	1.8%	0%	8.9%	0%		6.8%	10.2%	11.4%	0%	0%		10.9%	0%	0%	0%	0%		0%	**-**
Bicycles on Road	0	0	0	0		0	2	0	0	0		2	1	0	0	0		1	0	0	0	0		0	**-**
Bicycles on Road %	0%	0%	0%	0%		0%	3.5%	0%	0%	0%		1%	1%	0%	0%	0%		0.4%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	2	-	-	-	-	-	16	-	-	-	-	-	1	-	-	-	-	-	6	-	**-**
Pedestrians%	-	-	-	-	3.7%		-	-	-	-	29.6%		-	-	-	-	1.9%		-	-	-	-	11.1%		**-**
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	15	-	**-**
Bicycles on Crosswalk%	-	-	-	-	5.6%		-	-	-	-	14.8%		-	-	-	-	5.6%		-	-	-	-	27.8%		**-**

Spectrum

Turning Movement Count
Location Name: CHERRY ST & VILLIERS ST
Date: Thu, Nov 11, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:30 PM - 05:30 PM Weather: Fair (11.11°C)

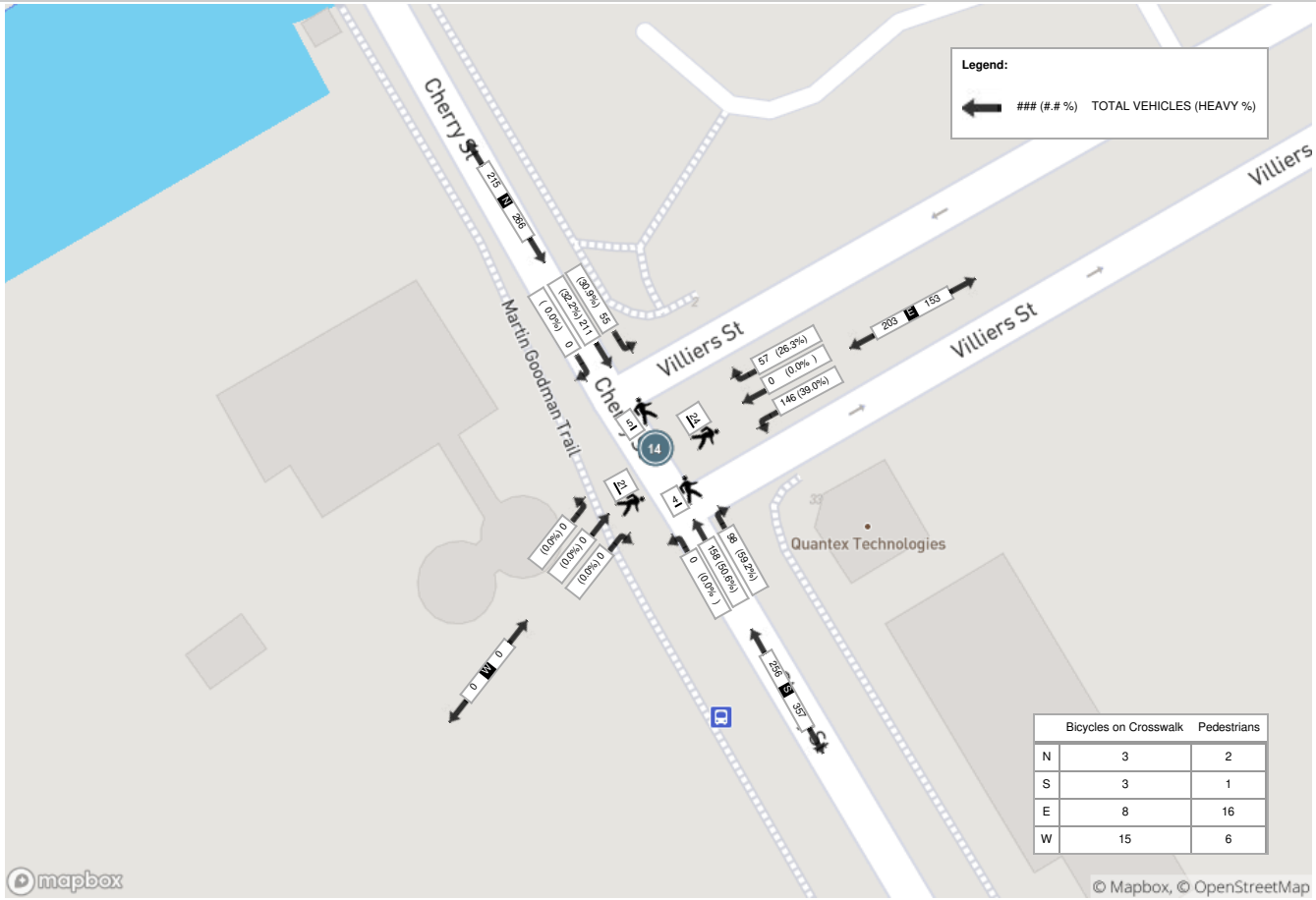
Start Time	N Approach CHERRY ST						E Approach VILLIERS ST						S Approach CHERRY ST						W Approach FACTORY DRIVEWAY						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:30:00	0	33	45	0	2	78	16	0	13	3	7	32	24	52	0	0	0	76	0	0	0	0	5	0	186
16:45:00	0	36	55	0	3	91	17	0	30	0	18	47	19	59	0	0	0	78	0	0	0	0	6	0	216
17:00:00	0	27	53	0	1	80	10	0	18	2	16	30	22	61	0	1	3	84	0	0	0	0	9	0	194
17:15:00	0	14	46	0	0	60	10	0	15	0	14	25	44	59	0	0	1	103	0	0	0	0	9	0	188
Grand Total	0	110	199	0	6	309	53	0	76	5	55	134	109	231	0	1	4	341	0	0	0	0	29	0	**784**
Approach%	0%	35.6%	64.4%	0%		-	39.6%	0%	56.7%	3.7%		-	32%	67.7%	0%	0.3%		-	0%	0%	0%	0%		-	**-**
Totals %	0%	14%	25.4%	0%		39.4%	6.8%	0%	9.7%	0.6%		17.1%	13.9%	29.5%	0%	0.1%		43.5%	0%	0%	0%	0%		0%	**-**
PHF	0	0.76	0.9	0		0.85	0.78	0	0.63	0.42		0.71	0.62	0.95	0	0.25		0.83	0	0	0	0		0	**-**
Heavy	0	14	13	0		27	5	0	15	0		20	3	8	0	0		11	0	0	0	0		0	**-**
Heavy %	0%	12.7%	6.5%	0%		8.7%	9.4%	0%	19.7%	0%		14.9%	2.8%	3.5%	0%	0%		3.2%	0%	0%	0%	0%		0%	**-**
Lights	0	96	185	0		281	47	0	61	5		113	106	221	0	1		328	0	0	0	0		0	**-**
Lights %	0%	87.3%	93%	0%		90.9%	88.7%	0%	80.3%	100%		84.3%	97.2%	95.7%	0%	100%		96.2%	0%	0%	0%	0%		0%	**-**
Single-Unit Trucks	0	11	10	0		21	3	0	12	0		15	3	4	0	0		7	0	0	0	0		0	**-**
Single-Unit Trucks %	0%	10%	5%	0%		6.8%	5.7%	0%	15.8%	0%		11.2%	2.8%	1.7%	0%	0%		2.1%	0%	0%	0%	0%		0%	**-**
Buses	0	3	1	0		4	2	0	0	0		2	0	1	0	0		1	0	0	0	0		0	**-**
Buses %	0%	2.7%	0.5%	0%		1.3%	3.8%	0%	0%	0%		1.5%	0%	0.4%	0%	0%		0.3%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	0	0	2	0		2	0	0	3	0		3	0	3	0	0		3	0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	1%	0%		0.6%	0%	0%	3.9%	0%		2.2%	0%	1.3%	0%	0%		0.9%	0%	0%	0%	0%		0%	**-**
Bicycles on Road	0	0	1	0		1	1	0	0	0		1	0	2	0	0		2	0	0	0	0		0	**-**
Bicycles on Road %	0%	0%	0.5%	0%		0.3%	1.9%	0%	0%	0%		0.7%	0%	0.9%	0%	0%		0.6%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	-	2	-	-	-	-	-	36	-	-	-	-	-	0	-	-	-	-	-	12	-	**-**
Pedestrians%	-	-	-	-	2.1%		-	-	-	-	38.3%		-	-	-	-	0%		-	-	-	-	12.8%		**-**
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	19	-	-	-	-	-	4	-	-	-	-	-	17	-	**-**
Bicycles on Crosswalk%	-	-	-	-	4.3%		-	-	-	-	20.2%		-	-	-	-	4.3%		-	-	-	-	18.1%		**-**

Spectrum

Turning Movement Count
Location Name: CHERRY ST & VILLIERS ST
Date: Thu, Nov 11, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 07:45 AM - 08:45 AM **Weather: Partly Cloudy (10°C)**



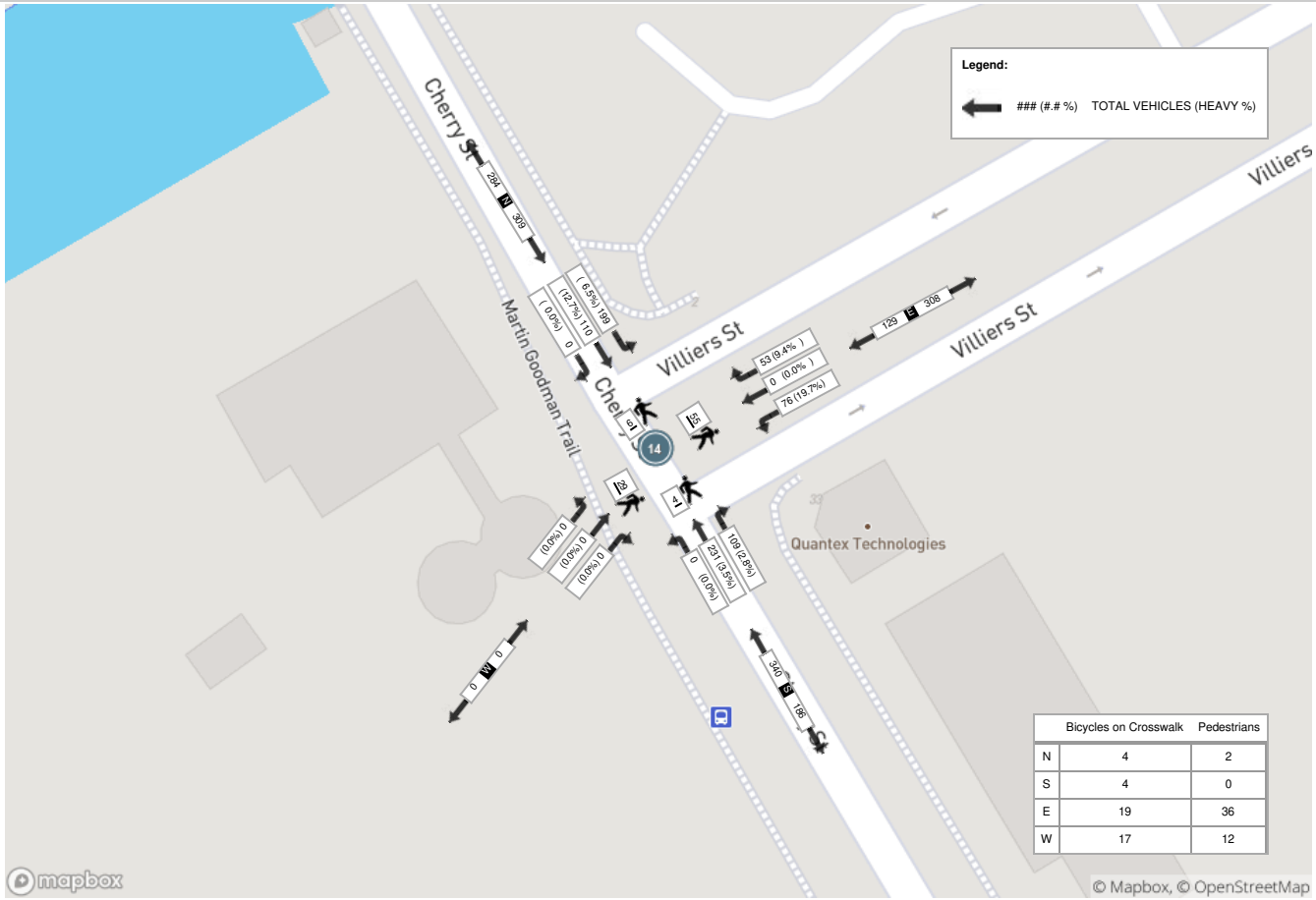
	Bicycles on Crosswalk	Pedestrians
N	3	2
S	3	1
E	8	16
W	15	6

Spectrum

Turning Movement Count
Location Name: CHERRY ST & VILLIERS ST
Date: Thu, Nov 11, 2021 Deployment Lead: Theo Daglis

ARUP
SUITE 2400 2 BLOOR STREET
EAST
TORONTO ONTARIO, M4W 1A8
CANADA

Peak Hour: 04:30 PM - 05:30 PM **Weather: Fair (11.11°C)**



	Bicycles on Crosswalk	Pedestrians
N	4	2
S	4	0
E	19	36
W	17	12

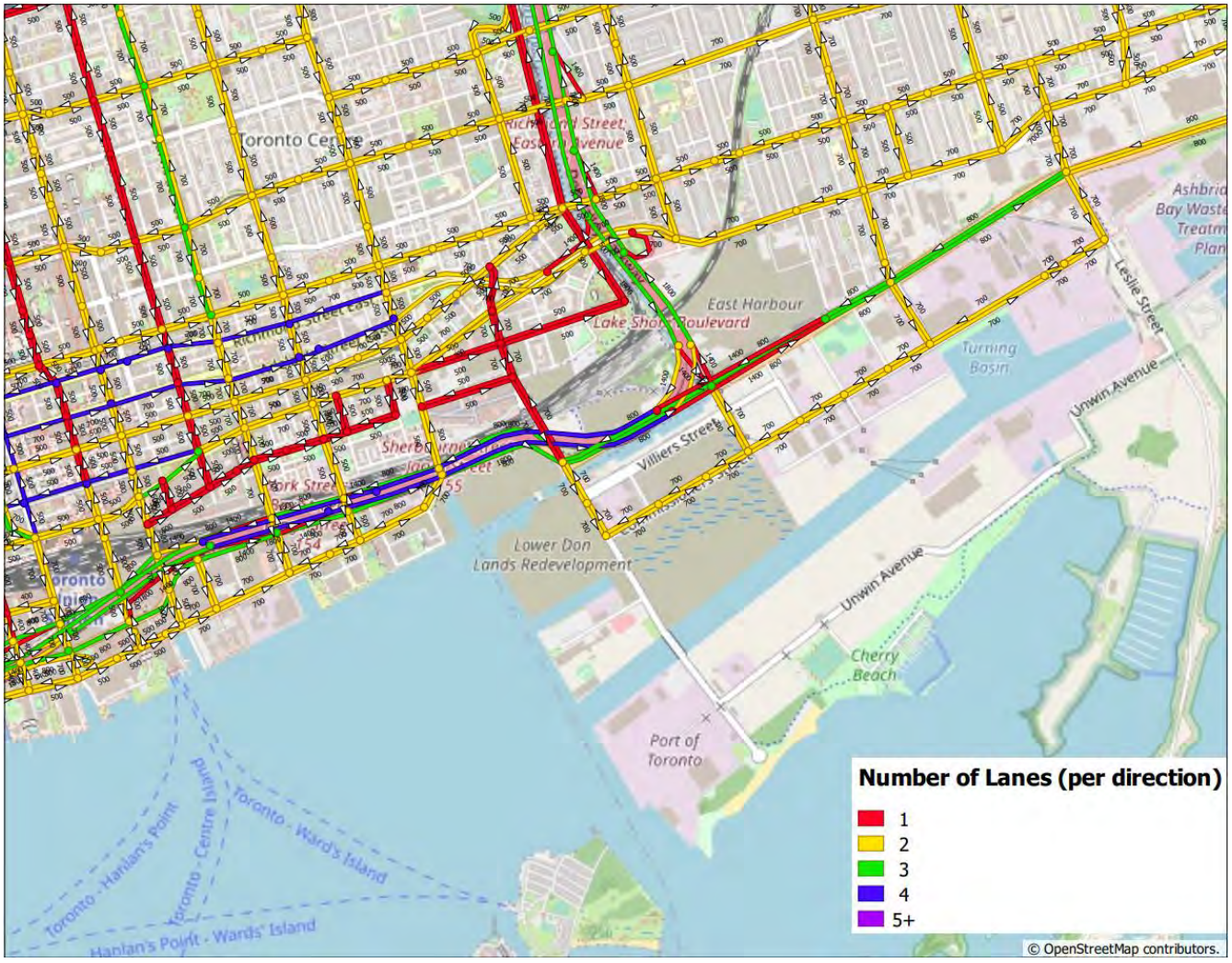
City of Toronto Open Data Counts: Cherry Street at Commissioners Street

count_id	count_date	location_id	location	lng	lat	centreline_type	centreline_id	px	time_start	time_end	sb_cars_r	sb_cars_t	sb_cars_l	nb_cars_r	nb_cars_t	nb_cars_l	wb_cars_r	wb_cars_t	wb_cars_l	eb_cars_r	eb_cars_t	eb_cars_l	sb_truck_r	sb_truck_t	sb_truck_l	nb_truck_r	nb_truck_t	nb_truck_l	wb_truck_r	wb_truck_t	wb_truck_l	eb_truck_r	eb_truck_t	eb_truck_l	sb_bus_r	sb_bus_t	sb_bus_l	nb_bus_r	nb_bus_t	nb_bus_l	wb_bus_r	wb_bus_t	wb_bus_l	eb_bus_r	eb_bus_t	eb_bus_l	pe_peds	ss_peds	ex_peds	wx_peds	nx_bike	sx_bike	ex_bike	wx_bike	nx_other	sx_other	ex_other	wx_other
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 07:30:00-05:00	2009-10-19 07:45:00-05:00	2	14	8	4	9	1	14	2	11	0	1	1	2	0	1	1	2	0	1	2	0	0	5	7	1	3	1	4	6	0	1	1	5	0	3	0	3	2	7	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 07:45:00-05:00	2009-10-19 08:00:00-05:00	3	15	12	7	7	0	15	7	15	0	2	1	1	2	0	0	1	0	3	0	1	0	1	3	4	4	2	5	4	0	3	0	4	0	0	2	1	5	4	1	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 08:00:00-05:00	2009-10-19 08:15:00-05:00	2	16	6	11	7	0	13	3	17	0	3	0	0	0	1	1	0	0	1	1	0	0	1	1	2	5	2	4	9	0	2	1	2	0	1	0	2	1	3	0	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 08:15:00-05:00	2009-10-19 08:30:00-05:00	0	12	12	10	14	0	29	5	8	0	1	1	0	3	0	2	1	0	4	2	1	0	2	1	0	4	3	1	4	0	5	2	3	0	2	2	1	3	7	3	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 08:30:00-05:00	2009-10-19 08:45:00-05:00	2	22	8	5	15	0	36	5	13	0	2	2	3	2	1	2	3	0	2	1	2	0	0	0	0	7	5	1	9	1	2	1	1	0	1	2	1	5	3	4	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 08:45:00-05:00	2009-10-19 09:00:00-05:00	6	19	11	6	18	0	29	8	15	0	4	1	1	3	0	0	0	0	1	1	0	2	2	2	3	4	1	3	5	0	2	1	0	0	0	3	2	1	4	4	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 09:00:00-05:00	2009-10-19 09:15:00-05:00	5	21	9	6	11	2	17	3	16	1	5	1	0	2	0	0	1	0	0	2	0	0	1	0	0	5	3	1	5	0	3	1	1	0	0	3	3	1	3	3	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 09:15:00-05:00	2009-10-19 09:30:00-05:00	2	27	8	11	8	0	9	7	22	1	2	5	3	2	2	0	1	1	1	0	0	0	1	1	0	4	2	2	3	0	3	0	4	0	0	0	0	0	3	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 10:00:00-05:00	2009-10-19 10:15:00-05:00	4	27	12	9	11	0	19	5	18	0	2	5	1	2	0	1	0	0	1	1	1	0	0	0	0	1	6	3	2	4	0	1	2	9	0	1	3	1	3	7	7	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 10:15:00-05:00	2009-10-19 10:30:00-05:00	5	30	5	14	30	0	7	3	20	0	2	6	2	2	4	3	1	0	1	0	0	0	1	1	1	7	4	1	8	0	3	2	4	0	0	0	1	1	4	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 10:30:00-05:00	2009-10-19 10:45:00-05:00	2	30	9	11	20	1	9	2	12	0	3	1	1	3	2	2	4	0	1	0	1	1	0	1	0	4	1	8	5	0	2	0	4	0	2	0	1	3	5	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 10:45:00-05:00	2009-10-19 11:00:00-05:00	1	36	7	15	23	0	20	5	13	1	3	4	2	1	1	2	3	1	3	2	5	0	0	3	1	2	2	8	7	1	3	0	4	0	1	1	1	2	0	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 11:00:00-05:00	2009-10-19 11:15:00-05:00	5	36	14	14	21	0	8	7	22	1	3	1	1	2	1	2	3	0	0	0	2	2	2	1	2	8	1	3	5	0	5	0	4	0	1	1	1	1	5	0	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 11:15:00-05:00	2009-10-19 11:30:00-05:00	4	28	13	15	32	1	7	1	14	1	6	4	1	3	0	3	2	0	2	1	2	0	0	0	3	3	2	3	8	0	1	1	2	0	1	0	2	0	6	7	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 11:30:00-05:00	2009-10-19 11:45:00-05:00	0	37	12	16	33	1	16	2	17	1	1	2	2	2	2	3	0	0	2	1	1	0	1	2	1	3	2	8	0	0	1	2	0	2	2	0	1	7	7	0	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 11:45:00-05:00	2009-10-19 12:00:00-05:00	0	52	6	23	34	1	8	3	23	0	3	2	2	1	2	0	5	0	3	2	3	0	0	3	0	10	1	1	5	0	2	0	9	0	1	0	2	0	2	5	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 12:00:00-05:00	2009-10-19 12:15:00-05:00	1	43	3	18	41	2	16	8	27	1	7	4	3	4	1	0	1	0	0	0	2	0	0	0	1	1	2	3	3	0	4	1	6	0	2	1	2	5	11	5	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 12:15:00-05:00	2009-10-19 12:30:00-05:00	2	40	8	28	31	0	17	9	20	2	5	6	0	3	1	0	4	0	0	1	4	2	0	2	4	6	5	6	1	1	4	2	4	0	0	0	2	6	5	7	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 12:30:00-05:00	2009-10-19 12:45:00-05:00	4	51	10	9	46	1	4	4	20	0	9	9	1	4	1	6	4	0	0	0	3	0	0	0	1	7	6	5	7	1	1	3	2	0	1	0	3	4	6	5	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 12:45:00-05:00	2009-10-19 13:00:00-05:00	6	42	10	18	40	0	11	4	24	0	4	1	4	4	0	7	3	0	1	1	3	0	0	0	1	4	5	1	3	0	1	2	4	0	3	2	1	4	8	14	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 13:00:00-05:00	2009-10-19 13:15:00-05:00	5	33	9	25	52	0	14	10	11	0	6	2	2	2	2	1	3	0	2	0	2	1	2	2	2	6	2	1	5	0	5	0	1	0	0	0	4	5	4	0	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 13:15:00-05:00	2009-10-19 13:30:00-05:00	4	46	7	15	32	1	17	9	32	2	5	5	3	1	4	2	4	0	2	0	1	0	1	5	0	9	6	3	5	0	2	2	2	0	1	1	1	2	7	1	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 13:30:00-05:00	2009-10-19 13:45:00-05:00	2	40	11	19	46	2	7	5	17	4	2	2	3	5	1	1	2	0	0	0	1	0	0	2	2	1	1	1	2	5	0	2	2	1	0	2	2	3	5	14	8	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 13:45:00-05:00	2009-10-19 14:00:00-05:00	3	32	12	15	46	0	16	4	19	0	7	2	2	2	1	2	3	0	1	0	0	0	1	2	2	0	7	1	6	0	3	2	4	0	1	3	2	7	6	11	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 14:00:00-05:00	2009-10-19 14:15:00-05:00	1	47	7	23	59	0	11	6	17	0	9	2	4	0	2	1	3	0	0	5	2	0	1	0	2	2	3	1	4	1	3	0	1	0	0	1	1	3	4	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 14:15:00-05:00	2009-10-19 14:30:00-05:00	2	39	12	19	40	0	11	3	21	3	4	2	1	0	1	2	3	0	1	2	2	0	0	2	0	2	8	1	0	0	1	0	0	0	1	1	3	1	2	2	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 14:30:00-05:00	2009-10-19 14:45:00-05:00	1	34	18	19	36	2	10	0	25	0	3	4	3	0	0	0	1	0	2	3	1	0	0	3	2	0	7	0	2	0	3	0	1	0	0	0	2	2	5	9	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 14:45:00-05:00	2009-10-19 15:00:00-05:00	4	38	13	23	51	2	15	2	19	1	6	4	3	1	4	3	1	0	0	1	0	0	0	3	0	1	1	4	1	2	0	3	0	2	0	0	1	5	4	10	10	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 15:00:00-05:00	2009-10-19 15:15:00-05:00	1	29	12	29	52	1	11	2	19	0	9	12	3	0	0	0	0	0	0	0	0	0	0	1	1	0	1	5	0	3	0	2	1	0	0	0	0	6	4	7	12	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 15:15:00-05:00	2009-10-19 15:30:00-05:00	4	49	19	23	49	0	17	1	9	0	4	3	1	0	0	0	2	0	1	0	0	1	1	0	1	1	9	0	0	0	2	0	1	0	0	1	4	7	9	10	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 15:30:00-05:00	2009-10-19 15:45:00-05:00	3	35	22	12	42	1	10	5	15	0	5	0	1	0	2	0	0	0	0	1	2	0	0	0	1	2	2	1	1	1	0	0	0	0	0	1	2	3	12	11	0	0	0	0	0	0	0
24617	2009-10-19	11299	CHERRY ST AT COMMISSIONERS ST (PX 2143)	-79.352481	43.645312	2	13467444	2143	2009-10-19 15:45:00-05:00	2009-10-19 16:00:00-05:00	1	36	23	25	31	1	13	3	21	0	3	7	1	0	2	0	0	0	0	0	0	2	0	1	1	5	0	0	0	1	0	0	0	2	0	4	3	5	13	0	0	0	0	0	0	0	0

Appendix B

2011 EMME model outputs

B.1 Number of lanes and capacity



B.2 Auto volumes

B.2.1 AM peak hour

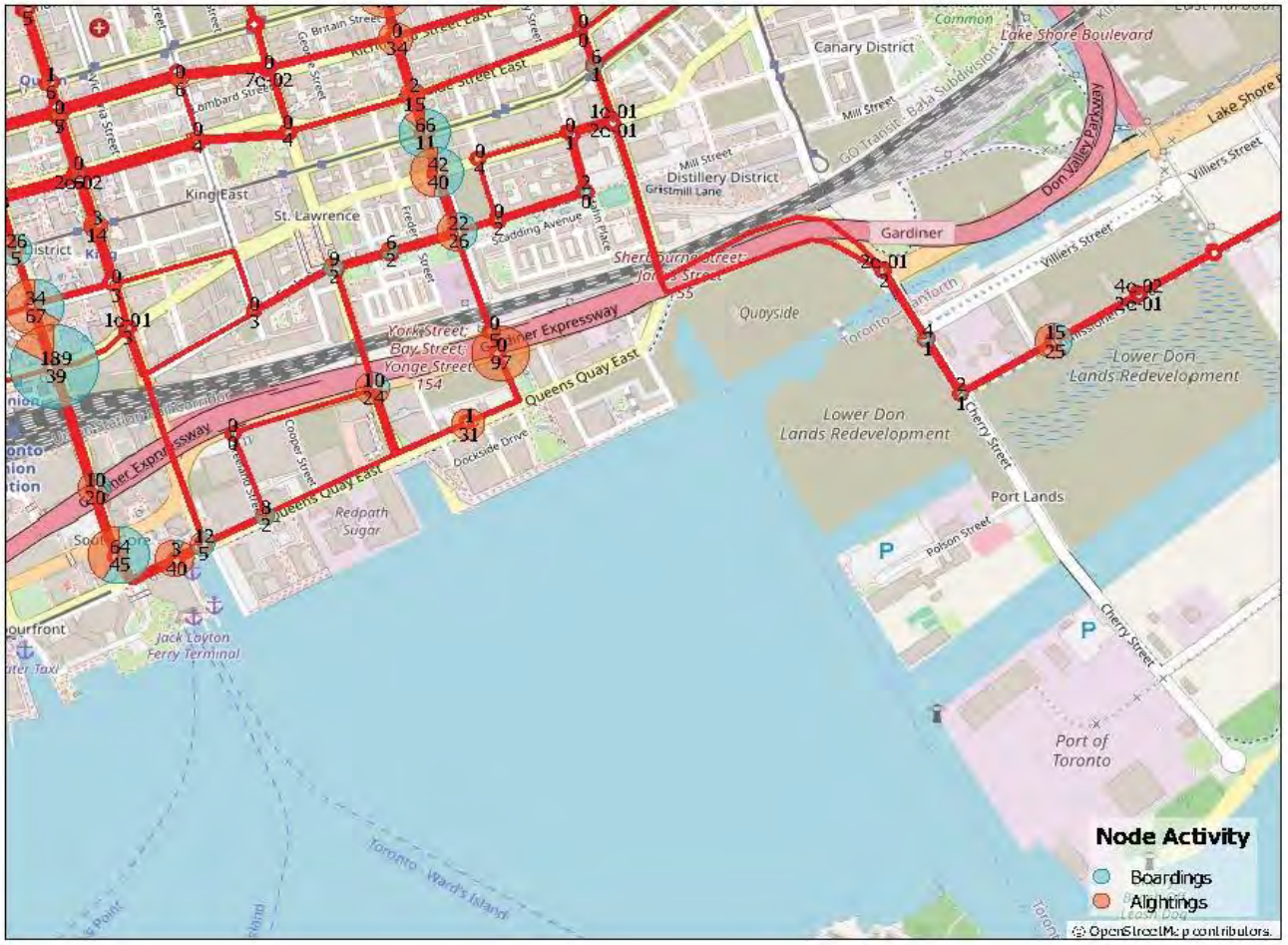


B.2.2 PM peak hour

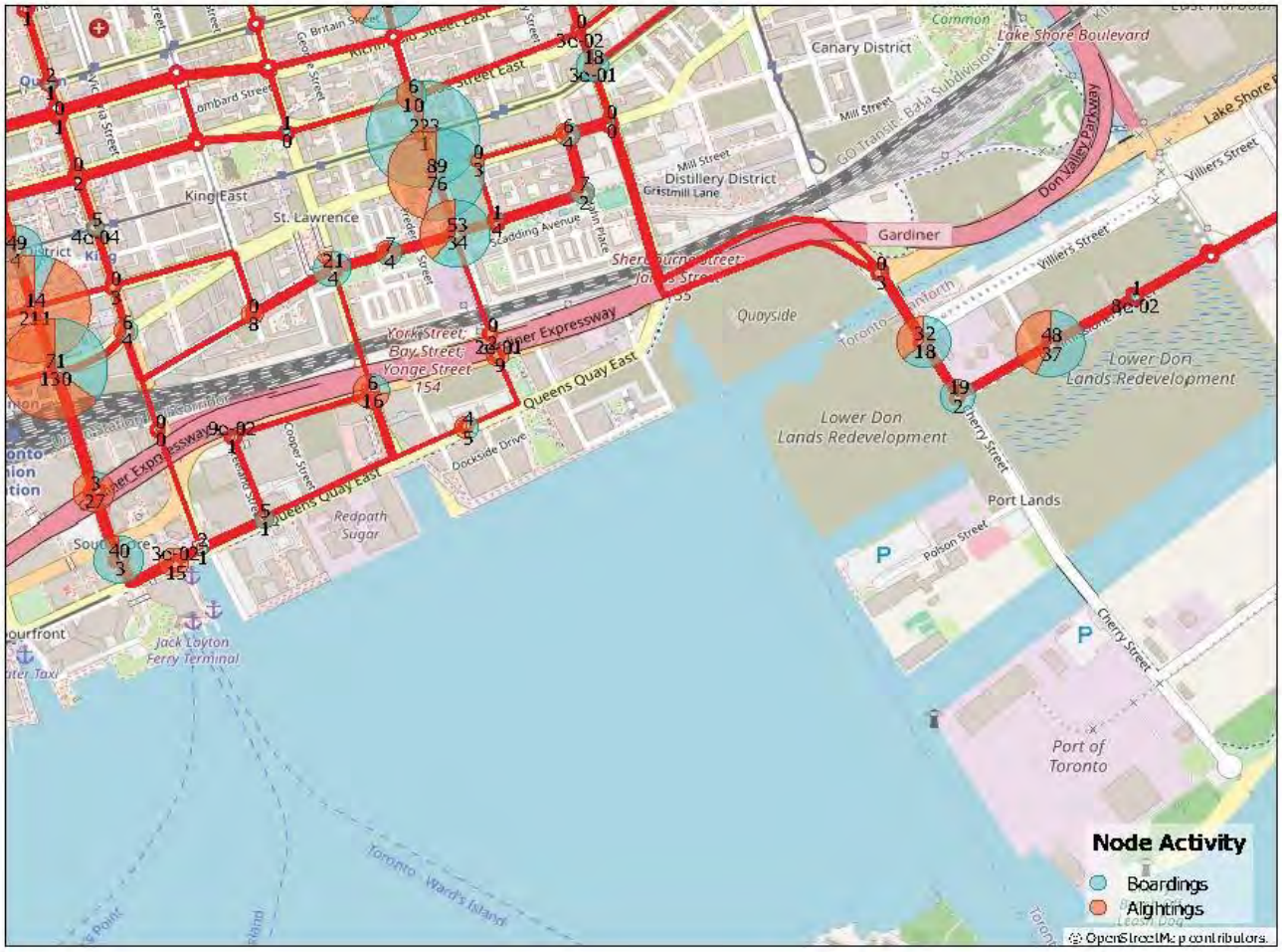


B.3 Transit boardings and alightings

B.3.1 AM peak hour



B.3.2 PM peak hour



Appendix C

Existing traffic signal control plans

C.1 Existing traffic signal control plans

LOCATION:	**Bay St & Front St W**	*ATO / DISTRICT / WARD:*	**Area 1 / Toronto & East York / Ward 10 & 13**
MODE/COMMENT:	**SA1 with WRM and 2-Wire Polara APS**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**59**	*CONTROLLER / CABINET TYPE:*	**Peek ATC-1000 / TS2T1**
PREPARED BY / DATE:	***HDR* / March 02, 2020**	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY / DATE:	**Brian Fu / Ihtesham Ahmad / March 31, 2020**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**
IMPLEMENTATION DATE:	**April 9, 2020**	*CHANNEL / DROP:*	**4016/11**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

N

NEMA Phase		OFF	AM	PM	NGHT	WKND	Phase Mode	Remarks
		All Other Times	06:30-09:30 M-F	15:00-19:00 M-F	23:00-06:30	10:00-19:00	(Fixed/Demanded/Callable)	
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5		
1	WLK						Callable & Extendable by setback Loop	Pedestrian Minimums:
	FDW							NSWK = 7 seconds, NSFD = 18 seconds
	MIN 6							EWWK = 7 seconds, EWFD = 16 seconds
	MAX1 7							Left-Turn Passage Time = 2 seconds
	AMB 3							APS on during full NSWK and EWWK, when no arrows are displayed, when activated by pushbuttons.
	ALR 1							
	SPLIT	11	11	11	11	11		Extended APS push Activation = 3 seconds
2 Bay St	WLK 7						Fixed	
	FDW 18							
	MIN 25							
	MAX1 25							
	AMB 3.0							
	ALR 3.9							
	SPLIT	32	42	42	32	32		
3	WLK						Callable & Extendable by setback Loop	
	FDW							
	MIN 6							
	MAX1 7							
	AMB 3							
	ALR 1							
	SPLIT	11	11	11	11	11		
4 Front St W	WLK 7						Fixed	
	FDW 16							
	MIN 23							
	MAX1 23							
	AMB 3.0							
	ALR 3.6							
	SPLIT	30	36	36	30	30		
5	WLK						Callable & Extendable by setback Loop	
	FDW							
	MIN 6							
	MAX1 7							
	AMB 3							
	ALR 1							
	SPLIT	11	11	11	11	11		
6 Bay St	WLK 7						Fixed	
	FDW 18							
	MIN 25							
	MAX1 25							
	AMB 3.0							
	ALR 3.9							
	SPLIT	32	42	42	32	32		
7	WLK						Callable & Extendable by setback Loop	
	FDW							
	MIN 6							
	MAX1 7							
	AMB 3							
	ALR 1							
	SPLIT	11	11	11	11	11		
8 Front St W	WLK 7						Fixed	
	FDW 16							
	MIN 23							
	MAX1 23							
	AMB 3.0							
	ALR 3.6							
	SPLIT	30	36	36	30	30		
	CL	84	100	100	84	84		
	OF	28	13	37	50	69		

Notes:

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LOCATION:	**Lake Shore Blvd WB & Bay St**
MODE/COMMENT:	**FT with 2-Wire Polara APS, UPS, LPI & Bike**
PX#/SCN#	**212 / 30741**
PREPARED BY/ DATE:	**Syed Qasim / April 28, 2021**
CHECKED BY/ DATE:	**Hao Le / April 29, 2021**
DISTRICT:	**Toronto & East York**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**PEEK ATC-1000 / TS2T1**
CONFLICT:	**Red & Red**
DESIGN WALK SPEED:	**1.0m/s (FDW based on full crossing at 1.2m/s)**
IMPLEMENTATION DATE:	**September 10, 2021**

UTC Stages	Green Returns
B	2 & 6 (WBG)
F	4 & 8 (NSWK-west side)
G	1 & 5 (SBRA)

Note: Green Returns phases do not reflect the controller phases shown on the timing card. Please refer to SCOOT Mod Sheet for details.

NEMA Phase		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3		
	Split Table	Plan 1	Plan 2	Plan 3		
1 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					Pedestrian Minimums: EWWK = 7 sec, EWFD = 18 sec West Side: NSWK = 7 sec, NSFD = 17 sec East Side: NSWK = 7 sec, NSFD = 18 sec
2 Lake Shore Blvd WB	WLK DL 5 WLK 7 FDW 18 MIN 20 MAX1 48 MAX2 48 AMB 3.3 ALR 2.8 SPLIT	55	66	70	Fixed EWWK (South Side) on with WBG. Split shown includes 5 secs of WB LPI	SF#4 enables Max2 values (times to be determined). Double-intersection SCOOT node (N30731) with Harbour St EB (PX213/Scn30731) & Bay St Lake Shore Blvd one-way WB Ring Structure: 2 8 4 6
3 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					**Overlaps:** Overlap A: NBG overlap phase 4 & 8. Overlap B: SBG overlap phase 4 & 8. Overlap C: NSWK (east side) overlap phase 4 & 8. Overlap D: SB Bike (west side) overlap phase 8. APS on during 7 secs of EWWK & NSWK when activated by pushbuttons. EW Leading Pedestrian Interval - EWWK comes up 5 seconds before WB vehicle green
4 Bay St	WLK 7 FDW 18 MIN 25 MAX1 26 MAX2 26 AMB 3.0 ALR 3.4 SPLIT	33	46	42	Fixed NBG/SBSA/ NSWK&NSFD (E Side)/ SBRA	
5 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
6 Lake Shore Blvd WB	WLK DL 5 WLK 7 FDW 18 MIN 20 MAX1 48 MAX2 48 AMB 3.3 ALR 2.8 SPLIT	55	66	70	Fixed. Split shown includes 5 secs of WB LPI	
7 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
8 Bay St	WLK 7 FDW 17 MIN 24 MAX1 25 MAX2 25 AMB 3.0 ALR 3.4 SPLIT	32	32	32	Fixed. NBG/SBSA/ NSWK (E Side)/ NSWK&NSFD&NSDW (W Side)	
Overlap D					SB Bike west side only (Parent Phase 8)	
	CL	120	144	144		

Note:

LOCATION:	**Harbour St EB and Bay St**
MODE/COMMENT:	**SA1 with 2-Wire Polara APS ~~& UPS~~**
TCS#/SCN#	**213 / 30731**
CODER/CHECKED BY:	**TZ/HL**
DATE CREATED	**December 21, 2017**
ATO / DISTRICT / WARD:	**Area 1 / Toronto & East York / Ward 10**
COMPUTER SYSTEM:	**UTC/SCOOT**
CONTROLLER/CABINET:	**Peek ATC 1000 / TS2T1**
CONTROLLER FIRMWARE:	**3.018.1.2976**
CONFLICT:	**Red & Red**
DESIGN WALK SPEED:	**1.0m/s (FDW based on full crossing at 1.2m/s)**
TCC/CHANNEL/DROP:	**B/19/2**
IMPLEMENTATION DATE:	**October 29, 2020**

UTC Stages	Green Returns
A	2 & 5
B	2 & 6
F	4 & 8

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	NIGHT 01:00-06:30 Daily	WKND 10:00-19:00 SAT & SUN	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5		
1 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT							Pedestrian Minimums: EWWK = 7 sec, EWFD = 16 sec NSWK = 7 sec, NSFD = 15 sec Double-intersection SCOOT node (N30731) with Lake Shore EB & WB (TCS 212/SCN 30741) @ Bay St SF#1 disable EBLA (times to be determined) SF#4 enables Max2 values (times to be determined).
2 Harbour St	WLK 7 FDW 16 MIN 23 MAX1 23 MAX2 23 AMB 4 ALR 3 SPLIT	69	84	69	67	69	Fixed Bike signal are displayed concurrently with EBG	APS on during Full WALK periods and when no arrows are displayed. Extended Push Activation = 3 secs. Left Turn Passage Time = 2.0 secs Phase Diagram:
3 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT							
4 Bay St	WLK 7 FDW 15 MIN 22 MAX1 22 MAX2 22 AMB 3 ALR 3 SPLIT	51	60	75	45	51	Fixed	
5	WLK FDW MIN 6 MAX1 7 MAX2 25 AMB 3 ALR 3 SPLIT	30	45	35	27	30	Callable and extendable by stopbar loop all times (Protected/Permissive)	
6 Harbour St (North side)	WLK 7 FDW 16 MIN 23 MAX1 23 MAX2 23 AMB 4 ALR 3 SPLIT	39	39	34	40	39	Fixed.	
7 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT							
8 Bay St	WLK 7 FDW 15 MIN 22 MAX1 22 MAX2 22 AMB 3 ALR 3 SPLIT	51	60	75	45	51	Fixed.	
	CL	120	144	144	112	120		

Note: Harbour St One-way EB

LOCATION:	**Queens Quay & Bay St**	*DISTRICT:*	**Toronto East York**
MODE/COMMENT:	**SAP with 2-wire Polara APS**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**2416 (Formerly TCS# 4007, AMSS)**	*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2 T1**
PREPARED BY/DATE:	**Behnam Amini/ November 22, 2019**	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY/DATE:	**Hao Le / November 25, 2019**	*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing at 1.2 m/s)**
IMPLEMENTATION DATE:	**November 25, 2019**	*CHANNEL/DROP:*	**4037/3**
		CONTROLLER FIRMWARE:	**3.18.1.2976**

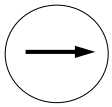
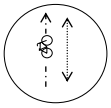
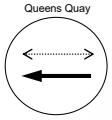
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NEMA Phase		OFF All Other Times	AM 06:00-10:00 M-F	PM 15:00-19:00 M-F	NGHT 22:00-06:00 Daily	WKND 09:00-21:00 Sat & Sun	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	Split Table	Split 1	Spilt 2	Split 3	Split 4	Split 5		
1	WLK FDW MIN MAX1 AMB ALR SPLIT	INSTALLED IN FIELD - FOR FUTURE USE					Callable/extendable by Flir video detection in stopbar detection zone	**Pedestrian Minimums:** EW WK = 7 sec EW FDW: 16 sec EW Crossing Distance: 18.9 m NS WK = 7 sec NS FDW: 14s NS Crossing Distance: 17.0m
2 Queens Quay	WLK 7 FDW 16 MIN 23 MAX 53 AMB 3 ALR 4 SPLIT	60	70	80	71	60	Fixed POZ activated by Request Loop	NS Phase callable by vehicle or pedestrian actuation. If a vehicle call or a pedestrian call is received, the pedestrian minimums will be served. If there is no side street call at the end of EW FDW (or during EW extension in GRN SDW) revert to EW GRN/WLK.
3	WLK FDW MIN 6 MAX 7 AMB 3 ALR 1 SPLIT	11	11	11		11	Callable/extendable by Wavetronix Protected/permissive	The NSWK & NSFD are displayed on the pedestrian signal heads if a vehicle and / or pedestrian call is received. Actuated APS on during 7s of EWWK & NSWK when no arrows are displayed APS extended push activation = 3 seconds Left-Turn Passage Time = 2 seconds
4 Bay St	WLK 7 FDW 14 MIN 21 MAX 22 AMB 3 ALR 4 SPLIT	29	29	29	29	29	Callable by Flir video detection in stop bar detection zone and ped pushbutton	Ring/barrier setup: 1 2 | 3 4 5 6 | 8 Phase 2 is parent to overlaps A, B, C, D
5	WLK FDW MIN 7 MAX 8 AMB 3 ALR 1 SPLIT	12	12	12	12	12	Callable/extendable by Flir video detection in setback detection zone Protected/permissive	
6 Queens Quay	WLK 7 FDW 16 MIN 23 MAX 53 AMB 3 ALR 4 SPLIT	48	58	68	59	48	Fixed POZ activated by Request Loop	
7 NOT USED	WLK FDW MIN MAX AMB ALR SPLIT							
8 Bay St	WLK 7 FDW 14 MIN 21 MAX 22 AMB 3 ALR 4 SPLIT	40	40	40	29	40	Callable by Flir video detection in stop bar detection zone and ped pushbutton	
Overlap A	WLK FDW MIN MAX AMB 3 ALR 4 SPLIT						EBTGA (Parent Phase 2) Called concurrently with Phase 2	
Overlap B	WLK FDW MIN MAX AMB 3 ALR 4 SPLIT						WBTGA (Parent Phase 2) Called concurrently with Phase 2	
	CL OF	100 1	110 1	120 1	100 1	100 1		

Note:

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LOCATION:	**Queens Quay & Yonge St**	**ATO / DISTRICT / WARD:**	**Area 1 / Toronto & East York / Ward 10**
MODE/COMMENT:	**FT with 2-Wire Polara APS, Bike Signals & LPI**	**COMPUTER SYSTEM:**	**TransSuite**
TCS:	**1588**	**CONTROLLER/CABINET TYPE:**	**Econolite Cobalt / TS2T1**
PREPARED/CHECKED BY:	**Syed Qasim / December 30, 2020**	**CONFLICT FLASH:**	**Red & Red**
PREPARATION DATE:	**Tony Zhao / December 30, 2020**	**DESIGN WALK SPEED:**	**1.0m/s (FDW based on full crossing @ 1.2m/s)**
IMPLEMENTATION DATE:	**December 30, 2020**	**CHANNEL/DROP:**	**5012/17**
		CONTROLLER FIRMWARE:	**32.63.10**

NEMA Phase		OFF All Other Times	AM 06:45-09:30 M-F	PM 15:45-18:30 M-F	NGHT 23:00 - 06:45 Daily	WKND 10:00-19:00 Sat & Sun	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	System Plan	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5		
1 NOT USED	WLK							Pedestrian Minimums: EWWK = 7 sec, EWFD = 14 sec. NSWK = 7 sec, NSFD = 18 sec.
	FDW							
	MIN							APS on during NSWK & EWWK periods when activated by push button.
	MAX1							
	AMB							Extended Push Activation = 3 sec.
	ALR							NB bike crossing on east leg. SB bike crossing on west leg.
	SPLIT							
2 Queens Quay 	DLY GRN 5						Fixed Split shown includes 5 sec of EW LPI	EW and NS Leading Pedestrian Interval - EWWK and NSWK comes up 5 seconds before vehicle green.
	WLK 7							
	FDW 14							
	MIN 16							
	MAX1 30							
	AMB 3.3							
	ALR 3.3							
	SPLIT	42	54	54	32	54		
3 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
4 	DLY GRN 5						Fixed Split shown includes 5 sec of NS LPI	
	WLK 7							
	FDW 18							
	MIN 20							
	MAX1 20							
	AMB 3.0							
	ALR 4.0							
	SPLIT	32	32	32	32	32		
5 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
6 Queens Quay 	DLY GRN 5						Fixed Split shown includes 5 sec of EW LPI	
	WLK 7							
	FDW 14							
	MIN 16							
	MAX1 30							
	AMB 3.3							
	ALR 3.3							
	SPLIT	42	54	54	32	54		
7 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
8 Yonge St 	DLY GRN 5						Fixed Split shown includes 5 sec of NS LPI	
	WLK 7							
	FDW 18							
	MIN 20							
	MAX1 20							
	AMB 3.0							
	ALR 4.0							
	SPLIT	32	32	32	32	32		
	CL	74	86	86	64	86		
	OF	71	39	51	60	37		

NOTES: T-Intersection - no south leg.

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Temporary Timing Plan

LOCATION: **Queen's Quay E & Lower Jarvis St**
TCS: **821**
MODE / COMMENT: **SAP with PR / WRM & LPI**
PREPARED BY / DATE: **Dinesh Wagle / August 31, 2021**
CHECKED BY / DATE:
IMPLEMENTATION DATE: **August 31, 2021**

DISTRICT: **Toronto & East York**
COMPUTER SYSTEM: **TransSuite**
CONTROLLER/CABINET TYPE: **Econolite ASC/3-2100 / TS2 T1**
CONFLICT FLASH: **Red & Red**
DESIGN WALK SPEED: **1.0 m/s** (FDW based on full crossing at 1.2 m/s)
CHANNEL/DROP: **4037 / 1**
CONTROLLER FIRMWARE: **2.47.10**

N

NEMA Phase		TP1 Plan 1,2,3 & 5	TP2 Plan 4	OFF All Other Times	AM 06:45-09:30 M-F	PM 15:45-18:30 M-F	NGHT 23:00-06:45 Daily	WKND 10:00-19:00 Sat & Sun	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan			Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	System Plan			Plan 1	Plan 2	Plan 3	Plan 4	Plan 5		
1 NOT USED	WLK									Pedestrian Minimums: EWWK = 7 secs; EWFD = 12 secs NSWK = 12 secs; NSFD = 17 secs
	FDW									SBG phase is callable by vehicle and/or pedestrian actuation. If a vehicle and/or pedestrian call is received, the maximum SBG would be served. The NSWK & NSFD are displayed on the pedestrian signal heads if a vehicle and/or pedestrian call is received.
	MIN									
	MAX1									
	AMB									
	ALR									
	SPLIT									
2 Queen's Quay E	WLK	7	7						Fixed	Side street passage = 3 sec.
	WLK MAX		20							Left Turn Passage Time = 2 sec.
	FDW	12	12							Under coordinated plans 1, 2, 3 & 5, the signal uses PR feature. Under free plan 4, the signal uses WRM feature
	MIN	19	32							
	MAX1	32	32							During free plan, signal rests in EWWK and does not cycle through EWFD unless there is side street vehicle and/or pedestrian demand.
	AMB	3.3	3.3							
	ALR	2.4	2.4							
	SPLIT			38	50	50	0	50		
3 NOT USED	WLK									NGT free plan operates through Pattern 4. Walk Max value (20 sec) on phases 2 & 6 is the EW walk time. The signal will serve 7 sec EWWK following WRM. MAX1 value is the green time for phases 4 & 8.
	FDW									
	MIN									
	MAX1									
	AMB									
	ALR									
	SPLIT									NS Leading Pedestrian Interval - NSWK comes up 5 sec before NS vehicle green
4 NOT USED	DLY GRN	5	5							TP1 used for Pattern 1, 2,3 & 5 and TP2 used for Pattern 4.
	WLK	12	12							
	WLK MAX									
	FDW	17	17							
	MIN	24	24							
	MAX1	24	24							
	AMB	3	3							
	ALR	3.2	3.2							
	SPLIT			36	36	36	0	36		
5	WLK									
	FDW									
	MIN	6	6						Fixed (In Shared Thru-Left Lane)	
	MAX1	6	6							
	AMB	3.3	3.3							
	ALR	3.3	3.3							
	SPLIT			13	13	13	0	13		
6 Queen's Quay E	WLK	7	7						Fixed	
	WLK MAX		20							
	FDW	12	12							
	MIN	19	32							
	MAX1	32	32							
	AMB	3.3	3.3							
	ALR	2.4	2.4							
	SPLIT			25	37	37	0	37		
7 NOT USED	WLK									
	FDW									
	MIN									
	MAX1									
	AMB									
	ALR									
	SPLIT									
8 Lower Jarvis St	DLY GRN	5	5							
	WLK	12	12						Callable by Wavetronix (stopbar) and/or Push Button Bike signal serves concurrently with Phase 8 Split shown includes 5 sec of NS LPI	
	WLK MAX									
	FDW	17	17							
	MIN	24	24							
	MAX1	24	24							
	AMB	3.0	3.0							
	ALR	3.2	3.2							
	SPLIT			36	36	36	0	36		
	CL			74	86	86	86	86		
	OF			52	14	16	0 (FREE)	8		

NOTES: T-intersection (no Northbound).

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Temporary Timing Plan

LOCATION:	**Queens Quay E & Lower Sherbourne St/Dockside Dr**	*DISTRICT:*	**Toronto & East York**
MODE/COMMENT:	**SA2 with PR / WRM, 2-Wire Polara APS & LPI**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**2351**	*CONTROLLER/CABINET TYPE:*	**PEEK ATC-1000 / TS2 T1**
PREPARED BY / DATE:	**Dinesh Wagle / August 31, 2021**	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY / DATE:		*DESIGN WALK SPEED:*	**1.0 m/s (FDW based on full crossing @1.2m/s)**
IMPLEMENTATION DATE:	**August 31, 2021**	*CHANNEL/DROP:*	**4037/2**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

N

NEMA Phase		OFF All Other Times	AM 06:45 - 09:30 M - F	PM 15:45 - 18:30 M - F	NGHT 23:00 - 06:45 Daily	WKND 10:00 - 19:00 Sat & Sun	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5		
1 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT							Pedestrian Minimums: EWWK = 7 sec. EWFD = 9 sec. NSWK = 7 sec. NSFD = 17 sec. NSG phase is callable by vehicle or bicycle or pedestrian actuation. If a vehicle or bicycle call is received, the minimum NSG is 9 seconds. If ongoing vehicle and/or bicycle demand exists in the detection zone, the NSG is capable of providing vehicle and/or bicycle extensions up to the maximum green split. If a pedestrian call is received, the maximum would be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand and is taken from the EWG. Unused Side Street Passage Time = 3 seconds. APS on during 7 seconds of EWWK & 7 seconds of NSWK when activated by push button and no arrow Extended Push Activation = 3 seconds. Leading Pedestrian Interval - NSWK & EWWK comes up 5 seconds before vehicle green. During free plan, signal rests in EWWK and does not cycle through EWFD unless there is side street vehicle and/or NGT FREE plan operates through Pattern 4 using split value as green times (WLK & FDW) for phases 2 & 6. The signal will serve the programmed WLK & FDW values following WRM. Phases 4 & 8 uses MAX1 green values. Under FREE Pattern 4, the signal uses the WRM feature. Under all other coordinated plans, the signal uses the PR
2 Queens Quay E	WLK DLY 5 WLK 7 FDW 9 MIN 11 MAX1 25 AMB 3.3 ALR 3.2 SPLIT	37	53	45	29	53	Fixed Split shown includes 5 sec of EW LPI	
3 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT							
4 Dockside Dr	WLK DLY 5 WLK 7 FDW 17 MIN 7 MAX1 23 AMB 3.3 ALR 5.0 SPLIT	37	33	41	19	33	Callable by Leddar detector and/or pushbutton. Extendable by Leddar detector Split shown includes 5 sec of NS LPI	
5 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT							
6 Queens Quay E	WLK DLY 5 WLK 7 FDW 9 MIN 11 MAX1 25 AMB 3.3 ALR 3.2 SPLIT	37	53	45	29	53	Fixed Split shown includes 5 sec of EW LPI	
7 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT							
8 Lower Sherbourne St	WLK DLY 5 WLK 7 FDW 17 MIN 7 MAX1 23 AMB 3.3 ALR 5.0 SPLIT	37	33	41	19	33	Callable by Wavetronix and/or pushbutton. Extendable by Wavetronix. Split shown includes 5 sec of NS LPI	
Overlap A	WLK FDW MIN MAX1 AMB 3.3 ALR 5.0 SPLIT						NBTGA (Parent Phase 4) Callable by Wavetronix concurrently with Phase 4	
	CL OF	74 40	86 83	86 6	0 Free	86 85		

NOTES: North leg is one-way southbound (bicycles excepted).
North/South thru prohibited all times (bicycles excepted).

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LOCATION:	**Lake Shore Blvd & Parliament St / Queens Quay East**
MODE/COMMENT:	**FT with UPS**
TCS#/SCN#	**209 / 31221**
CODER/CHECKED BY:	**RI/IA**
DATE CREATED	**October 7, 2016**
ATO / DISTRICT / WARD:	**Area 1 / Toronto & East York / Ward 10**
COMPUTER SYSTEM:	**UTC / SCOOT**
CONTROLLER/CABINET:	**PEEK ATC 1000 / TS2T1**
CONFLICT:	**Red & Red**
DESIGN WALK SPEED:	**1.0 m/s** (FDW based on full crossing @ 1.2 m/s)
CONTROLLER FIRMWARE:	**3.018.1.2976**
IMPLEMENTATION DATE:	**August 10, 2020**

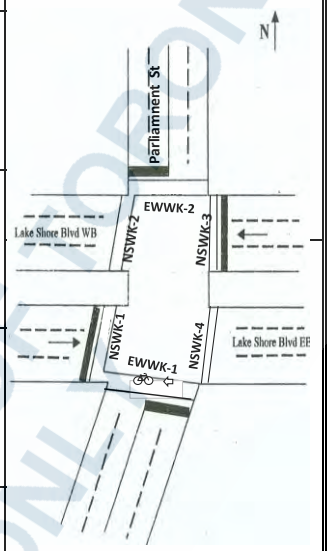
UTC Stages	Green Returns
B	2 & 6
F	4 & 8
G	1 & 5

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	Phase Mode (Fixed/Demanded or Callable)
	Local Plan	(Plan 1)	(Plan 2)	(Plan 3)	
1	WLK 7 FDW 24 MIN 31 MAX1 39 MAX2 39 AMB 4 ALR 2 SPLIT	45	48	48	Fixed
2 Lake shore Blvd	WLK 7 FDW 24 MIN 31 MAX1 32 MAX2 32 AMB 4 ALR 2 SPLIT	38	43	43	Fixed
3 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT				
4 Queens Quay East	WLK 7 FDW 12 MIN 19 MAX1 20 MAX2 20 AMB 4 ALR 5 SPLIT	29	29	29	Fixed
5 Activated	WLK 7 FDW 24 MIN 31 MAX1 39 MAX2 39 AMB 4 ALR 2 SPLIT	45	48	48	
6 Activated	WLK 7 FDW 24 MIN 31 MAX1 32 MAX2 32 AMB 4 ALR 2 SPLIT	38	43	43	
7 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT				
8 Parliament St	WLK 7 FDW 12 MIN 19 MAX1 20 MAX2 20 AMB 4 ALR 5 SPLIT	29	29	29	Fixed
Overlap A NSWK-2	WLK 7 FDW 12 MIN 19 MAX1 20 AMB 20 ALR 4 SPLIT 5				(Parent Phase 2 & 8)
Overlap B NSWK-1	WLK 7 FDW 12 MIN 19 MAX1 20 AMB 20 ALR 4 SPLIT 5				(Parent Phase 1 & 8)
Overlap C NSWK-3	WLK 7 FDW 12 MIN 19 MAX1 20 AMB 20 ALR 4 SPLIT 5				(Parent Phase 2 & 4)
	CL	112	120	120	

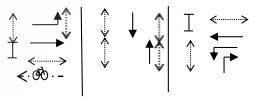
Remarks

Pedestrian Minimums:
NSWK-1 = 7 s; NSFD-1 = 12 s.
NSWK-2 = 7 s; NSFD-2 = 12 s.
NSWK-3 = 7 s; NSFD-1 = 12 s.
NSWK-4 = 7 s; NSFD-2 = 12 s.
EWWK-1 = 7 s; EWFD-1 = 24 s.
EWWK-2 = 7 s; EWFD-2 = 24 s.

2-Stage NS pedestrian crossing



Phasing Diagram:

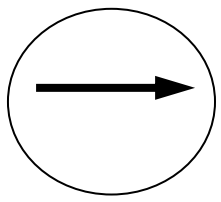
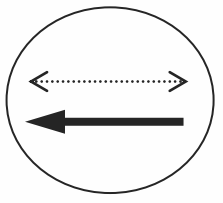
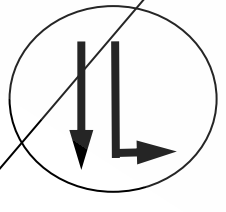


Phase 2/6 Phase4/8 Phase1/5

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		UTC Stages	Green Returns
LOCATION:	**Lake Shore Blvd & Cherry St (North Leg)**	B	2 & 6
MODE/COMMENT:	**SAV with PR and UPS**	F	4 & 8
TCS/SCN:	**1559/31311**		
PREPARED BY/ DATE:	**Alvin Luk / December 6, 2019**		
CHECKED BY/ DATE:	**Masoud Ramezani / December 6, 2019**		
DISTRICT:	**Toronto & East York**		
COMPUTER SYSTEM:	**UTC/SCOOT**		
CONTROLLER/CABINET TYPE:	**Peek ATC-1000 / M**		
CONFLICT FLASH:	**Red & Red**		
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**		
IMPLEMENTATION DATE:	**December 16, 2019**		

SIGNAL HANDED OVER TO GUILD ELECTRIC AS OF AUGUST 3, 2021

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	Phase Mode (Fixed/Demanded or Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3		
	Split Table	Split 1	Split 2	Split 3		
1 NOT USED	WLK					Pedestrian Minimums: EWWK = 7 sec, EWFD = 5 sec No NS pedestiran crossing.
	FDW					
	MIN					
	MAX 1					
	MAX 2					
	AMB					
	ALLR					
	SPLIT					
2 Lake Shore Blvd 	WLK 7				Fixed EBSA	SB phase is callable by vehicle actuation. If a vehicle call is received, the minimum SBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the SBG is capable of providing vehicle extensions up to the maximum green split. Unused extension time is given to the EWG.
	FDW 5					
	MIN 12					
	MAX 1 64					
	MAX 2 64					
	AMB 4					
	ALLR 3					
	SPLIT	82	90	90		
3 NOT USED	WLK					Side Street Passage Time = 3 sec
	FDW					
	MIN					
	MAX 1					
	MAX 2					
	AMB					
	ALLR					
	SPLIT					
4 NOT USED	WLK 2					ISM required during precontrol to ensure offset recovery taken place in main street stage B.
	FDW 5					
	MIN 7					
	MAX 1 27					
	MAX 2 37					
	AMB 4					
	ALLR 3					
	SPLIT	30	38	38		
5 NOT USED	WLK					WLK & FDW values in phase 4 & 8 are programmed to accommodate the operation of ISM.
	FDW					
	MIN					
	MAX 1					
	MAX 2					
	AMB					
	ALLR					
	SPLIT					
6 Lake Shore Blvd 	WLK 7				Fixed WBSA & WBG	
	FDW 5					
	MIN 12					
	MAX 1 64					
	MAX 2 64					
	AMB 4					
	ALLR 3					
	SPLIT	82	90	90		
7 NOT USED	WLK					
	FDW					
	MIN					
	MAX 1					
	MAX 2					
	AMB					
	ALLR					
	SPLIT					
8 Cherry St (North Leg) 	WLK 2				Callable/Extendable by Wavetronix SBSA for North Side Display across WB lanes SBLA for South Side Display into EB lanes	
	FDW 5					
	MIN 7					
	MAX 1 27					
	MAX 2 37					
	AMB 4					
	ALLR 3					
	SPLIT	30	38	38		
	CL	112	128	128		
	OF	1	1	1		

NOTES: Local timings updated for Gardiner rehab work (York to DVP)

		UTC Stages	Green Returns
LOCATION:	**Lake Shore Blvd & Cherry St South**		
MODE/COMMENT:	**SA2-VMG with PR**	**B**	**2 & 6**
TCS#/SCN#	**820/31321**	**F**	**4 & 8**
PREPARED BY/ DATE:	**Pierre Vandall / July 4, 2019**		
CHECKED BY/ DATE:	**Hao Le / August 6, 2019**		
DISTRICT:	**Toronto & East York**		
COMPUTER SYSTEM:	**UTC / SCOOT**		
CONTROLLER/CABINET:	**PEEK ATC 1000 / TS2T1**		
FIRMWARE VERSION:	**3.018.1.2976**		
CONFLICT:	**Red & Red**		
DESIGN WALK SPEED:	**1.0 m/s (FDW based on full crossing @ 1.2 m/s)**		
IMPLEMENTATION DATE:	**August 12, 2019**		

NEMA Phase (Green Return)		OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-19:00 M-F	NIGHT 22:00-06:30 Daily	Phase Mode (Fixed/Demanded or Callable)
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	
1 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
2 Lake Shore Blvd E	WLK 7 FDW 6 MIN 13 MAX1 61 MAX2 51 AMB 4 ALR 3 SPLIT	68	84	84	46	Fixed
3 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
4 Cherry St. South	WLK 7 FDW 31 MIN 7 MAX1 38 MAX2 48 AMB 3 ALR 3 SPLIT	44	44	44	44	Callable by Stopbar Loop and/or Push Button. Extendable by Stopbar Loop.
5 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
6 Lake Shore Blvd E	WLK 7 FDW 6 MIN 13 MAX1 61 MAX2 51 AMB 4 ALR 3 SPLIT	68	84	84	46	Fixed
7 NOT USED	WLK FDW MIN MAX1 MAX2 AMB ALR SPLIT					
8 ACTIVATED	WLK 7 FDW 31 MIN 7 MAX1 38 MAX2 48 AMB 3 ALR 3 SPLIT	44	44	44	44	
	CL	112	128	128	90	

Remarks

Pedestrian Minimums:
EWWK = 7 sec, EWFD = 6 sec
NSWK = 7 sec, NSFD = 31 sec

NB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.

Side Street Passage Time = 3 sec

SF#4 Enables Max2 values (times to be determined).

ISM used to ensure signal only resynch's under UTC/SCOOT control in NSG/NSWK.

NOTES: Local timings updated for Gardiner rehab work (York to DVP)

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Appendix D

Collision reports

D.1 Collision reports

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
007955	1988-02-03	18:00	PI	TrafficSigna			PedestrianColl	W		DrivProp	Normal	30						1	1	0	1	0	0	1	0	0	×	×
051927	1988-10-06	16:00	PI	TrafficSigna			PedestrianColl	N		ImpropTn	Unknown	22						1	1	0	1	0	1	0	0	0	×	×
055263	1988-11-13	23:00	PI	TrafficSigna			RearEnd	E		Other	Inatten	47	E		DrivProp	Normal	51	2	0	0	3	1	0	0	0	0	×	×
059492	1988-12-06	17:00	PD	TrafficSigna			SMVOther	E		ImpropPa	Normal							1	0	0	0	0	0	0	0	1	×	×
005548	1989-02-01	07:00	PD	NoControl			Turning	N		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
015930	1989-04-09	20:00	PD	TrafficSigna			SMVOther	S		Other	Over.08							3	0	0	0	0	0	0	0	3	×	×
034644	1989-07-16	00:00	PI	TrafficSigna			Turning	N		FTY ROW	Normal	29	S		Other	Unknown	0	2	0	0	2	2	0	0	0	0	×	×
041381	1989-08-31	19:00	PI	TrafficSigna			RearEnd	S		Foll2Cls	Normal	24	S		DrivProp	Normal	24	2	0	0	4	1	0	0	0	0	×	×
046180	1989-09-29	06:00	PI	TrafficSigna			RearEnd	S		Other	Inatten	32	S		DrivProp	Normal	28	3	0	0	1	1	0	0	0	1	×	×
047901	1989-10-06	17:00	PI	TrafficSigna			PedestrianColl	E		DrivProp	Unknown	64						1	1	0	1	0	1	0	0	0	×	×
057311	1989-11-16	07:00	PD	TrafficSigna			SideSwip	E		FTY ROW	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
016423	1990-04-21	00:00	PI	TrafficSigna			RearEnd	W		TooFast	Over.08	31	W		DrivProp	Normal	66	6	0	0	3	0	2	0	0	5	×	×
020372	1990-04-19	12:00	PI	TrafficSigna			PedestrianColl	S		Disobey	Unknown	50						2	1	0	1	0	1	0	0	2	×	×
022355	1990-05-30	00:00	PI	TrafficSigna			Approach	S		FTY ROW	Normal	29	N		DrivProp	Normal	22	2	0	0	2	1	0	0	0	0	×	×
033874	1990-06-27	11:00	PD	TrafficSigna			Turning	W		ImpropTn	Unknown		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
037869	1990-08-25	18:00	PD	TrafficSigna			SideSwip	N		ImpropPa	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
042124	1990-09-20	16:00	PD	TrafficSigna			Turning	E		Other	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
055813	1990-12-08	18:00	PI	TrafficSigna			Turning	S		Disobey	Normal	23	W		DrivProp	Normal	51	2	0	0	3	2	1	0	0	0	×	×
002104	1991-01-21	09:00	PD	TrafficSigna			RearEnd	N		ImpropPa	Normal		N		DrivProp	Normal		3	0	0	0	0	0	0	0	4	×	×
008823	1991-02-28	17:00	PD	TrafficSigna			SideSwip	E		DrivProp	Unknown		E		DrivProp	Unknown		2	0	0	0	0	0	0	0	2	×	×
029911	1991-07-28	06:00	PD	TrafficSigna			SMVOther	N		TooFast	Unknown							2	0	0	0	0	0	0	0	2	×	×
033764	1991-08-08	11:00	PD	TrafficSigna			SMVUnatd	N		Other	Normal							2	0	0	0	0	0	0	0	2	×	×
034712	1991-08-28	16:00	PD	TrafficSigna			SideSwip	E		Other	Unknown		E		Foll2Cls	Normal		2	0	0	0	0	0	0	0	2	×	×
035512	1991-08-23	08:00	PI	TrafficSigna			PedestrianColl	N		FTY ROW	Normal	34						2	1	0	1	1	0	0	0	1	×	×
038113	1991-09-17	06:00	PD	TrafficSigna			SideSwip	N		ImpLaChg	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
040241	1991-09-20	11:00	PD	TrafficSigna			SideSwip	S		ImpropTn	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
042137	1991-10-13	18:00	PD	TrafficSigna			SMVOther	E		DrivProp	Normal							1	0	0	0	0	0	0	0	1	×	×
047596	1991-11-12	16:00	PD	TrafficSigna			Angle	S		ImpLaChg	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
056979	1991-11-26	08:00	PD	TrafficSigna			Turning	S		Other	Unknown		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
012693	1992-03-13	16:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	33						1	0	0	0	0	0	0	0	2	×	×
015363	1992-03-27	11:18	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnLeft	FTY ROW	Normal	21						1	1	0	1	0	1	0	0	1	×	×
032708	1992-07-08	06:56	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Inatten	36	N	GoAhead	DrivProp	Normal	29	2	0	0	0	0	0	0	0	3	×	×
038637	1992-08-10	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	TurnRigh	DrivProp	Normal	29						1	0	0	0	0	0	0	0	3	×	×
039356	1992-08-15	16:50	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	38	N	GoAhead	DrivProp	Normal	41	2	0	0	0	0	0	0	0	3	×	×
041464	1992-08-25	23:12	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	23	W	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	4	×	×
046985	1992-09-25	12:47	PD	TrafCont	Dry	Clear	SideSwip	N	ChgLane	ImpLaChg	Normal	28	N	PullAway	ImpropTn	Normal	32	2	0	0	0	0	0	0	0	3	×	×

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
052191	1992-10-21	12:07	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpLaChg	Normal	52	S	TurnLeft	ImpLaChg	Normal	52	4	0	0	0	0	0	0	0	4	✗	✗
059023	1992-10-21	17:10	PD	TrafficSigna			Angle	N	GoAhead	Other	Unknown	45						1	0	0	0	0	0	0	0	3	✗	✗
060862	1992-12-01	08:55	PD	TrafficSigna	Dry	Clear	CyclistColl	S	Stopped	DrivProp	Normal	29						1	0	1	0	0	0	0	0	2	✗	✗
004186	1993-01-25	19:00	PD	TrafficSigna	Dry	Clear	Approach	N	GoAhead	ImpLaChg	Normal	37	S	TurnLeft	DrivProp	Normal	77	2	0	0	0	0	0	0	0	3	✗	✗
006855	1993-02-10	11:53	PI	TrafficSigna	Wet	Clear	Angle	E	GoAhead	FTY ROW	Normal	40	S	GoAhead	DrivProp	Normal	34	2	0	0	2	0	1	0	0	0	✗	✗
011485	1993-02-26	02:50	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Unknown	28						1	0	0	0	0	0	0	0	3	✗	✗
034180	1993-07-01	23:30	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Other	Normal	25	N	GoAhead	DrivProp	Normal	37	2	0	0	0	0	0	0	0	3	✗	✗
036822	1993-06-18	19:30	PD	NoControl	Dry	Clear	SMVUnatd											0	0	0	0	0	0	0	0	3	✓	✗
040208	1993-08-02	22:46	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	Disobey	Normal	19	E	TurnLeft	Foll2Cls	Normal	26	2	0	0	0	0	0	0	0	2	✗	✗
041308	1993-08-08	09:00	PD	TrafficSigna	Dry	Clear	Angle	S	TurnRigh	ImpropTn	Normal	53	S	TurnRigh	ImpropTn	Normal	53	3	0	0	0	0	0	0	0	3	✗	✗
044081	1993-08-18	11:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	FTY ROW	Unknown	28	W	GoAhead	DrivProp	Unknown	36	3	0	0	0	0	0	0	0	5	✗	✗
049087	1993-09-13	17:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	LostCtrl	Unknown	37	N	TurnLeft	DrivProp	Normal	27	2	0	0	0	0	0	0	0	2	✗	✗
051173	1993-09-24	14:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	99	N	GoAhead	DrivProp	Normal	23	2	0	0	0	0	0	0	0	3	✗	✗
061541	1993-11-15	20:20	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	ImpropTn	Normal	44	N	GoAhead	DrivProp	Normal	27	2	0	0	0	0	0	0	0	3	✗	✗
065813	1993-12-05	11:00	PD	NoControl	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	47	W	GoAhead	DrivProp	Normal	27	2	0	0	0	0	0	0	0	4	✗	✗
069271	1993-12-21	17:20	PD	TrafficSigna	Wet	Rain	Approach	S	Reverse	DrivProp	Normal	40	N	Stopped	DrivProp	Normal	26	2	0	0	0	0	0	0	0	2	✗	✗
003746	1994-01-15	00:30	PD	NoControl	Dry	Clear	SideSwip	N	TurnLeft	FTY ROW	Normal	31	N	GoAhead	DrivProp	Normal	33	2	0	0	0	0	0	0	0	4	✗	✗
013488	1994-02-20	21:12	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	ImpropTn	Normal	48	S	GoAhead	DrivProp	Normal	28	2	0	0	0	0	0	0	0	2	✗	✗
016374	1994-03-04	22:25	PI	TrafficSigna	Wet	Clear	Turning	N	TurnLeft	FTY ROW	Normal	39	S	GoAhead	Disobey	Normal	33	2	0	0	3	1	0	0	0	2	✗	✗
044988	1994-07-21	12:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	FTY ROW	Normal	35	S	GoAhead	DrivProp	Normal	54	2	0	0	0	0	0	0	0	4	✗	✗
067386	1994-11-03	12:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Unknown	27	N	Stopped	DrivProp	Unknown	39	2	0	0	0	0	0	0	0	2	✗	✗
067586	1994-11-04	13:45	PD	TrafficSigna	Wet	Rain	SideSwip	N	ChgLane	ImpropTn	Inatten	31	N	GoAhead	DrivProp	Normal	33	2	0	0	0	0	0	0	0	4	✗	✗
074809	1994-12-05	17:00	PI	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead	Foll2Cls	Unknown	34	S	Stopped	DrivProp	Normal	19	2	0	0	1	3	0	0	0	1	✗	✗
078235	1994-12-15	11:45	PD	TrafficSigna	LSnow	Clear	SideSwip	W	GoAhead	FTY ROW	Normal	59	N	TurnLeft	DrivProp	Normal	63	2	0	0	0	0	0	0	0	2	✗	✗
003419	1995-01-16	21:25	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	28	N	GoAhead	DrivProp	Normal	32	2	0	0	2	0	1	0	0	1	✗	✓
007492	1995-02-04	23:40	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	Disobey	Unknown	31	S	GoAhead	Disobey	Unknown	31	7	0	0	0	0	0	0	0	9	✗	✓
015400	1995-01-22	01:56	PI	TrafficSigna	LSnow	Snow	Turning	N	TurnLeft	ImpropTn	Inatten	31						1	0	0	1	1	0	0	0	1	✗	✓
025655	1995-05-02	17:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	33						1	0	0	0	0	0	0	0	2	✗	✓
026374	1995-04-12	19:56	PI	TrafficSigna	Wet	Rain	PedestrianColl	N	TurnRigh	FTY ROW	Normal	36						1	1	0	1	0	1	0	0	0	✗	✓
042439	1995-07-18	09:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Normal	29	N	Stopped	DrivProp	Normal	32	2	0	0	0	0	0	0	0	3	✗	✓
043638	1995-05-29	16:30	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	FTY ROW	Unknown	45	S	GoAhead	FTY ROW	Unknown	45	2	1	0	1	1	0	0	0	2	✗	✓
043809	1995-07-25	22:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	34	E	GoAhead	FTY ROW	Normal	42	2	0	0	0	0	0	0	0	3	✗	✓
049547	1995-08-21	11:06	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	32	W	Stopped	DrivProp	Normal	55	2	0	0	0	0	0	0	0	4	✗	✓
068809	1995-11-14	17:30	PD	TrafficSigna	Wet	Rain	SideSwip	S	TurnRigh	Other	Normal	46	W	Stopped	DrivProp	Normal	32	2	0	0	0	0	0	0	0	4	✗	✓
025613	1996-02-15	12:15	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
031974	1996-03-23	19:30	PD	TrafficSigna		Clear	Other											1	0	0	0	0	0	0	0	1	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
036445	1996-04-22	10:30	PD			OTHER	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
037801	1996-05-01	09:10	PD	StopSign		Clear	Angle											2	0	0	0	0	0	0	0	2	✗	✓
047267	1996-06-24	11:20	PD	TrafficSigna		Rain	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
051013	1996-07-11	00:01	PD			OTHER	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✗
051026	1996-07-15	18:00	PI	TrafficSigna		Clear	Other						UN	Unknown				3	0	0	0	0	0	0	0	3	✗	✓
052256	1996-07-13	22:45	PI	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
054182	1996-08-04	14:30	PD	TrafficSigna		Clear	Other	S	GoAhead				S	ChgLane				2	0	0	0	0	0	0	0	2	✗	✓
057279	1996-08-23	07:45	PI	NoControl		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
057911	1996-08-26	17:45	PD			OTHER	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
058939	1996-09-03	10:05	PD	NoControl		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
063714	1996-09-27	10:05	PD	TrafficSigna		Rain	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
064864	1996-09-30	08:04	PI	TrafficSigna		Clear	Other						E	GoAhead				2	0	0	0	0	0	0	0	2	✗	✓
064945	1996-10-03	17:45	PD	TrafficSigna		Clear	Other						UN	GoAhead				2	0	0	0	0	0	0	0	2	✗	✓
076932	1996-11-17	20:05	PD	NoControl		Clear	SideSwip	S	GoAhead				S	GoAhead				2	0	0	0	0	0	0	0	2	✗	✓
081294	1996-05-14	18:01	PI	TrafficSigna		Clear	Turning	E	TurnLeft				W	GoAhead				2	0	0	0	0	0	0	0	5	✗	✓
081416	1996-05-24	12:28	PI	TrafficSigna		Clear	CyclistColl											0	0	1	0	0	1	0	0	1	✗	✓
083095	1996-05-20	21:30	PI	TrafficSigna		Rain	PedestrianColl	S	GoAhead									1	1	0	0	0	0	1	0	1	✗	✓
084906	1996-12-06	00:45	PD			Rain	SideSwip	UN	GoAhead				E	GoAhead				2	0	0	0	0	0	0	0	2	✗	✗
092228	1996-09-03	16:22	PI	TrafficSigna		Clear	RearEnd	N	GoAhead				N	Stopped				2	0	0	0	0	0	0	0	2	✗	✓
094317	1996-07-15	15:10	PD	NoControl		Clear	Angle	N	PullAway				N	GoAhead				2	0	0	0	0	0	0	0	3	✗	✓
098773	1996-10-18	19:00	PI	TrafficSigna		Rain	PedestrianColl	E	TurnLeft									1	1	0	0	1	0	0	0	2	✗	✓
143238	1996-10-09	14:38	FA	TrafficSigna	Wet	Rain	PedestrianColl	E	TurnLeft	ImpropTn	Normal	26						1	2	0	2	0	1	0	1	0	✓	✓
096080	1997-01-03	23:00	PD	TrafficSigna	Wet	Clear	RearEnd	S	ChgLane	ImpLaChg	Normal	22						2	0	0	1	0	0	0	0	1	✗	✓
099239	1997-01-15	12:20	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	54	S	GoAhead	LostCtrl	Normal	34	2	0	0	2	0	0	0	0	0	✗	✓
104664	1997-01-28	09:00	PI	TrafficSigna	Slush	DRFSNO	Other						UN	Unknown				3	0	0	1	1	0	0	0	2	✗	✓
108356	1997-02-09	01:40	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			26	UN	GoAhead			24	2	0	0	0	0	0	0	0	3	✗	✓
137135	1997-06-05	13:23	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh			23	E	TurnRigh			56	2	0	0	0	0	0	0	0	3	✗	✓
140019	1997-06-29	15:00	PD	TrafficSigna	Dry	Clear	Turning		GoAhead			38						4	0	0	0	0	0	0	0	4	✗	✓
142094	1997-07-09	18:50	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			23	UN	TurnRigh				2	0	0	0	0	0	0	0	3	✗	✓
143923	1997-07-17	05:45	PD	TrafficSigna	Wet	Rain	RearEnd	S	Stopped			38	S	GoAhead			27	2	0	0	0	0	0	0	0	4	✗	✓
145535	1997-07-24	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped			40	W	Slowing			42	2	0	0	0	0	0	0	0	4	✗	✓
147035	1997-08-01	14:00	PD	TrafficSigna	Dry	Clear	Turning		GoAhead			31	UN	TurnLeft			26	2	0	0	0	0	0	0	0	2	✗	✓
150111	1997-07-29	13:00	PI	TrafficSigna	Dry	Clear	CyclistColl	W	GoAhead			44						1	0	1	1	1	0	0	0	0	✗	✓
157165	1997-09-17	10:00	PD	TrafficSigna	Wet	Clear	Other	N	Stopped	DrivProp	Normal	44						1	0	0	0	1	0	0	0	2	✗	✓
159434	1997-09-24	17:15	PI			Clear	RearEnd	S	Stopped				UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
165290	1997-10-23	15:20	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	DrivProp	Normal	44	E	GoAhead	DrivProp	Normal	68	2	0	0	2	0	0	0	0	1	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
170212	1997-11-13	21:30	PD			Clear	Angle	UN	TurnRigh				UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
171458	1997-11-17	08:50	PD	TrafficSigna	Wet	Clear	Turning	N	TurnLeft	Other	Normal	44	S	GoAhead	Other	Normal	24	2	0	0	2	0	0	0	0	0	✗	✓
175314	1997-12-01	08:45	PD	TrafficGate	Dry	Clear	Turning	N	Stopped			21	UN	Unknown				2	0	0	4	0	0	0	0	0	✗	✓
181767	1997-12-17	16:30	PD	TrafficSigna	Dry	Clear	Turning	N	Stopped	DrivProp	Normal	42	N	TurnRigh	ImpropTn	Normal	46	2	0	0	2	0	0	0	0	2	✗	✓
183009	1997-12-18	18:50	PI			Clear	PedestrianColl	S	GoAhead			30						1	1	0	1	0	0	1	0	0	✗	✓
185555	1998-01-15	08:00	PD			Snow	Angle	W	Stopped				E	TurnLeft				2	0	0	3	0	0	0	0	0	✗	✓
194525	1998-02-26	16:00	PD	NoControl	Dry	Clear	Turning	E	Parked			42	E	Unknown			58	2	0	0	3	0	0	0	0	0	✗	✓
202313	1998-04-02	00:30	PD	TrafficSigna	Dry	Clear	SideSwip	UN	Parked			59	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
204465	1998-04-15	10:20	PD	NoControl	Dry	Clear	SideSwip	UN	Stopped			43	W	GoAhead			38	2	0	0	4	0	0	0	0	0	✗	✓
208775	1998-05-04	13:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			33	UN	Unknown				3	0	0	3	0	0	0	0	0	✗	✓
211740	1998-03-29	04:46	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead			22	E	GoAhead			25	2	0	0	1	1	1	0	0	0	✗	✓
214672	1998-04-11	23:25	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	Other	Normal	69						1	2	0	2	0	2	0	0	0	✓	✓
217148	1998-06-12	11:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			79	S	Other			19	2	0	0	3	0	0	0	0	0	✗	✓
217732	1998-06-12	18:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft			31	S	GoAhead			34	2	0	0	2	0	0	0	0	0	✗	✓
217955	1998-06-15	18:17	PD	NoControl	Dry	Clear	SideSwip	E	Stopped			55	E	GoAhead				2	0	0	4	0	0	0	0	0	✗	✓
219437	1998-04-29	14:10	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft			24	N	GoAhead			30	2	0	0	1	1	0	0	0	0	✗	✓
220142	1998-06-24	08:45	PD	TrafficSigna	Dry	Clear	Angle	N	Stopped			35	N	GoAhead			37	2	0	0	2	0	0	0	0	0	✗	✓
225063	1998-07-19	11:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing			39	W	GoAhead			49	2	0	0	3	0	0	0	0	0	✗	✓
225696	1998-07-22	09:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			28	E	GoAhead				2	0	0	3	0	0	0	0	0	✗	✓
226782	1998-05-15	13:05	PD	NoControl	Dry	Clear	CyclistColl	E	TurnLeft			38						1	0	1	3	0	0	0	0	0	✗	✓
233118	1998-06-02	12:40	PD	NoControl	Dry	Clear	SideSwip	E	Reverse			32	W	Stopped			30	2	0	0	4	0	0	0	0	0	✗	✓
240636	1998-09-26	18:55	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			51	W	GoAhead			37	2	0	0	1	1	0	0	0	0	✗	✓
241332	1998-09-28	10:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			28	W	GoAhead			26	2	0	0	2	0	0	0	0	0	✗	✓
243462	1998-10-06	10:35	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			34	S	GoAhead			58	2	0	0	2	0	0	0	0	0	✗	✓
245435	1998-10-14	06:30	PD	NoControl	Wet	Rain	Angle	S	TurnLeft			56	W	GoAhead			41	2	0	0	3	0	0	0	0	0	✗	✓
246626	1998-10-17	17:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			35	E	TurnRigh			47	2	0	0	4	0	0	0	0	0	✗	✓
246925	1998-10-19	08:30	PD	TrafficSigna	Dry	Clear	Turning	W	Slowing			29	N	TurnRigh			45	2	0	0	3	0	0	0	0	0	✗	✓
261853	1998-12-09	16:55	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	23	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
284218	1998-11-12	09:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Disabil	44						1	1	0	1	1	0	0	0	0	✗	✓
288539	1998-12-02	17:17	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane			30	S	GoAhead			49	2	0	0	4	0	0	0	0	0	✗	✓
275494	1999-01-23	15:30	PD	TrafficSigna	Wet	Rain	Angle	S	GoAhead			47	S	ChgLane			39	3	0	0	4	0	0	0	0	0	✗	✓
288675	1999-03-09	19:00	PD	TrafficSigna	Dry	Clear	Approach	N	GoAhead			33	E	GoAhead			33	2	0	0	3	0	0	0	0	0	✗	✓
293204	1999-03-25	17:15	PI	NoControl	Dry	Clear	Angle	S	GoAhead			36	S	ChgLane			26	2	0	0	1	1	0	0	0	0	✗	✓
294324	1999-03-29	17:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped			30	E	GoAhead			58	2	0	0	2	0	0	0	0	0	✗	✓
296071	1999-04-06	13:50	PD	NoControl	Dry	Clear	Turning	N	GoAhead			27	E	Stopped			37	2	0	0	2	0	0	0	0	0	✗	✓
298055	1999-04-15	11:35	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft			26	W	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
301139	1999-04-27	19:10	PD	NoControl	Dry	Clear	Turning	W	UTurn			22	W	GoAhead			27	2	0	0	2	0	0	0	0	0	✗	✓
314312	1999-06-11	16:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped			40	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
316668	1999-06-11	11:55	PD	TrafficSigna	Dry	Clear	Approach	S	GoAhead			37	E	GoAhead				2	0	0	3	0	0	0	0	0	✗	✓
323681	1999-07-19	19:30	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			32	UN	Unknown			32	2	0	0	1	1	0	0	0	0	✗	✓
325661	1999-04-29	06:55	PI	NoControl	Dry	Clear	Turning	S	TurnLeft			48	N	GoAhead			51	2	0	0	2	1	0	0	0	0	✗	✓
335518	1999-08-31	09:30	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead			42	UN	Unknown			40	2	0	0	3	0	0	0	0	0	✗	✓
342753	1999-08-17	15:55	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnLeft	DrivProp	Normal	35						1	1	0	1	1	0	0	0	0	✓	✓
343983	1999-08-31	11:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			35	S	TurnLeft			91	2	0	0	4	0	0	0	0	0	✗	✓
370170	2000-01-01	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	24	N	GoAhead		Unknown	23	2	0	0	2	0	0	0	0	0	✓	✓
387045	2000-01-06	13:35	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Other	Normal	35	E	Stopped	DrivProp	Normal	46	2	0	0	2	0	1	0	0	0	✓	✓
391092	2000-03-15	18:10	PD	TrafficSigna	Dry	Clear	Approach	N	Stopped	DrivProp	Normal	42	N	Reverse	Other	Normal	31	2	0	0	4	0	0	0	0	0	✓	✓
399419	2000-04-20	12:15	PD	TrafficSigna	Wet	Rain	Angle		GoAhead	DrivProp	Normal	37	W	GoAhead	Disobey	Normal	23	3	0	0	5	0	0	0	0	0	✓	✓
405154	2000-05-14	18:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	TurnRigh	DrivProp	Normal	36		Unknown		Unknown		2	0	0	3	0	0	0	0	0	✓	✓
405536	2000-05-15	13:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	31	N	Unknown		Unknown	35	2	0	0	3	0	0	0	0	0	✓	✓
420522	2000-06-16	23:05	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnLeft	FTY ROW	Inatten	38						1	2	0	3	0	1	0	0	0	✓	✓
429995	2000-08-15	22:30	PD	TrafficSigna	Dry	Clear	Approach	N	Stopped	DrivProp	Normal	39	N	Reverse	Other	Inatten	29	2	0	0	3	0	0	0	0	0	✓	✓
438292	2000-09-17	21:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	Slowing	DrivProp	Normal	37	W	PullAway	ImpLaChg	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
447917	2000-10-11	09:00	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	FTY ROW	Normal	27	N	GoAhead	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✓	✓
458795	2000-11-30	08:55	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	44	W	TurnLeft	Other	Normal	25	2	0	0	4	0	0	0	0	0	✓	✓
463894	2000-12-18	15:40	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	51	E	GoAhead	Foll2Cls	Normal	47	2	0	0	3	0	0	0	0	0	✓	✓
474930	2000-12-20	09:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	62	S	Stopped	DrivProp	Normal	35	2	0	0	3	0	1	0	0	0	✓	✓
471454	2001-01-10	20:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	67	W	GoAhead	DrivProp	Normal	45	2	0	0	3	0	0	0	0	0	✓	✓
472040	2001-01-12	22:30	PD	NoControl	Wet	Clear	Turning	N	UTurn				N	GoAhead			28	2	0	0	3	0	0	0	0	0	✗	✓
477605	2001-01-30	22:35	PD	TrafficSigna	Wet	Clear	Turning		UTurn		Unknown		W	Stopped	DrivProp	Normal	23	2	0	0	3	0	0	0	0	0	✓	✓
485136	2001-02-23	11:30	PD	TrafficSigna	Wet	DRFSNO	RearEnd	N	TurnLeft	Other	Normal	64	N	Slowing	Other	Normal	23	2	0	0	2	0	0	0	0	0	✓	✓
487498	2001-03-05	16:50	PI	TrafficSigna	Slush	Snow	PedestrianColl	N	Slowing	LostCtrl	Normal	45						1	1	0	1	1	0	0	0	0	✓	✓
495430	2001-04-02	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	34						1	0	0	1	0	0	0	0	0	✓	✓
499398	2001-03-17	20:45	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	DrivProp	Normal	41						1	1	0	1	0	1	0	0	0	✓	✓
499508	2001-04-19	12:35	PD	NoControl	Dry	Clear	Angle	S	GoAhead			37	S	Stopped			37	2	0	0	2	0	0	0	0	0	✗	✓
502768	2001-05-03	15:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	37	E	TurnLeft	DrivProp	Normal	21	2	0	0	3	0	0	0	0	0	✓	✓
513914	2001-06-14	13:35	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Normal	54	N	Slowing	DrivProp	Normal	36	2	0	0	3	0	0	0	0	0	✓	✓
531013	2001-07-31	17:00	PI	TrafficSigna	Dry	Clear	CyclistColl	E	Stopped	Other	Normal	22						1	0	1	1	1	0	0	0	0	✓	✓
553924	2001-10-30	20:00	PD	TrafficSigna	Dry	Clear	SMVUnatd	E	Stopped	Other	Normal	37						1	0	0	2	0	0	0	0	0	✓	✓
559917	2001-11-23	17:03	PD	TrafficSigna	Dry	Clear	Approach	N	TurnLeft		Unknown		N	Stopped	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
572369	2002-01-05	19:35	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	41	S	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
578232	2002-01-26	14:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	ImpropPa	Normal	30	E	Stopped	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
578883	2002-01-01	02:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	GoAhead	DrivProp	Normal	20						1	1	0	2	0	1	0	0	0	✓	✓
581726	2002-02-10	11:55	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	Other	Normal	41	S	GoAhead	Other	Normal	23	2	0	0	3	0	0	0	0	0	✓	✓
586439	2002-02-27	20:00	PD	TrafficSigna	Wet	Snow	SideSwip	N	ChgLane	ImpLaChg	Normal	18	N	GoAhead	DrivProp	Normal	37	2	0	0	3	0	0	0	0	0	✓	✓
597517	2002-04-11	22:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	Other	Normal	39	W	Reverse	Other	Normal	24	2	0	0	3	0	0	0	0	0	✓	✓
598162	2002-04-14	22:45	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	Other	Normal	23		Unknown				2	0	0	2	0	0	0	0	0	✓	✓
601909	2002-04-02	13:48	PI	TrafficSigna	Slush	Snow	PedestrianColl	N	TurnRigh	DrivProp	Normal	52						1	1	0	1	0	1	0	0	0	✓	✓
611247	2002-05-22	13:00	PD	TrafficSigna	OTHER	OTHER	SMVUnatd		Unknown		Unknown							1	0	0	2	0	0	0	0	0	✓	✓
613678	2002-06-13	06:50	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	52	S	TurnRigh	ImpropTn	Normal	42	2	0	0	2	0	0	0	0	0	✓	✓
614750	2002-06-17	16:15	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh	DrivProp	Normal	36		Unknown		Unknown		2	0	0	2	0	0	0	0	0	✓	✓
622962	2002-07-21	23:40	PD	TrafficSigna	Wet	Rain	SideSwip	E	Slowing	DrivProp	Normal	28	E	Unknown		Unknown	36	2	0	0	3	0	0	0	0	0	✓	✓
624023	2002-06-11	10:07	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	31	E	GoAhead	DrivProp	Normal	21	2	0	0	3	0	0	0	0	0	✓	✓
624244	2002-07-26	16:05	PD	TrafficSigna	Dry	Clear	RearEnd	N	ChgLane	Other	Normal	34	N	Stopped	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
636470	2002-09-03	06:10	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnRigh	FTY ROW	Unknown							1	1	0	1	1	0	0	0	0	✓	✓
639178	2002-09-19	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	18		Unknown		Normal		2	0	0	2	0	0	0	0	0	✓	✓
640498	2002-09-25	14:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	33	W	GoAhead		Unknown		2	0	0	2	0	0	0	0	0	✓	✓
641478	2002-09-30	17:25	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	55	N	ChgLane	ImpLaChg	Normal	33	2	0	0	3	0	0	0	0	0	✓	✓
642968	2002-10-01	12:05	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Normal	55	N	Unknown		Unknown		2	0	0	2	0	0	0	0	0	✓	✓
643498	2002-09-11	16:55	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	54	N	GoAhead	Disobey	Normal	29	2	0	0	3	0	0	0	0	0	✓	✓
644672	2002-10-13	11:20	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	27	S	TurnLeft	ImpropTn	Normal	34	2	0	0	3	0	0	0	0	0	✓	✓
646565	2002-09-25	15:17	PD	TrafficSigna	Dry	Clear	SideSwip	S	Passing			28	S	Stopped			58	2	0	0	4	0	0	0	0	0	✗	✓
658911	2002-12-11	20:00	PD	TrafficSigna	Wet	Rain	SideSwip	E	Stopped	DrivProp	Normal	46	E	GoAhead		Unknown		2	0	0	3	0	0	0	0	0	✓	✓
676340	2003-01-08	20:42	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Normal	42	E	TurnRigh	DrivProp	Normal	30	2	0	0	4	0	0	0	0	0	✓	✓
684161	2003-01-29	11:00	PI	TrafficSigna	Wet	Clear	CyclistColl	E	TurnRigh	DrivProp	Normal	73						1	0	1	1	1	0	0	0	0	✓	✓
684435	2003-03-04	10:20	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	39	W	TurnRigh	ImpropTn	Normal	52	2	0	0	4	0	0	0	0	0	✓	✓
686946	2003-03-19	09:50	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			65		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
691291	2003-03-12	11:00	PD	TrafficSigna	Wet	Clear	SideSwip	N	ChgLane			46	N	Passing			39	2	0	0	4	0	0	0	0	0	✗	✓
692371	2003-03-26	08:37	PD	TrafficSigna	Dry	Clear	SideSwip	N	Passing			42	N	PullAway			56	2	0	0	4	0	0	0	0	0	✗	✓
699484	2003-05-13	09:36	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	54	E	TurnRigh	ImpropTn	Normal	42	2	0	0	3	0	0	0	0	0	✓	✓
704130	2003-06-04	11:00	PD	TrafficSigna	Wet	Rain	RearEnd	N	Stopped			33	N	GoAhead			46	2	0	0	2	0	0	0	0	0	✗	✓
706949	2003-06-18	08:20	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	FTY ROW	Unknown	25	N	Stopped	DrivProp	Normal	42	2	0	0	2	0	0	0	0	0	✓	✓
709225	2003-06-24	10:00	PD	TrafficSigna	Dry	Clear	Approach	N	Reverse	Other	Unknown		N	Stopped	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
711910	2003-07-11	21:40	PI	TrafficSigna	Wet	Rain	PedestrianColl	N	TurnLeft	FTY ROW		30						1	1	0	1	1	0	0	0	0	✓	✓
714313	2003-06-28	10:05	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	GoAhead	Other	Other	29						1	1	0	1	0	1	0	0	0	✓	✓
716031	2003-07-22	11:40	PD	TrafficSigna	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Normal	27	E	ChgLane	ImpLaChg	Normal	25	2	0	0	4	0	0	0	0	0	✓	✓
721726	2003-09-04	13:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped			53	W	GoAhead			45	2	0	0	3	0	0	0	0	0	✗	✓
722935	2003-09-08	12:45	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			49	N	Stopped			49	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
729450	2003-10-16	16:45	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	48	W	Stopped	DrivProp	Normal	54	2	0	0	3	1	0	0	0	0	✓	✓
730028	2003-10-08	20:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft			39	S	Stopped			32	2	0	0	3	0	0	0	0	0	✗	✓
732443	2003-09-21	09:20	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			23	W	GoAhead			54	2	0	0	4	0	0	0	0	0	✗	✓
737434	2003-11-13	08:55	PD	TrafficSigna	Dry	Clear	Turning	W	Slowing			47	W	TurnLeft			42	2	0	0	3	0	0	0	0	0	✗	✓
740044	2003-11-27	10:10	PI	TrafficSigna	Wet	Clear	RearEnd	N	Stopped	DrivProp	Normal	31	N	GoAhead	Foll2Cls	Normal		2	0	0	2	2	0	0	0	0	✓	✓
741222	2003-12-06	13:45	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped			50	N	GoAhead			48	2	0	0	3	0	0	0	0	0	✗	✓
748769	2004-01-05	07:00	PD	TrafficSigna	Slush	Snow	Angle	E	GoAhead	DrivProp	Normal	59	S	GoAhead	Other	Normal	51	2	0	0	2	0	0	0	0	0	✓	✓
758188	2004-02-17	11:48	PD	TrafficSigna	Dry	Clear	Turning	S	Stopped			40	S	GoAhead			31	2	0	0	2	0	0	0	0	0	✗	✓
758246	2004-02-13	14:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	TurnRigh	DrivProp	Normal	25	W	GoAhead	Foll2Cls	Normal	20	3	0	0	3	1	0	0	0	0	✓	✓
763418	2004-02-26	10:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh			32	E	PullAway	FTY ROW		38	2	0	0	2	0	0	0	0	0	✗	✓
765118	2004-03-29	15:30	PD	TrafficSigna	Dry	Clear	Angle		GoAhead			47	W	GoAhead			45	2	0	0	2	0	0	0	0	0	✗	✓
774208	2004-05-21	14:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	TurnRigh			37	E	Stopped			32	2	0	0	3	0	0	0	0	0	✗	✓
774581	2004-04-20	22:33	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	30						1	1	0	1	0	0	1	0	0	✓	✓
776306	2004-05-10	09:05	PD	TrafficSigna	Dry	Clear	SideSwip	E	PullOnto			65	E	Stopped			49	2	0	0	3	0	0	0	0	0	✗	✓
779431	2004-06-18	17:35	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			36	N	TurnLeft			59	2	0	0	2	0	0	0	0	0	✗	✓
788773	2004-08-11	13:45	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft			51	W	TurnRigh			66	2	0	0	2	0	0	0	0	0	✗	✓
794629	2004-08-23	15:22	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			47	W	TurnLeft	ImpropTn		21	2	0	0	2	0	0	0	0	0	✗	✓
809754	2004-12-07	14:35	PD	TrafficSigna	Wet	Rain	RearEnd	E	Slowing			32	E	Stopped			40	2	0	0	2	0	0	0	0	0	✗	✓
815103	2005-01-05	17:55	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	DrivProp	Normal	28	W	TurnLeft	ImpropTn	Normal	37	2	0	0	2	0	0	0	0	0	✓	✓
819530	2005-01-26	17:30	PD	TrafficSigna	Wet	Clear	SideSwip	E	TurnLeft	DrivProp	Normal	46	E	GoAhead	FTY ROW	Normal		2	0	0	2	0	0	0	0	1	✓	✓
827598	2005-03-02	09:29	PD	TrafficSigna	Wet	Snow	Turning	N	TurnLeft	DrivProp	Normal	34	S	GoAhead	FTY ROW	Inatten	39	2	0	0	2	0	0	0	0	1	✓	✓
831134	2005-03-15	14:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Normal	57	E	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	1	✓	✓
840056	2005-05-01	15:45	PI	TrafficSigna	Wet	Clear	Angle	S	GoAhead	DrivProp	Normal	38	E	GoAhead	Disobey	Inatten	40	2	0	0	2	2	0	0	0	0	✓	✓
842096	2005-05-24	18:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	Unknown	FTY ROW	Unknown	51	E	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	1	✓	✓
845926	2005-06-20	11:45	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Normal	22	N	GoAhead	Foll2Cls	Normal		2	0	0	2	0	0	0	0	0	✓	✓
850473	2005-07-15	01:20	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Unknown	65	N	Stopped	DrivProp	Normal	35	2	0	0	2	0	0	0	0	1	✓	✓
850588	2005-07-04	22:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	41	E	Stopped	Other	Normal	56	2	0	0	2	0	0	0	0	1	✓	✓
851032	2005-07-19	09:45	PD	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	DrivProp	Normal	35	E	TurnRigh	ImpropTn	Normal	36	2	0	0	2	0	0	0	0	2	✓	✓
855728	2005-08-08	08:27	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	GoAhead	DrivProp	Normal	28						1	1	0	1	0	1	0	0	0	✓	✓
860696	2005-09-13	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	ImpropPa	Normal	52	S	TurnRigh	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
863915	2005-10-04	09:00	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	ImpLaChg	Normal	37	N	Stopped	DrivProp	Normal	31	2	0	0	2	0	0	0	0	1	✓	✓
874821	2005-11-30	19:30	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	44	S	ChgLane	ImpLaChg	Normal	34	2	0	0	2	0	0	0	0	1	✓	✓
884559	2006-01-05	15:07	PD	TrafficSigna	Dry	Clear	SMVOther	E	TurnRigh	DrivProp	Normal	30						1	0	0	1	0	0	0	0	2	✓	✓
887974	2006-02-10	15:00	PD	TrafficSigna	Wet	Clear	SideSwip	S	Stopped	DrivProp	Normal	41	S	ChgLane	ImpLaChg	Normal	42	2	0	0	2	0	0	0	0	2	✓	✓
892286	2006-03-08	11:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	43	E	ChgLane	Disobey	Normal	21	2	0	0	2	0	0	0	0	2	✓	✓
894843	2006-03-24	21:25	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	FTY ROW	Normal	23	W	Stopped	DrivProp	Normal	40	2	0	0	2	0	0	0	0	1	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
896370	2006-03-12	23:20	PD	NoControl	Dry	Clear	RearEnd	E	Reverse	Other	Normal	19	W	Stopped	DrivProp	Normal	38	2	0	0	2	0	0	0	0	2	✓	✓
899201	2006-04-25	11:15	PD	TrafficSigna	Dry	Clear	Turning	N	Slowing	DrivProp	Normal	24	S	TurnLeft	ImpropTn	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
899393	2006-03-30	11:20	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	45	N	GoAhead	Foll2Cls	Inatten	30	2	0	0	2	0	0	0	0	1	✓	✓
902548	2006-04-22	13:55	PI	TrafficSigna	Wet	Rain	RearEnd	N	Reverse	Other	Inatten	45	N	Stopped	DrivProp	Normal	59	2	0	0	1	1	0	0	0	0	✓	✓
910430	2006-06-22	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	36	S	GoAhead	DrivProp	Normal	51	2	0	0	2	0	0	0	0	0	✓	✓
912135	2006-06-20	19:50	PD	TrafficSigna	Dry	Clear	Turning	E	Stopped	FTY ROW	Inatten	41	E	TurnRigh	DrivProp	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
919055	2006-08-16	11:45	PD	TrafficSigna	Dry	Clear	RearEnd	N	Reverse	Other	Normal	57	N	Stopped	DrivProp	Normal	48	2	0	0	2	0	0	0	0	1	✓	✓
922450	2006-09-05	13:13	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	FTY ROW	Unknown		S	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	1	✓	✓
923128	2006-09-07	22:00	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	ImpLaChg	Normal	72	N	GoAhead	DrivProp	Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
924895	2006-08-27	03:15	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	34	S	GoAhead	Disobey	HadDrink	25	2	0	0	2	0	2	0	0	0	✓	✓
925278	2006-08-28	15:05	PI	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	34	S	Slowing	Foll2Cls	Inatten	41	2	0	0	1	0	1	0	0	1	✓	✓
931695	2006-10-06	15:38	PD	TrafficSigna	Dry	Clear	SMVOther	W	TurnLeft	ImpropTn	Inatten	29						1	0	0	1	0	0	0	0	3	✓	✓
932254	2006-10-16	13:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	49	S	GoAhead	DrivProp	Normal	45	2	0	0	2	0	0	0	0	2	✓	✓
932354	2006-10-12	09:45	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	35	S	TurnLeft	ImpropTn	Inatten	43	2	0	0	2	0	0	0	0	1	✓	✓
936983	2006-10-30	18:30	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	Stopped	DrivProp	Normal	50	N	Stopped	DrivProp	Normal	27	3	1	0	3	1	0	0	0	2	✓	✓
937869	2006-11-22	11:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	65	E	GoAhead	DrivProp	Normal	23	2	0	0	2	0	0	0	0	1	✓	✓
938122	2006-11-06	16:05	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Inatten	45	E	GoAhead	DrivProp	Normal	35	2	0	0	2	1	0	0	0	0	✓	✓
942834	2006-12-18	15:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	42	W	TurnRigh	DrivProp	Normal	45	2	0	0	2	0	0	0	0	2	✓	✓
1001838	2007-11-09	11:20	PD	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	Foll2Cls	Unknown		N	Stopped	DrivProp	Normal	33	2	0	0	2	0	0	0	0	1	✓	✓
1006308	2007-11-08	11:25	PD	TrafficSigna	Wet	Rain	Turning	W	TurnRigh	FTY ROW	Normal	45	W	GoAhead	DrivProp	Normal	49	2	0	0	2	0	0	0	0	2	✓	✓
1009981	2007-11-22	13:30	PI	TrafficSigna	Wet	Rain	Turning	N	GoAhead	DrivProp	Normal	67	W	TurnRigh	ImpropTn	Inatten	49	2	0	0	1	1	0	0	0	1	✓	✓
949798	2007-01-27	08:15	PD	TrafficSigna	Slush	FZRAIN	SideSwip	S	Stopped	DrivProp	Normal	41	S	ChgLane	ImpLaChg	Normal	33	2	0	0	2	0	0	0	0	1	✓	✓
954288	2007-01-27	21:57	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	54	S	Stopped		Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
957113	2007-03-02	06:15	PD	TrafficSigna	LSnow	Rain	RearEnd	N	Reverse	Other	Normal	49	N	Stopped	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
959940	2007-03-20	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	50	E	GoAhead	Foll2Cls	Normal	41	2	0	0	2	0	0	0	0	1	✓	✓
965670	2007-04-23	10:08	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	51	E	ChgLane	Foll2Cls	Normal	33	2	0	0	2	0	0	0	0	1	✓	✓
966057	2007-04-18	18:40	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	31	N	GoAhead	DrivProp	Normal	36	2	0	0	2	0	0	0	0	1	✓	✓
976073	2007-06-21	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	TurnRigh	DrivProp	Normal	44	W	ChgLane	ImpLaChg	Normal	49	2	0	0	2	0	0	0	0	1	✓	✓
980744	2007-06-21	18:05	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	27	N	ChgLane	ImpropPa	Inatten	45	2	0	0	2	0	0	0	0	1	✓	✓
981636	2007-07-19	13:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Inatten	18	S	Stopped	DrivProp	Normal	45	2	0	0	1	1	0	0	0	0	✓	✓
982416	2007-07-03	11:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Inatten	41	S	GoAhead	DrivProp	Normal	50	2	0	0	2	0	0	0	0	1	✓	✓
983635	2007-07-10	07:50	PD	TrafficSigna	Dry	Clear	SMVOther	E	TurnRigh	Other	Normal	27						1	0	0	1	0	0	0	0	1	✓	✓
984522	2007-08-09	23:15	PD	TrafficSigna	Dry	Clear	Turning	E	Stopped	DrivProp	Normal	58	W	UTurn	ImpropTn	Normal	50	2	0	0	2	0	0	0	0	0	✓	✓
984648	2007-08-12	15:05	PD	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead	DrivProp	Normal	35	S	ChgLane	Foll2Cls	HadDrink	42	2	0	0	3	0	0	0	0	0	✓	✓
988221	2007-08-09	22:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Inatten	33	S	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	2	✓	✓
992192	2007-09-18	15:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Normal	26	N	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	2	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
997516	2007-10-14	02:53	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	57	S	TurnLeft	ImpropTn	Normal	27	2	0	0	2	0	0	0	0	2	✓	✓
997877	2007-10-04	19:39	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	ImpLaChg	Inatten	21	S	GoAhead	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✓	✓
999250	2007-10-25	16:35	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	42	E	GoAhead	FTY ROW	Normal	54	2	0	0	2	0	0	0	0	0	✓	✓
999782	2007-10-22	16:44	PD	TrafficSigna	Dry	Clear	SideSwip	S	Merging	FTY ROW	Normal	47	S	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	1	✓	✓
1021434	2008-02-13	08:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	53	N	Other	Foll2Cls	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
1022603	2008-02-19	11:55	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	38	N	ChgLane	ImpLaChg	Normal	24	2	0	0	2	0	0	0	0	0	✓	✓
1024671	2008-02-29	20:00	PD	TrafficSigna	Ice	Snow	SideSwip	N	GoAhead	DrivProp	Normal	45	N	ChgLane	ImpLaChg	Unknown	46	2	0	0	2	0	0	0	0	1	✓	✓
1026168	2008-02-22	21:30	PD	TrafficSigna	Dry	Clear	SMVOther	S	GoAhead	Other	Inatten	39						1	0	0	1	0	0	0	0	1	✓	✓
1028484	2008-03-16	17:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	36	E	UTurn	ImpropTn	Normal	54	2	0	0	2	0	0	0	0	2	✓	✓
1030403	2008-03-26	14:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead			53	W	Stopped			36	2	0	0	3	0	0	0	0	0	✗	✓
1041494	2008-05-18	00:08	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	31	N	GoAhead	Disobey	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1047136	2008-07-09	07:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			46		Unknown			27	2	0	0	4	0	0	0	0	0	✗	✗
1048152	2008-06-22	18:20	PD	TrafficSigna	Dry	Clear	Turning	N	UTurn	ImpropTn	Inatten	35	S	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	1	✓	✓
1050992	2008-07-14	17:37	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	42	E	UTurn	ImpropTn	Inatten	36	2	0	0	1	0	1	0	0	1	✓	✓
1052012	2008-07-09	18:41	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	Reverse	Other	Normal	40						1	1	0	1	1	0	0	0	1	✓	✓
1053930	2008-08-18	16:10	PD	TrafficSigna	Dry	Clear	Other	W	GoAhead			45		Unknown				2	0	0	2	0	0	0	0	0	✗	✗
1056692	2008-08-05	12:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	ChgLane	Foll2Cls	Normal	18	E	Stopped	DrivProp	Normal	56	2	0	0	2	0	0	0	0	2	✓	✓
1071401	2008-10-30	09:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	53	N	GoAhead	Foll2Cls	Inatten	23	2	0	0	2	0	0	0	0	0	✓	✓
1075006	2008-11-19	22:35	PD	TrafficSigna	Wet	Snow	SMVOther	S	TurnRigh	ImpropTn	Normal	24	E	Stopped	DrivProp	Normal	40	2	0	0	2	0	0	0	0	1	✓	✓
1076610	2008-12-17	21:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	39	W	TurnLeft	ImpropTn	Normal	41	2	0	0	2	0	0	0	0	1	✓	✓
1080659	2008-12-24	04:00	PD	TrafficSigna	LSnow	Snow	Angle	W	GoAhead	Disobey	Unknown	49	S	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
1081053	2008-12-12	20:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnRigh	ImpropTn	Inatten	50						1	1	0	1	1	0	0	0	1	✓	✓
1084997	2009-01-15	23:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	56	E	TurnRigh	ImpropTn	Normal	20	2	0	0	2	0	0	0	0	1	✓	✓
1086421	2009-01-06	21:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Inatten	56	E	GoAhead	DrivProp	Normal	49	2	0	0	2	0	0	0	0	1	✓	✓
1091975	2009-02-28	21:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	45	E	GoAhead	DrivProp	Normal	43	2	0	0	2	0	0	0	0	0	✓	✓
1097053	2009-03-31	15:10	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	24	S	ChgLane	ImpLaChg	Normal	44	2	0	0	2	0	0	0	0	2	✓	✓
1101397	2009-04-22	17:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	22	W	ChgLane	ImpLaChg	Normal	57	2	0	0	2	0	0	0	0	0	✓	✓
1105716	2009-05-21	17:30	PI	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	43	S	GoAhead	Foll2Cls	Unknown	40	3	0	0	2	2	0	0	0	1	✓	✓
1108968	2009-05-13	16:25	PD	NoControl	Dry	Clear	SMVUnatd	E	Reverse	Other	Normal	64						1	0	0	2	0	0	0	0	0	✓	✓
1116671	2009-07-29	07:50	PD	TrafficSigna	Wet	Rain	Turning	S	Stopped	DrivProp	Normal	44	S	TurnRigh	FTY ROW	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1119752	2009-07-23	21:45	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnLeft	FTY ROW	Unknown							1	1	0	1	0	1	0	0	0	✓	✓
1122532	2009-07-30	18:30	PD	NoControl	Dry	Clear	RearEnd	E	Reverse	Other	Inatten	22	E	Stopped	DrivProp	Normal	55	2	0	0	2	0	0	0	0	1	✓	✓
1133509	2009-10-04	13:48	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Inatten	27	N	GoAhead	DrivProp	Normal	20	2	0	0	0	3	0	0	0	0	✓	✓
1133632	2009-10-06	21:00	PI	TrafficSigna	Wet	Rain	PedestrianColl	E	TurnRigh	FTY ROW	Inatten	62						1	1	0	1	0	1	0	0	0	✓	✓
1138260	2009-11-21	18:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	DrivProp	Normal	58	E	TurnRigh	ImpropTn	Normal	40	2	0	0	2	0	0	0	0	0	✓	✓
1140963	2009-12-02	20:00	PD	TrafficSigna	Wet	Rain	RearEnd	S	Slowing	DrivProp	Normal	34	S	GoAhead	Foll2Cls	Normal	24	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1142554	2009-11-20	00:28	PI	TrafficSigna	Wet	Rain	Turning	N	UTurn	ImpropTn	Normal	48	S	GoAhead	DrivProp	Normal	24	2	0	0	1	1	0	0	0	1	✓	✓
1143422	2009-11-26	19:40	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	32	W	ChgLane	ImpLaChg	Inatten	38	2	0	0	2	0	0	0	0	2	✓	✓
1144591	2009-12-04	03:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnLeft	FTY ROW	Inatten	47						1	1	0	1	0	1	0	0	1	✓	✓
1147829	2009-11-20	10:55	PD	NoControl	Dry	Clear	Turning	W	UTurn			42	W	GoAhead			34	2	0	0	3	0	0	0	0	0	✗	✓
1153791	2010-02-18	21:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			24						1	0	0	2	0	0	0	0	0	✗	✓
1153981	2010-02-21	18:10	PD	TrafficSigna	Dry	Clear	RearEnd	E	ChgLane	ImpLaChg	Unknown	51	E	Stopped	DrivProp	Normal	55	2	0	0	2	0	0	0	0	0	✓	✓
1157811	2010-03-14	11:10	PD	TrafficSigna	Dry	Clear	Turning	E	Stopped	DrivProp	Normal	70	E	TurnRigh	ImpropTn	Normal	55	2	0	0	2	0	0	0	0	2	✓	✓
1164881	2010-04-16	16:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	ImpropPa	Normal	47	W	Stopped	DrivProp	Normal	47	2	0	0	2	0	0	0	0	1	✓	✓
1165002	2010-03-24	11:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	26	W	ChgLane	ImpLaChg	Inatten	62	2	0	0	2	0	0	0	0	1	✓	✓
1167381	2010-05-06	16:15	PD	TrafficSigna	Dry	Clear	Angle	E	Slowing	Foll2Cls	Normal	40	E	Stopped	DrivProp	Normal	61	3	0	0	3	0	0	0	0	2	✓	✓
1176857	2010-07-12	08:45	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	64	E	Stopped	DrivProp	Normal	38	2	0	0	2	0	0	0	0	2	✓	✓
1185345	2010-08-16	22:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	20	W	GoAhead	Foll2Cls	Unknown		2	0	0	2	0	0	0	0	1	✓	✓
1190325	2010-08-16	12:55	PI	TrafficSigna	Dry	Clear	CyclistColl	N	ChgLane	ImpLaChg	Inatten	50						1	0	1	1	1	0	0	0	1	✓	✓
1193558	2010-10-04	13:00	PD	NoControl	Dry	Clear	Angle		Unknown				W	GoAhead			51	2	0	0	2	0	0	0	0	0	✗	✓
1195725	2010-10-17	14:30	PD	NoControl	Dry	Clear	RearEnd	S	ChgLane			34	S	Stopped			32	2	0	0	2	0	0	0	0	0	✗	✓
1198436	2010-10-27	17:05	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			54		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1203405	2010-11-17	16:25	PD	NoControl	Dry	Clear	RearEnd		Unknown				S	Stopped			39	2	0	0	3	0	0	0	0	0	✗	✓
1204765	2010-11-19	08:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			42		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1205311	2010-11-17	16:24	PD	NoControl	Dry	Clear	Angle	E	Reverse			70	E	Stopped			61	2	0	0	2	0	0	0	0	0	✗	✓
1208379	2010-12-15	16:50	PI	TrafficSigna	Dry	Clear	RearEnd		Unknown				W	Slowing			61	2	0	0	1	1	0	0	0	0	✗	✓
1213470	2010-12-02	14:00	PD	NoControl	Dry	Clear	Angle	E	GoAhead			28	E	ChgLane			29	2	0	0	2	0	0	0	0	0	✗	✓
1219087	2011-01-01	02:52	PI	TrafficSigna	Wet	Clear	Angle	N	GoAhead	DrivProp	Normal	46	E	GoAhead	Disobey	Normal	19	2	0	0	0	3	1	0	0	1	✓	✓
1221889	2011-03-05	00:10	PD	TrafficSigna	Dry	Clear	SideSwip		Unknown				E	Stopped			42	2	0	0	3	0	0	0	0	0	✗	✓
1222720	2011-03-03	16:50	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			35	S	Slowing			25	2	0	0	3	0	0	0	0	0	✗	✓
1225993	2011-04-01	16:15	PD	TrafficSigna	Dry	Clear	Turning	N	Stopped			36	W	GoAhead			68	2	0	0	3	0	0	0	0	0	✗	✓
1227678	2011-04-10	20:51	PI	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	Foll2Cls	Normal	22	S	Stopped	DrivProp	Normal	49	2	0	0	2	2	0	0	0	0	✓	✓
1227791	2011-03-10	10:30	PD	TrafficSigna	Wet	Rain	SideSwip	S	Slowing			50	S	TurnLeft			53	2	0	0	3	0	0	0	0	0	✗	✓
1235700	2011-02-02	10:18	PD	TrafficSigna	LSnow	Snow	SideSwip	S	GoAhead	DrivProp	Normal	34	N	GoAhead	DrivProp	Normal	22	3	0	0	3	0	0	0	0	3	✓	✓
1242185	2011-05-15	04:30	PD	TrafficSigna	Wet	Rain	SMVOther	N	TurnRigh			41						1	0	0	2	0	0	0	0	0	✗	✓
1246133	2011-07-25	18:15	PD	TrafficSigna	Dry	Clear	RearEnd		Unknown				N	Stopped			30	2	0	0	3	0	0	0	0	0	✗	✓
1247138	2011-06-07	17:13	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	FTY ROW	Unknown	33						1	1	0	1	1	1	0	0	0	✓	✓
1255144	2011-09-20	07:35	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	63	N	GoAhead	Foll2Cls	Normal	50	2	0	0	2	0	0	0	0	0	✓	✓
1255320	2011-09-20	18:30	PD	TrafficSigna	Dry	Clear	Approach	E	GoAhead			41	E	Stopped			24	2	0	0	3	0	0	0	0	0	✗	✓
1259511	2011-08-19	21:30	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnLeft			61						1	0	0	1	0	0	0	0	2	✗	✓
1260603	2011-08-24	08:00	PI	TrafficSigna	Wet	Clear	CyclistColl	N	Stopped	DrivProp	Normal	62						1	0	1	1	1	0	0	0	0	✓	✓
1262119	2011-10-30	08:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane			46	S	Stopped			53	2	0	0	2	0	0	0	0	1	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1267168	2011-09-26	13:27	PD	TrafficSigna	Dry	Clear	SMVOther	S	GoAhead			58						1	0	0	3	0	0	0	0	0	✗	✓
1278941	2012-02-03	10:30	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			43	N	GoAhead			36	2	0	0	2	0	0	0	0	0	✗	✓
1283204	2012-03-05	18:30	PD	NoControl	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	27	W	TurnLeft	FTY ROW	HadDrink	41	2	0	0	2	0	0	0	0	2	✓	✓
1284990	2012-01-16	23:38	PI	TrafficSigna	Wet	Rain	PedestrianColl	E	TurnRigh	ImpropTn	Inatten	53						1	1	0	1	1	0	0	0	1	✓	✓
1286222	2012-03-27	18:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	Other	Normal	44	S	TurnRigh	Other	Normal	62	2	0	0	2	0	0	0	0	0	✓	✓
1297268	2012-05-22	00:22	PD	TrafficSigna	Dry	Clear	Turning	N	Stopped			41	N	Stopped			24	3	0	0	5	0	0	0	0	0	✗	✓
1298208	2012-06-10	17:45	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	FTY ROW	Normal	46						1	0	1	1	1	0	0	0	1	✓	✓
1304691	2012-05-28	03:12	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			47	W	GoAhead			45	2	0	0	3	0	0	0	0	0	✗	✓
1307053	2012-06-24	13:42	PD	TrafficSigna	Dry	Clear	Approach	E	GoAhead			36	S	GoAhead			19	2	0	0	3	0	0	0	0	0	✗	✓
1316256	2012-09-21	14:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			49	S	GoAhead			31	2	0	0	4	0	0	0	0	0	✗	✓
1317282	2012-08-21	08:04	PD	NoControl	Dry	Clear	Turning	S	Stopped			28	S	Stopped			30	2	0	0	2	0	0	0	0	2	✗	✓
1321368	2012-09-17	08:51	PI	TrafficSigna	Dry	Clear	CyclistColl	N	Passing	ImpropPa	Inatten	45						1	0	1	2	0	0	1	0	2	✓	✓
1341363	2013-01-16	08:30	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	DrivProp	Unknown							1	1	0	1	0	1	0	0	0	✓	✓
1347744	2013-02-14	23:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead			42	S	ChgLane			32	2	0	0	2	0	0	0	0	1	✗	✓
1351611	2013-04-13	19:00	PD	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead	TooFast	Inatten	27	S	Stopped	DrivProp	Unknown		2	0	0	2	0	0	0	0	1	✓	✓
1352855	2013-04-13	18:42	PD	TrafficSigna	Wet	Rain	SideSwip	N	GoAhead	ImpropPa	Inatten	28	N	GoAhead	DrivProp	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1352972	2013-04-01	16:00	PI	TrafficSigna	Dry	Clear	Approach	S	GoAhead	DrivProp	Normal	31	N	GoAhead	LostCtrl	Inatten	23	2	0	0	2	1	0	0	0	1	✓	✓
1359336	2013-05-22	18:42	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Unknown		N	Stopped	DrivProp	Normal	43	2	0	0	2	0	0	0	0	1	✓	✓
1362325	2013-05-07	23:20	PD	TrafficSigna	Dry	Clear	SMVOther	N	GoAhead	DrivProp	Normal	25						1	0	0	1	0	0	0	0	2	✓	✓
138004384	2013-12-06	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	54						1	0	0	1	0	0	0	0	0	✗	✓
1384128	2013-08-30	10:39	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	GoAhead	DrivProp	Normal	60						1	1	0	1	0	1	0	0	1	✓	✓
148000337	2014-01-02	14:10	PD	TrafficSigna	LSnow	Clear	RearEnd	W	Stopped	DrivProp	Normal	56						1	0	0	1	0	0	0	0	0	✗	✓
148000934	2014-01-07	15:10	PD	TrafficSigna	Ice	Clear	RearEnd	S	Slowing	TooFast	Normal	47	S	Stopped	DrivProp	Normal	66	2	0	0	2	0	0	0	0	0	✓	✓
148004252	2014-01-29	10:30	PD	TrafficSigna	LSnow	Clear	RearEnd	N	Slowing	DrivProp	Normal	39						1	0	0	1	0	0	0	0	0	✗	✓
148036037	2014-09-26	17:50	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	62	N	Merging	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
4001527604	2014-02-14	09:10	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	GoAhead	Disobey	Unknown	47						1	1	0	1	1	0	0	0	0	✓	✓
4001856157	2014-04-09	10:00	PI	TrafficSigna	Dry	Clear	SideSwip	N	Merging	ImpLaChg	Disabil	68	N	Stopped	DrivProp	Normal	35	2	0	0	3	0	1	0	0	0	✓	✓
4002033640	2014-05-07	17:11						UN	Unknown		Unknown	39	UN	Unknown		Unknown	48	2	0	0	2	0	0	0	0	0	✗	✓
4003164920	2014-10-24	09:25	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	ImpLaChg	Other	44	N	GoAhead	DrivProp	Normal	42	2	0	0	2	0	0	0	0	0	✓	✓
158001552	2015-01-11	17:40	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	ImpLaChg	Normal	41	N	GoAhead	DrivProp	Normal	31	2	0	0	4	0	0	0	0	0	✓	✓
158011978	2015-03-11	22:20	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	61						1	0	0	2	0	0	0	0	0	✗	✓
158021067	2015-05-20	14:35	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Normal	32	N	Stopped	DrivProp	Normal	71	2	0	0	3	0	0	0	0	0	✓	✓
158033717	2015-08-13	10:35	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	ImpLaChg	Normal	39						1	0	0	4	0	0	0	0	0	✗	✓
158051077	2015-12-03	17:40	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	43						1	0	0	2	0	0	0	0	0	✗	✓
158053385	2015-12-24	05:13	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	39	S	GoAhead	Foll2Cls	Inatten	31	2	0	0	3	0	0	0	0	0	✓	✓
5000392048	2015-03-07	16:20	PI	TrafficSigna	Wet	Snow	Other	N	GoAhead	DrivProp	Normal	31						1	0	0	1	1	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
5001266800	2015-07-25	01:45	PI	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	ImpropTn	Inatten	17	S	GoAhead	DrivProp	Normal	26	2	0	0	2	0	1	0	0	0	✓	✓
5001521328	2015-09-03	15:05	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	DrivProp	Normal	45						1	0	1	1	1	0	0	0	0	✓	✓
5001891967	2015-11-03	18:25	PI	TrafficSigna	Dry	Clear	Other	S	Slowing	DrivProp	Normal	52						1	0	0	1	1	0	0	0	0	✓	✓
5001892062	2015-11-03	18:35	PD	TrafficSigna	Dry	Clear	SideSwip	E	Passing	ImpropPa	Inatten		E	Stopped	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
168008767	2016-02-29	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	21						1	0	0	1	0	0	0	0	0	✗	✓
168009488	2016-03-06	04:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	24	W	GoAhead	Disobey	Normal	47	2	0	0	3	0	0	0	0	0	✓	✓
168010967	2016-03-17	17:15	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	Other	Unknown	54	E	GoAhead	Other	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
168021795	2016-05-27	22:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	46	S	ChgLane	ImpLaChg	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
168026104	2016-06-21	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	33	W	Stopped	DrivProp	Normal	35	2	0	0	3	0	0	0	0	0	✓	✓
168027516	2016-06-29	18:00	PI	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	25						1	0	0	0	0	1	0	0	0	✗	✓
168028885	2016-07-08	21:30	PI	TrafficSigna	Wet	Rain	RearEnd	N	Slowing	DrivProp	Normal	25	N	Slowing	Foll2Cls	Inatten	28	2	0	0	3	0	1	0	0	0	✓	✓
168031009	2016-07-22	17:40	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	ImpLaChg	Normal	53	N	GoAhead	DrivProp	Normal	47	2	0	0	3	0	0	0	0	0	✓	✓
168033007	2016-08-05	09:40	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	81	S	ChgLane	ImpLaChg	Normal	49	3	0	0	4	0	0	0	0	0	✓	✓
168046040	2016-10-21	07:42	PD	TrafficSigna	Wet	Rain	RearEnd	S	Stopped	Other	Normal	51						1	0	0	1	0	0	0	0	0	✗	✓
168048198	2016-10-31	17:30	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	23						1	0	0	1	0	0	0	0	0	✗	✓
168049434	2016-11-08	16:50	PD	TrafficSigna	Wet	Clear	Turning	S	GoAhead	DrivProp	Unknown	35						1	0	0	1	0	0	0	0	0	✗	✓
168049661	2016-11-08	16:45	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	35						1	0	0	1	0	0	0	0	0	✗	✓
168050103	2016-11-11	22:30	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	59						1	0	0	1	0	0	0	0	0	✗	✓
168053592	2016-12-01	10:00	PD	NoControl	Dry	Clear	SMVUnatd	E	Parked	Other	Unknown	42						1	0	0	1	0	0	0	0	0	✗	✓
6001314613	2016-07-26	18:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	Slowing	FTY ROW	Inatten	59						1	1	0	1	1	0	0	0	0	✓	✓
6002135908	2016-12-02	03:46	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	Other	ImpairAl	34						1	1	0	1	0	1	0	0	0	✓	✓
6002233962	2016-12-17	16:13	PD	TrafficSigna	Wet	Rain	SideSwip	E	ChgLane	ImpLaChg	Normal	63	E	GoAhead	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✗	✓
178002361	2017-01-17	11:00	PD	TrafficSigna	Wet	Rain	SideSwip	N	GoAhead	DrivProp	Unknown	47	S	GoAhead	ImpLaChg	Unknown	48	2	0	0	2	0	0	0	0	0	✗	✓
178008583	2017-02-25	19:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	DrivProp	Unknown	26	W	Stopped	DrivProp	Unknown	33	2	0	0	2	0	0	0	0	0	✗	✓
178013357	2017-03-28	22:30	PD	TrafficSigna	Dry	Clear	PedestrianColl											0	1	0	1	0	0	0	0	0	✗	✓
178021526	2017-05-16	08:10	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	30	S	GoAhead	DrivProp	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
178022551	2017-05-21	14:40	PD	NoControl	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Unknown	55	E	GoAhead	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
178023211	2017-05-25	18:20	PD	NoControl	Wet	Rain	Turning	E	TurnRigh	DrivProp	Unknown	62	E	GoAhead	DrivProp	Unknown	25	2	0	0	2	0	0	0	0	0	✗	✓
178023807	2017-05-26	16:00	PD	NoControl	Dry	Clear	SideSwip	W	PullOnto	DrivProp	Unknown	26						1	0	0	1	0	0	0	0	0	✗	✓
178024580	2017-06-01	13:45	PD	TrafficSigna	Dry	Clear	Other	N	Stopped	DrivProp	Unknown	32						1	0	0	1	0	0	0	0	0	✗	✓
178029315	2017-06-26	19:15	PD	NoControl	Dry	Clear	Other	E	Stopped	DrivProp	Unknown	65						1	0	0	1	0	0	0	0	0	✗	✓
178030672	2017-07-05	09:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Unknown	34						1	0	0	1	0	0	0	0	0	✗	✓
178033404	2017-07-20	16:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	61	E	GoAhead	DrivProp	Unknown	45	2	0	0	2	0	0	0	0	0	✗	✓
178044994	2017-09-25	09:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	50						1	0	0	1	0	0	0	0	0	✗	✓
178056107	2017-11-16	22:05	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	DrivProp	Unknown	52						1	0	0	1	0	0	0	0	0	✗	✓
178061601	2017-12-13	11:10	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	46						1	0	0	1	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
7000017841	2017-01-04	04:14	PD	TrafficSigna	Wet	Clear	Turning	S	GoAhead	Disobey	Inatten	20	E	TurnLeft	DrivProp	Normal	23	2	0	0	2	0	0	0	0	0	✓	✓
7000059608	2017-01-10	23:10	PI	TrafficSigna	Wet	Rain	PedestrianColl	W	TurnLeft	FTY ROW	Inatten							1	1	0	1	1	0	0	0	0	✓	✓
7000277011	2017-02-13	22:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	GoAhead	DrivProp	Normal	51						1	1	0	2	0	1	0	0	0	✓	✓
7000373823	2017-03-01	00:52	PD	TrafficSigna	Wet	Rain	SMVOther	S	GoAhead	Other	ImpairAl	30						1	0	0	1	0	0	0	0	0	✗	✓
7001581597	2017-09-01	06:36	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnRigh	ImpropTn	Normal	64						1	0	0	1	0	0	0	0	0	✓	✓
7001870850	2017-10-15	23:57	PD	TrafficSigna	Dry	Clear	SMVOther	W	TurnLeft	LostCtrl	Normal	35						1	0	0	1	0	0	0	0	0	✓	✓
7001922398	2017-10-23	23:20	PI	NoControl	Wet	Rain	PedestrianColl	E	GoAhead	DrivProp	Normal	52						1	1	0	1	0	1	0	0	0	✓	✓
188010522	2018-02-17	18:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	49						1	0	0	1	0	0	0	0	0	✗	✓
188016884	2018-03-29	22:15	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Unknown	28						1	0	0	1	0	0	0	0	0	✗	✓
188028912	2018-06-05	06:20	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Unknown	61	N	TurnRigh	DrivProp	Unknown	70	2	0	0	2	0	0	0	0	0	✗	✓
188033301	2018-06-27	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	DrivProp	Unknown	18	S	TurnRigh	DrivProp	Unknown	47	2	0	0	2	0	0	0	0	0	✗	✓
188037438	2018-07-18	18:56	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	33	S	GoAhead	Other	Unknown	28	2	0	0	2	0	0	0	0	0	✗	✓
188042527	2018-08-17	17:05	PD	TrafficSigna	Wet	Rain	SideSwip	S	Stopped	DrivProp	Unknown	38	S	GoAhead	DrivProp	Unknown	50	2	0	0	2	0	0	0	0	0	✗	✓
188042914	2018-08-14	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	61						1	0	0	1	0	0	0	0	0	✗	✓
188043538	2018-08-21	18:00	PD	TrafficSigna	Dry	Clear	Other	N	Reverse	Other	Unknown	28						1	0	0	1	0	0	0	0	0	✗	✓
188044598	2018-08-29	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Unknown	37						1	0	0	1	0	0	0	0	0	✗	✓
188044853	2018-08-30	19:25	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnLeft	DrivProp	Unknown	51	S	Stopped	DrivProp	Unknown	31	2	0	0	2	0	0	0	0	0	✗	✓
188046564	2018-09-10	09:30	PD	NoControl	Wet	Rain	SideSwip	E	Stopped	Other	Unknown	42	S	Merging	DrivProp	Unknown	61	3	0	0	3	0	0	0	0	0	✗	✓
188055473	2018-10-24	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	DrivProp	Unknown	25	S	GoAhead	DrivProp	Unknown	31	2	0	0	2	0	0	0	0	0	✗	✓
188061034	2018-11-18	19:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Unknown	31						1	0	0	1	0	0	0	0	0	✗	✓
188061757	2018-11-21	07:50	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	66	N	ChgLane	DrivProp	Unknown	34	2	0	0	2	0	0	0	0	0	✗	✓
188069335	2018-12-24	19:24	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	DrivProp	Unknown	34	S	GoAhead	DrivProp	Unknown	35	2	0	0	2	0	0	0	0	0	✗	✓
8000805928	2018-05-04	20:23	PD	TrafficSigna	Dry	Clear	Turning	N	Stopped	ImpropTn	HadDrink	49	E	TurnLeft	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
8001294846	2018-07-16	07:55	PI	TrafficSigna	Dry	Clear	Other	N	GoAhead	DrivProp	Normal	46						1	0	0	1	0	1	0	0	0	✓	✓
198003849	2019-01-21	06:20	PD	TrafficSigna	Ice	Snow	CyclistColl	W	GoAhead	DrivProp	Normal	52	W	UTurn	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
198007819	2019-02-02	19:35	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	54						1	0	0	1	0	0	0	0	0	✗	✓
198008013	2019-02-04	13:20	PD	TrafficSigna	Wet	Clear	Turning	S	GoAhead	DrivProp	Normal	31						1	0	0	1	0	0	0	0	0	✗	✓
198011122	2019-02-18	18:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	34	E	GoAhead	DrivProp	Normal	22	2	0	0	2	0	0	0	0	0	✗	✓
198011196	2019-02-18	12:50	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	71						1	0	0	1	0	0	0	0	0	✗	✓
198013666	2019-02-28	11:20	PD	TrafficSigna	Wet	Clear	SideSwip	N	PullOnto	DrivProp	Normal	66						1	0	0	2	0	0	0	0	0	✗	✓
198015782	2019-03-07	19:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	71						1	0	0	1	0	0	0	0	0	✗	✓
198016520	2019-03-09	13:05	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	51						1	0	0	1	0	0	0	0	0	✗	✓
198017442	2019-03-15	11:45	PD	TrafficSigna	Dry	Clear	Other	N	Stopped	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
198021446	2019-04-04	16:45	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
198021810	2019-04-06	15:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	65						1	0	0	2	0	0	0	0	0	✗	✓
198022675	2019-04-11	06:05	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	30						1	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
198023752	2019-04-16	17:18	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	57	W	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
198025990	2019-04-29	12:10	PD	TrafficSigna	Dry	Clear	Angle											0	0	0	1	0	0	0	0	0	✗	✓
198027124	2019-05-03	08:30	PD	PoliceContro	Wet	Rain	Angle	N	Slowing	DrivProp	Normal	28						1	0	0	1	0	0	0	0	0	✗	✓
198034111	2019-06-05	19:00	PD	TrafficSigna	Wet	Fog	SideSwip	E	Slowing	DrivProp	Normal	37						1	0	0	2	0	0	0	0	0	✗	✓
198035607	2019-06-11	11:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	52						1	0	0	1	0	0	0	0	0	✗	✓
198037429	2019-06-21	05:45	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	26						1	0	0	1	0	0	0	0	0	✗	✓
198037431	2019-06-20	11:30	PD	TrafficSigna	Dry	Clear	SideSwip											0	0	0	1	0	0	0	0	0	✗	✓
198039173	2019-06-28	07:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
198048760	2019-08-15	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	60						1	0	0	1	0	0	0	0	0	✗	✓
198050560	2019-08-24	18:00	PD	TrafficSigna	Dry	Clear	Other	E	GoAhead	DrivProp	Normal	36	E	Reverse	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✗	✓
198052449	2019-09-04	10:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	59						1	0	0	1	0	0	0	0	0	✗	✓
198053812	2019-09-10	14:50	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	DrivProp	Normal	32						1	0	0	1	0	0	0	0	0	✗	✓
198055026	2019-09-17	12:48	PD	TrafficSigna	Dry	Clear	Turning											0	0	0	1	0	0	0	0	0	✗	✓
198055644	2019-09-20	11:10	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	DrivProp	Normal	30						1	0	0	2	0	0	0	0	0	✗	✓
198056220	2019-09-21	23:35	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	43	S	GoAhead	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✗	✓
198056796	2019-09-26	12:30	PD	StopSign	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	41	W	GoAhead	DrivProp	Normal	73	2	0	0	2	0	0	0	0	0	✗	✓
198057950	2019-10-01	16:30	PD	TrafficSigna	Wet	Rain	Turning	E	GoAhead	DrivProp	Normal	64						1	0	0	1	0	0	0	0	0	✗	✓
198059779	2019-10-08	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	66						1	0	0	1	0	0	0	0	0	✗	✓
198059981	2019-10-11	10:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	DrivProp	Normal	23						1	0	0	2	0	0	0	0	0	✗	✓
198060498	2019-10-14	17:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	55	W	Stopped	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	✗	✓
198072398	2019-12-09	10:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	DrivProp	Normal	68						1	0	0	1	0	0	0	0	0	✗	✓
198074979	2019-12-20	12:00	PD	TrafficSigna	Wet	Clear	RearEnd	S	Stopped	DrivProp	Normal	35	S	Slowing	Foll2Cls	Normal	23	2	0	0	2	0	0	0	0	0	✗	✓
198075071	2019-12-20	09:45	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
198075231	2019-12-21	15:30	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	34	W	Merging	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✗	✓
198076416	2019-12-28	12:30	PD	TrafficSigna	Dry	Clear	Angle	N	TurnRigh	DrivProp	Normal	62						1	0	0	1	0	0	0	0	0	✗	✓
198076570	2019-12-30	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	✗	✓
9000958608	2019-05-25	23:25	PI	TrafCont	Dry	Clear	PedestrianColl	S	GoAhead	Other	Unknown	0						1	1	0	1	0	1	0	0	0	✗	✓
9002150913	2019-11-07	06:50	PI	TrafficSigna	Wet	Clear	SMVOther	S	GoAhead	LostCtrl	Normal	31	S	GoAhead	DrivProp	Normal	52	3	0	0	3	2	0	0	0	0	✗	✓
208000154	2020-01-03	09:05	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	36						1	0	0	1	0	0	0	0	0	✗	✓
208003093	2020-01-20	17:20	PI	TrafficSigna	Ice	Clear	Turning	E	TurnLeft	LostCtrl	Normal	44						1	0	0	0	1	0	0	0	0	✗	✓
208004018	2020-01-24	11:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	ChgLane	DrivProp	Normal	40						1	0	0	1	0	0	0	0	0	✗	✓
208006719	2020-02-10	07:55	PD	YieldSign	Wet	Clear	RearEnd	S	Slowing	DrivProp	Normal	51	S	Slowing	DrivProp	Normal	32	3	0	0	3	0	0	0	0	0	✗	✓
208007817	2020-02-14	20:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	41						1	0	0	1	0	0	0	0	0	✗	✓
208008951	2020-02-22	13:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	46	S	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	✗	✓
208010961	2020-03-02	18:00	PD	StopSign	Wet	Clear	Turning	W	TurnRigh	DrivProp	Normal	36	E	TurnRigh	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
208011086	2020-03-03	07:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Slowing	DrivProp	Normal	70	W	Stopped	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
208015840	2020-05-15	08:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	50						1	0	0	1	0	0	0	0	0	✗	✓
208021565	2020-07-15	17:55	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	30	S	Stopped	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
208024699	2020-08-20	16:40	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	39						1	0	0	1	0	0	0	0	0	✗	✓
208029689	2020-10-06	00:25	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	✗	✓
208030828	2020-10-16	09:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	33	S	TurnRigh	DrivProp	Normal	23	2	0	0	2	0	0	0	0	0	✗	✓
208033033	2020-11-07	17:35	PD	TrafficSigna	Wet	Clear	SideSwip	S	GoAhead	DrivProp	Normal	50	S	Merging	DrivProp	Normal	55	2	0	0	2	0	0	0	0	0	✗	✓
1000297534	2021-02-16	08:05	PI	TrafficSigna	LSnow	Snow	PedestrianColl	W	GoAhead	Other	Inatten	59						1	1	0	1	1	0	0	0	0	✗	✓
1000539724	2021-03-24	05:16	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnRigh	ImpropTn	Inatten	0						1	0	0	1	0	0	0	0	0	✗	✓
1001943215	2021-10-09	19:33	PI	TrafficSigna	Wet	Rain	PedestrianColl	E	GoAhead	DrivProp	Normal	69						1	2	0	1	1	1	0	0	0	✗	✓
218003123	2021-02-17	10:20	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead	DrivProp	Normal	30	E	ChgLane	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
218004373	2021-02-25	17:30	PI	TrafficSigna	Dry	Clear	Other	S	Stopped	DrivProp	Normal	43						1	0	0	0	1	0	0	0	0	✗	✓
218004615	2021-03-06	10:30	PI	TrafficSigna	Dry	Clear	SideSwip	E	PullOnto	DrivProp	Normal	64						1	0	0	1	1	0	0	0	0	✗	✓
218015739	2021-07-16	16:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	29						1	0	0	1	0	0	0	0	0	✗	✓
218015888	2021-07-24	17:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	55	E	UTurn	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
218017945	2021-08-13	17:35	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	DrivProp	Normal	25	E	Slowing	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
218018141	2021-08-13	16:55	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	62	E	PullOnto	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✗	✓
218023591	2021-09-29	12:45	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	29						1	0	0	1	0	0	0	0	0	✗	✓
218024032	2021-10-02	13:40	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
218026247	2021-10-21	19:50	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	32						1	0	0	1	0	0	0	0	0	✗	✓
218028972	2021-11-05	18:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
218029854	2021-11-17	02:50	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	26						1	0	0	2	0	0	0	0	0	✗	✓
218030206	2021-11-21	06:30	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Other	Fatigue	45	W	GoAhead	DrivProp	Normal	56	2	0	0	2	0	0	0	0	0	✗	✓
218030974	2021-11-25	14:05	PD	TrafficSigna	Wet	Rain	Other	N	Stopped	DrivProp	Normal	23						1	0	0	1	0	0	0	0	0	✗	✓
218031078	2021-11-26	17:00	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	DrivProp	Normal	69	S	TurnRigh	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✗	✓

Amount	KSI	Validated
1,282	12	445

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
001872	1985-01-15	08:00	PD	NoControl	Dry	Clear	RearEnd	N	ChgLane	Other	Normal	34	N		Other	Normal	24	2	0	0	2	0	0	0	0	0	×	×
001874	1985-01-15	08:00	PD	NoControl	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Normal	24	N	Slowing	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
010341	1985-03-08	11:00	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	65	W	GoAhead	DrivProp	Normal	44	2	0	0	2	0	1	0	0	0	×	×
011574	1985-03-12	15:00	PD	TrafficSigna	Wet	Rain	Turning	W	TurnLeft	ImpropTn	Normal	24	W	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
012373	1985-03-21	10:00	PD	NoControl	Dry	Clear	Angle	W	Unknown	FTY ROW	Normal	54	N	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
012379	1985-03-07	16:00	PI	NoControl	Dry	Clear	Angle	N	Reverse	Other	Normal	34						1	0	0	1	0	1	0	0	0	×	×
012419	1985-03-31	16:00	PI	TrafficSigna	Wet	Rain	Approach	W	Slowing	Disobey	Normal	44	N	GoAhead	DrivProp	Normal	24	2	0	0	5	1	0	0	0	0	×	×
013453	1985-03-31	12:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Normal	24	W		DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
015034	1985-03-10	19:00	PD	TrafficSigna	Wet	Clear	Angle	S	GoAhead	Disobey	Normal	44	W	GoAhead	DrivProp	Normal	24	2	0	0	7	0	0	0	0	0	×	×
017716	1985-05-16	19:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	19	N	GoAhead	DrivProp	Normal	65	2	0	0	3	0	0	0	0	0	×	×
018604	1985-05-16	12:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	FTY ROW	Normal	24	N	ChgLane	ImpropPa	Normal	44	2	0	0	1	0	1	0	0	0	×	×
019220	1985-04-01	20:00	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	34	N	GoAhead	DrivProp	Normal	54	2	0	0	3	0	1	0	0	0	×	×
019733	1985-05-04	02:00	PI	TrafficSigna	Dry	Clear		N	Slowing	DrivProp	Normal	34						1	0	0	2	0	1	0	0	0	×	×
021520	1985-06-10	08:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	19	W	TurnLeft	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
022352	1985-06-19	14:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	Foll2Cls	Normal	54	N		DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
022771	1985-06-18	21:00	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	ImpropTn	Normal	64	W	GoAhead	DrivProp	Normal	54	2	0	0	5	0	0	0	0	0	×	×
023635	1985-06-27	22:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	54	W	GoAhead	DrivProp	Normal	65	2	0	0	2	0	0	0	0	0	×	×
023878	1985-06-28	22:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	19	W	GoAhead	DrivProp	Normal	34	2	0	0	6	0	0	0	0	0	×	×
029554	1985-08-05	11:00	PI		Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	54	E	GoAhead	DrivProp	Normal	24	2	0	0	2	1	0	0	0	0	×	×
030666	1985-07-02	16:00	PD	NoControl	Wet	Rain	RearEnd	W	GoAhead	LostCtrl	Normal	34	W	GoAhead	DrivProp	Normal	44	2	0	0	13	0	0	0	0	0	×	×
030673	1985-08-24	22:00	PD	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	24	N	GoAhead	DrivProp	Normal	54	3	0	0	7	0	0	0	0	0	×	×
031100	1985-08-15	18:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	34	W	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	×	×
032386	1985-08-26	11:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
034196	1985-09-21	15:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	24	N	GoAhead	DrivProp	Normal	24	2	0	0	3	0	0	0	0	0	×	×
036165	1985-10-04	23:00	PI	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead	Other	Normal	19	S	GoAhead	DrivProp	Normal	24	2	0	0	4	2	0	0	0	0	×	×
036329	1985-10-04	16:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	54	W	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
037034	1985-10-05	01:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	ImpairAl	24	W		DrivProp	Normal	24	3	0	0	1	3	1	0	0	0	×	×
037265	1985-10-12	13:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	5	0	0	0	0	0	×	×
038484	1985-10-12	16:00	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	34	N	GoAhead	DrivProp	Normal	54	3	0	0	4	0	1	1	0	0	×	×
039724	1985-10-23	15:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	Normal	54	E	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
040145	1985-10-30	19:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Disobey	Normal	54	N	GoAhead	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	×	×
040472	1985-10-25	08:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Other	Normal	34	N		DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	×	×
042005	1985-11-02	19:00	PI	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Normal	64	W	Slowing	DrivProp	Normal	34	2	0	0	1	0	1	0	0	0	×	×

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
043125	1985-11-10	12:00	PI	TrafficSigna	Wet	Rain	Angle	N	GoAhead	Disobey	Normal	44	E	TurnRigh	DrivProp	Normal	64	2	0	0	5	1	0	0	0	0	×	×
045579	1985-12-07	02:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	34	S		DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
047217	1985-12-21	17:00	PD	TrafficSigna	Dry	Clear	Approach	N	GoAhead	Disobey	Normal	34	W	GoAhead	DrivProp	Normal	44	2	0	0	4	0	0	0	0	0	×	×
047970	1985-12-21	11:00	PI	NoControl	Wet	Clear	Turning	S	TurnLeft	FTY ROW	Normal	24	N	GoAhead	DrivProp	Normal	34	2	0	0	7	0	1	0	0	0	×	×
048232	1985-12-28	01:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	×	×
048361	1985-12-31	10:00	PD	TrafficSigna	Wet	Clear	Turning	W	TurnLeft	FTY ROW	Normal	64	W	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
000709	1986-01-10	16:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	65	N	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
001595	1986-01-11	22:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	ImpropTn	Normal	0	E	GoAhead	DrivProp	Normal	24	2	0	0	3	0	0	0	0	0	×	×
002857	1986-01-29	11:00	PD	TrafficSigna	Dry	Clear	Angle	W	ChgLane	FTY ROW	Normal	44	W	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
003275	1986-01-17	22:00	PI	TrafficSigna	Wet	Clear	Angle	E	TurnRigh	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	1	2	0	0	0	0	×	×
003969	1986-02-01	20:00	PD	TrafficSigna	LSnow	Snow	Angle	S	GoAhead	Disobey	Normal	34	W	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	×	×
004793	1986-02-07	14:00	PI	TrafficSigna	LSnow	Snow	PedestrianColl	W	GoAhead			0						1	1	0	1	1	0	0	0	0	×	×
005119	1986-02-15	17:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	34	S	GoAhead	DrivProp	Normal	44	2	0	0	5	0	1	0	0	0	×	×
006708	1986-02-25	17:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	Other	Normal	44	E	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
008837	1986-03-09	19:00	PI	TrafficSigna	Wet	Rain	Angle	E	GoAhead	Disobey	Normal	34	N	GoAhead	DrivProp	Normal	54	2	0	0	3	0	3	0	0	0	×	×
008985	1986-03-11	12:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	44	W	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
009424	1986-03-24	10:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	24	N	GoAhead	DrivProp	Normal	24	2	0	0	1	0	1	0	0	0	×	×
011351	1986-04-11	08:00	PD	TrafficSigna	Wet	Clear	Turning	W	TurnLeft	ImpropTn	Normal	44	W	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
015783	1986-05-25	16:00	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	34	W	GoAhead	DrivProp	Normal	44	2	0	0	6	1	0	0	0	0	×	×
016028	1986-04-21	15:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead		ImpairAl	34	W		DrivProp	Normal	44	3	0	0	0	3	0	0	0	0	×	×
019306	1986-06-07	01:00	PI	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			0	E	GoAhead	DrivProp	Normal	24	2	0	0	1	2	0	0	0	0	×	×
020063	1986-06-19	14:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	54	W	GoAhead	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	×	×
020601	1986-06-29	13:00	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	DrivProp	Normal	44						1	0	1	2	1	0	0	0	0	×	×
022112	1986-05-25	11:00	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnLeft	FTY ROW		0						1	0	1	1	0	1	0	0	0	×	×
024548	1986-07-29	15:00	PI	NoControl	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	44	S	GoAhead	DrivProp	Normal	24	3	0	0	2	0	1	0	0	0	×	×
025389	1986-08-02	13:00	PD	TrafficSigna	Dry	Clear	Turning	W	ChgLane	Other	Normal	54	W	GoAhead	DrivProp	Normal	64	2	0	0	4	0	0	0	0	0	×	×
026138	1986-07-26	01:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	ImpairAl	24	W	GoAhead	DrivProp	HadDrink	34	2	0	0	4	0	0	0	0	0	×	×
026389	1986-08-10	02:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	TooFast	ImpairAl	34	S	Slowing	DrivProp	Normal	24	2	0	0	2	4	0	0	0	0	×	×
026565	1986-08-03	21:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			65	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
027235	1986-08-13	15:00	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	ImpropTn	Normal	64	W	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
027376	1986-08-07	14:00	PI	TrafficSigna	Wet	Clear	RearEnd	W	ChgLane	ImpropPa	Normal	54	W	GoAhead	DrivProp	Normal	24	2	0	0	2	1	0	0	0	0	×	×
029977	1986-09-04	23:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Normal	24	W		DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
031605	1986-09-10	13:00	PI	TrafficSigna	Wet	Rain	Turning	W	TurnLeft	ImpropTn	Normal	44	W	GoAhead	DrivProp	Normal	64	2	0	0	2	0	2	0	0	0	×	×
031784	1986-09-22	14:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	54	N	GoAhead	DrivProp	Normal	34	2	0	0	1	0	3	0	0	0	×	×
036365	1986-10-06	08:00	PI	NoControl	Dry	Clear	RearEnd	N	GoAhead	Other	Normal	34	N		DrivProp	Normal	34	2	0	0	1	2	0	0	0	0	×	×
040045	1986-11-09	08:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
041139	1986-11-16	12:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	24	2	0	0	5	0	0	0	0	0	×	×
041966	1986-11-21	22:00	PD	TrafficSigna	Wet	Clear	Turning	W	TurnLeft	ImpropTn	Normal	24	W	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
044010	1986-12-05	10:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	Reverse	Other		24	N		DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
048818	1986-12-20	02:00	PI	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	19	W	GoAhead	DrivProp	Normal	34	2	0	0	4	3	0	0	0	0	×	×
001774	1987-01-18	08:00	PD	TrafficSigna	LSnow	Snow	Approach	S	Slowing	LostCtrl	Normal	34						1	0	0	1	0	0	0	0	0	×	×
001835	1987-01-08	15:00	PD	TrafficSigna	Wet	Snow	Turning	W	TurnLeft	FTY ROW	Normal	24	W	Unknown	DrivProp	Normal	34	3	0	0	4	0	0	0	0	0	×	×
002268	1987-01-18	10:00	PD	TrafficSigna	PSnow	Snow	Other	E	TurnLeft	Other	Normal	54	E	TurnLeft	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
002948	1987-01-27	18:00	PI	TrafficSigna	Wet	Clear	SideSwip	E	ChgLane	FTY ROW	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	1	0	2	0	0	0	×	×
004757	1987-02-01	09:00	PD	TrafficSigna	Wet	Clear	Angle	W	GoAhead	Disobey	Normal	64	N	GoAhead	DrivProp	Normal	44	2	0	0	5	0	0	0	0	0	×	×
005369	1987-02-07	17:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Other	Normal	54	E	GoAhead	DrivProp	Normal	24	2	0	0	5	0	0	0	0	0	×	×
006890	1987-02-09	20:00	PD	TrafficSigna	Wet	Clear	Angle	E	TurnRigh	Other	Normal	54	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
009119	1987-02-26	16:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Unknown			0	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
009165	1987-02-28	23:00	PD	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	34	N	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
009692	1987-02-07	03:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	19	S	GoAhead	DrivProp	Normal	44	2	0	0	0	0	4	0	0	0	×	×
010117	1987-02-28	18:00	PD	TrafficSigna	Wet	Clear	Angle	E	TurnLeft	ImpropTn	Normal	64	E	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	×	×
010118	1987-03-03	09:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	34	W	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	×	×
011964	1987-03-15	20:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnRigh	FTY ROW	Normal	34						1	1	0	1	0	1	0	0	0	×	×
017583	1987-04-21	13:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	44	N	GoAhead	DrivProp	Normal	64	2	0	0	2	1	0	0	0	0	×	×
018678	1987-05-03	12:00	PD	NoControl	Dry	Clear	Angle	S	ChgLane	Other	Normal	19	S	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
018680	1987-05-04	11:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh		Normal	64	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
020412	1987-05-02	20:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	34	N	GoAhead	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	×	×
022444	1987-05-04	16:00	PD	TrafficSigna	Dry	Clear	Approach	S	GoAhead	Disobey	Normal	54	W	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
022970	1987-04-23	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	65	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
030538	1987-07-10	17:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnRigh			64						1	1	0	1	1	0	0	0	0	×	×
032092	1987-07-20	19:00	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	ImpropTn	Normal	19	W	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
033125	1987-07-31	09:00	PD	TrafficSigna	Dry	Clear	Angle	N	ChgLane	Other	Normal	44	N	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
036930	1987-08-24	11:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	34	W	GoAhead	DrivProp	Normal	34	2	0	0	9	0	0	0	0	0	×	×
037226	1987-08-09	14:00	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	44	2	0	0	6	0	0	0	0	0	×	×
038448	1987-09-05	00:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	34	W	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
040783	1987-09-18	10:00	PI	NoControl	Wet	Rain	RearEnd	N	GoAhead	Foll2Cls	Normal	24	N	Slowing	DrivProp	Normal	34	2	0	0	1	0	1	0	0	0	×	×
040795	1987-09-18	21:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	24	W	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	×	×
042337	1987-09-25	23:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	19	W		DrivProp	Normal	24	2	0	0	1	2	2	0	0	0	×	×
045637	1987-08-28	19:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Other	Normal	34	W	GoAhead	Other	Normal	34	3	0	0	6	0	0	0	0	0	×	×
045713	1987-10-06	14:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	64	W	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
046506	1987-10-22	12:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh	Foll2Cls	Normal	54	S	TurnRigh	DrivProp	Normal	44	2	0	0	2	1	0	0	0	0	×	×
048704	1987-11-03	10:00	PI	TrafficSigna	Wet	Rain	RearEnd	E	Slowing		Normal	64	E		DrivProp	Normal	54	2	0	0	2	1	0	0	0	0	×	×

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
049175	1987-11-02	21:00	PI	TrafficSigna	Dry	Clear	Approach	W	GoAhead	Disobey	Normal	34	N	GoAhead	DrivProp	Normal	34	2	0	0	1	1	0	0	0	0	×	×
053973	1987-11-23	11:00	PD	NoControl	Dry	Clear	SideSwip	S	PullAway	ImpropPa	Normal	34	S	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
057126	1987-12-13	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	×	×
057845	1987-10-23	17:00	PI	NoControl	Dry	Clear	PedestrianColl	W	TurnRigh	FTY ROW		0						1	1	0	1	1	0	0	0	0	×	×
000598	1988-01-03	19:00	PI	TrafficSigna			RearEnd	S		Other	Normal	29	S		DrivProp	Normal	29	2	0	0	1	2	0	0	0	0	×	×
012982	1988-03-18	14:00	PD	TrafficSigna			RearEnd	W		LostCtrl	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
032243	1988-07-17	02:00	PD	TrafficSigna			RearEnd	W		Other	HadDrink		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
032776	1988-06-18	12:00	PD	TrafficSigna			RearEnd	W		Other	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
033177	1988-07-17	02:00	PI	TrafficSigna			RearEnd	W		Other	Normal	19	W		DrivProp	Normal	29	2	0	0	7	3	0	0	0	0	×	×
034145	1988-07-25	17:00	PD	TrafficSigna			SideSwip	W		FTY ROW	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
056861	1988-11-19	00:00	PI	TrafficSigna			RearEnd	W		Other	Inatten	19	W		DrivProp	Normal	25	2	0	0	2	1	0	0	0	0	×	×
058353	1988-11-20	12:00	PD	TrafficSigna			RearEnd	W		Foll2Cls	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
059575	1988-12-12	15:00	PI	TrafficSigna			RearEnd	W		Other	Inatten	20	W		DrivProp	Normal	36	2	0	0	2	2	0	0	0	0	×	×
000528	1989-01-07	16:00	PI	TrafficSigna			RearEnd	W		Other	Normal	37	W		DrivProp	Normal	23	3	0	0	6	2	0	0	0	0	×	×
000935	1989-01-07	19:00	PI	TrafficSigna			RearEnd	W		LostCtrl	Unknown	20	W		DrivProp	Unknown	21	2	0	0	4	0	2	0	0	0	×	×
005723	1989-02-01	09:00	PI	TrafficSigna			RearEnd	E		Foll2Cls	Normal	40	E		DrivProp	Normal	34	2	0	0	2	1	0	0	0	0	×	×
007616	1989-02-19	13:00	PD	TrafficSigna			Angle	W		Disobey	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
010269	1989-03-11	14:00	PI	TrafficSigna			PedestrianColl	W		LostCtrl	Normal	31						1	1	0	1	1	0	0	0	0	×	×
026717	1989-05-30	23:00	PD	TrafficSigna			Angle	W		LostCtrl	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
026805	1989-06-05	15:00	PI	NoControl			PedestrianColl			DrivProp	Normal	26						1	1	0	1	1	0	0	0	0	×	×
028554	1989-06-18	16:00	PD	TrafficSigna			Angle	W		Other	Normal		S		Other	Normal		2	0	0	0	0	0	0	0	2	×	×
033170	1989-07-16	08:00	PI	TrafficSigna			Angle	S		Disobey	Normal	33	W		DrivProp	Normal	39	2	0	0	1	1	0	0	0	0	×	×
033885	1989-05-31	15:00	PD	NoControl			SideSwip	S		ImpLaChg	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
037368	1989-08-04	19:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
038062	1989-08-15	09:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
038434	1989-08-16	11:00	PI	TrafficSigna			RearEnd	S		Foll2Cls	Normal	22	S		DrivProp	Normal	65	2	0	0	1	1	0	0	0	0	×	×
041690	1989-09-02	07:00	PI	TrafficSigna			Angle	W		Disobey	Normal	31	N		DrivProp	Normal	35	2	0	0	0	0	2	0	0	0	×	×
041866	1989-09-01	11:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
044035	1989-09-14	19:00	PI	TrafficSigna			RearEnd	E		Other	Inatten	33	E		DrivProp	Normal	24	2	0	0	2	2	0	0	0	0	×	×
045379	1989-08-21	17:00	PD	TrafficSigna			SideSwip	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
046400	1989-09-29	15:00	PD	TrafficSigna			Angle	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
051332	1989-10-25	07:00	PD	TrafficSigna			SideSwip	N		Other	Inatten		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
052847	1989-11-04	16:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
054174	1989-10-29	13:00	PI	TrafficSigna			CyclistColl	W		Disobey	Normal	50						1	0	1	1	0	1	0	0	0	×	×
054905	1989-10-19	22:00	PI	TrafficSigna			Angle	W		Disobey	Normal	31	N		DrivProp	Normal	72	2	0	0	2	1	0	0	0	0	×	×
055790	1989-11-17	23:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
060838	1989-12-10	00:00	PI	TrafficSigna			Angle	W		Disobey	Normal	21	S		DrivProp	Normal	39	2	0	0	1	2	0	0	0	0	✕	✕
062868	1989-12-07	12:00	PD	TrafficSigna			Angle	S		Disobey	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
064603	1989-11-24	22:00	PD	TrafficSigna			Angle	W		Disobey	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
066239	1989-12-15	15:00	PD	TrafficSigna			SideSwip	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
000156	1990-01-03	23:00	PI	TrafficSigna			Angle	S		Disobey	Normal	20	E		DrivProp	Normal	50	2	0	0	1	1	0	0	0	0	✕	✕
004141	1990-01-28	23:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
010613	1990-03-13	02:00	PI	TrafficSigna			Angle	W		Disobey	HadDrink	23	N		DrivProp	Normal	26	2	0	0	2	0	0	1	0	0	✕	✕
012576	1990-03-25	15:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
014419	1990-03-17	03:00	PD	TrafficSigna			Turning	S		ImpropTn	Unknown		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
014989	1990-04-08	00:00	PD	TrafficSigna			RearEnd	W		Other	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
016209	1990-04-16	11:00	PD	TrafficSigna			Angle	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
023179	1990-03-16	14:00	PI	TrafficSigna			Angle	W		Disobey	Normal	28	N		DrivProp	Normal	34	2	0	0	2	2	0	0	0	0	✕	✕
025432	1990-06-16	02:00	PD	TrafficSigna			RearEnd	W		Other	Normal		W		Other	Normal		2	0	0	0	0	0	0	0	2	✕	✕
029528	1990-07-08	18:00	PI	TrafficSigna			PedestrianColl	N		FTY ROW	Normal	72						1	1	0	1	1	0	0	0	0	✕	✕
032019	1990-07-15	10:00	PD	TrafficSigna			Turning	W		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
032040	1990-06-27	16:00	PD	TrafficSigna			Angle	W		DrivProp	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
036137	1990-08-15	15:00	PD	NoControl			SideSwip	N		ImpLaChg	Inatten		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
037442	1990-08-30	21:00	PD	TrafficSigna			Angle	W		Disobey	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	4	✕	✕
037862	1990-08-21	15:00	PD	TrafficSigna			RearEnd	S		Foll2Cls	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
041123	1990-09-22	09:00	PD	TrafficSigna			Angle	W		Disobey	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
046156	1990-10-14	16:00	PI	TrafficSigna			Angle	W		ImpLaChg	Normal	31	W		DrivProp	Normal	24	2	0	0	5	1	0	0	0	0	✕	✕
047763	1990-10-23	06:00	PI	NoControl			PedestrianColl	N		DrivProp	Normal	67						1	1	0	1	0	0	1	0	0	✕	✕
050674	1990-11-10	21:00	PI	TrafficSigna			Angle	W		Disobey	Normal	36	N		DrivProp	Normal	20	2	0	0	2	3	1	0	0	0	✕	✕
056068	1990-12-12	20:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
056262	1990-12-12	22:00	PD	TrafficSigna			RearEnd	W		TooFast	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
057081	1990-12-21	10:00	PD	TrafficSigna			RearEnd	W		LostCtrl	Normal		W		DrivProp	Normal		3	0	0	0	0	0	0	0	3	✕	✕
057098	1990-12-24	13:00	PD	TrafficSigna			Angle	W		Disobey	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
058979	1990-12-31	16:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
000831	1991-01-09	16:00	PI	NoControl			CyclistColl	S		DrivProp	Normal	41						1	0	1	1	0	1	0	0	0	✕	✕
004664	1991-02-10	18:00	PI	TrafficSigna			Angle	W		Disobey	Inatten	16	N		DrivProp	Normal	25	3	0	0	7	0	2	0	0	0	✕	✕
005239	1991-02-13	11:00	PD	TrafficSigna			SideSwip	E		Other	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
006842	1991-02-12	06:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
007060	1991-02-24	13:00	PD	TrafficSigna			RearEnd	W		Other	Inatten		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
007061	1991-02-22	13:00	PD	TrafficSigna			SideSwip	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
008316	1991-02-20	17:00	PI	TrafficSigna			Angle	W		Disobey	Inatten	19	N		DrivProp	Normal	69	2	0	0	3	1	0	0	0	0	✕	✕
008824	1991-02-27	19:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
012617	1991-04-09	05:00	PI	TrafficSigna			Angle	W		Disobey	Normal	21	N		DrivProp	Normal	40	2	0	0	1	1	2	1	0	0	✕	✕
013614	1991-04-13	08:00	PI	TrafficSigna			Angle	W		Disobey	Unknown	0	N		DrivProp	Normal	22	2	0	0	1	0	2	0	0	0	✕	✕
015003	1991-03-29	12:00	PI	TrafficSigna			Angle	N		Disobey	Normal	35	W		DrivProp	Normal	53	2	0	0	4	1	1	0	0	0	✕	✕
016520	1991-05-04	19:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
017240	1991-05-06	12:00	PD	TrafficSigna			SideSwip	E		DrivProp	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
020702	1991-05-22	12:00	PD	NoControl			SideSwip	S		ImpLaChg	Unknown		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
020919	1991-05-27	06:00	PD	TrafficSigna			Angle	N		Disobey	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
020971	1991-05-24	01:00	PD	TrafficSigna			SMVOther	E		DrivProp	Unknown							1	0	0	0	0	0	0	0	1	✕	✕
023269	1991-06-15	23:00	PI	TrafficSigna			Turning	E		TooFast	HadDrink	26	E		DrivProp	Normal	24	2	0	0	3	1	1	0	0	0	✕	✕
025413	1991-07-06	23:00	PD	TrafficSigna			Angle	W		Disobey	Inatten		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
025657	1991-06-26	09:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
027423	1991-06-30	20:00	PI	TrafficSigna			RearEnd	W		Other	Inatten	62	W		DrivProp	Normal	39	2	0	0	5	0	2	0	0	0	✕	✕
029383	1991-07-15	15:00	PD	NoControl			SMVOther	N		Other	Inatten							1	0	0	0	0	0	0	0	1	✕	✕
029912	1991-07-22	13:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
030934	1991-08-02	10:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
032496	1991-08-20	16:00	PD	TrafficSigna			SideSwip	W		FTY ROW	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
033758	1991-08-20	21:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
034014	1991-07-11	12:00	PD	TrafficSigna			Turning	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
034935	1991-08-26	01:00	PI	TrafficSigna			Angle	N		Other	Normal	33	W		Other	Normal	27	2	0	0	4	4	1	0	0	0	✕	✕
035560	1991-08-04	16:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
036059	1991-09-09	09:00	PI	TrafficSigna			Turning	S		FTY ROW	Normal	28	N		DrivProp	Normal	41	2	0	0	0	0	3	0	0	0	✕	✕
037762	1991-09-18	11:00	PD	TrafficSigna			RearEnd	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
039749	1991-09-24	22:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Inatten		2	0	0	0	0	0	0	0	2	✕	✕
040967	1991-09-06	09:00	PD	NoControl			RearEnd	S		Foll2Cls	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
041648	1991-10-11	13:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
041649	1991-10-12	16:00	PD	TrafficSigna			Turning	E		Foll2Cls	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
041688	1991-09-25	17:00	PD	TrafficSigna			Angle	W		Foll2Cls	Normal		S		ImpropTn	Normal		2	0	0	0	0	0	0	0	2	✕	✕
041721	1991-09-26	10:00	PI	TrafficSigna			Angle	W		Disobey	Normal	47	S		DrivProp	Normal	29	2	0	0	2	2	0	0	0	0	✕	✕
043908	1991-10-22	17:00	PD	TrafficSigna			Turning	W		ImpropTn	Inatten		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
044040	1991-10-12	21:00	PI	TrafficSigna			Angle	W		Disobey	Normal	26	N		DrivProp	Normal	33	2	0	0	5	2	0	0	0	0	✕	✕
044183	1991-10-16	14:00	PD	TrafficSigna			Angle	S		Disobey	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
044205	1991-10-25	20:00	PD	TrafficSigna			SideSwip	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
057742	1991-01-22	01:00	PD	TrafCont			Angle	N		Disobey	Unknown		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
057842	1991-12-19	15:00	PI	TrafficSigna			Angle	N		DrivProp	Normal	37	E		Disobey	Normal	24	2	0	0	2	1	0	0	0	0	✕	✕
000922	1992-01-10	11:25	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	47	W	GoAhead	DrivProp	Normal	60	2	0	0	0	0	0	0	0	2	✕	✕
001304	1992-01-13	14:00	PD	TrafficSigna	Wet	Clear	RearEnd	W	ChgLane	Other	HadDrink	42	W	TurnRigh	ImpropTn	Normal	29	2	0	0	0	0	0	0	0	4	✕	✕

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
002553	1992-01-19	18:35	PI	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead	LostCtrl	Normal	30						1	0	0	1	1	0	0	0	2	✕	✕
003839	1992-01-30	12:50	PI	SchoolBus	Wet	Clear	Turning	W	TurnRigh	ImpLaChg	Normal	37	W	TurnRigh	ImpLaChg	Normal	37	3	0	0	2	0	2	0	0	2	✕	✕
004923	1992-02-02	11:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	31	W	GoAhead	DrivProp	Normal	21	2	0	0	0	0	0	0	0	5	✕	✕
007226	1992-02-16	12:40	PD	TrafficSigna	Slush	Snow	Angle	S	GoAhead	Disobey	Normal	22	W	GoAhead	DrivProp	Normal	54	3	0	0	0	0	0	0	0	4	✕	✕
008311	1992-02-20	00:02	PI	TrafficSigna	Wet	Clear	Angle	W	GoAhead	Disobey	Normal	27	N	GoAhead	DrivProp	Normal	53	2	0	0	1	1	1	0	0	1	✕	✕
010162	1992-03-07	20:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	Disobey	Normal	18	E	GoAhead	DrivProp	Normal	22	2	0	0	0	0	0	0	0	3	✕	✕
011491	1992-03-11	20:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	50	E	GoAhead	DrivProp	Normal	45	2	0	0	0	0	0	0	0	4	✕	✕
011532	1992-03-12	17:55	PD	NoControl	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	46						1	0	0	0	0	0	0	0	2	✕	✕
011840	1992-03-18	20:15	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	29	W	GoAhead	DrivProp	Normal	39	2	0	0	0	0	0	0	0	2	✕	✕
018495	1992-04-18	21:15	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh	ImpLaChg	Normal	64	S	GoAhead	DrivProp	Normal	39	2	0	0	0	0	0	0	0	2	✕	✕
019774	1992-04-25	15:03	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	37	E	GoAhead	DrivProp	Normal	24	2	0	0	0	0	0	0	0	3	✕	✕
019810	1992-04-26	22:55	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	DrivProp	Normal	37	W	GoAhead	DrivProp	Normal	24	2	0	0	0	0	0	0	0	2	✕	✕
019872	1992-04-26	03:20	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	23	E	GoAhead	Disobey	Normal	23	3	0	0	0	0	0	0	0	3	✕	✕
020845	1992-05-01	08:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	31	W	GoAhead	Foll2Cls	Normal	31	3	0	0	0	0	0	0	0	3	✕	✕
024537	1992-05-23	16:15	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	FTY ROW	Normal	56	E	TurnLeft	DrivProp	Normal	22	2	0	0	0	0	0	0	0	3	✕	✕
024878	1992-05-24	02:00	PI	TrafficSigna	Wet	Rain	RearEnd	W	Slowing	Other	Normal	39	W	Stopped	DrivProp	Normal	42	2	0	0	1	3	0	0	0	1	✕	✕
026094	1992-05-31	04:00	PI	TrafficSigna	Wet	Rain	Angle	N	GoAhead	Disobey	Inatten	22	W	GoAhead	DrivProp	Normal	21	2	0	0	3	1	0	0	0	0	✕	✕
029023	1992-06-17	17:47	PD	NoControl	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	20						1	0	0	0	0	0	0	0	3	✕	✕
030403	1992-06-24	19:06	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	20	E	GoAhead	DrivProp	Normal	31	2	0	0	5	2	0	0	0	1	✕	✕
032155	1992-07-05	17:04	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Over.08	28	W	GoAhead	Disobey	Over.08	28	5	0	0	6	1	0	0	0	4	✕	✕
032723	1992-07-08	17:25	PD	TrafficSigna	Wet	Rain	Angle	W	GoAhead	FTY ROW	Normal	31	S	GoAhead	DrivProp	Normal	25	2	0	0	0	0	0	0	0	3	✕	✕
033299	1992-07-03	16:30	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Disobey	Normal	44	E	GoAhead	DrivProp	Normal	39	2	0	0	0	0	0	0	0	2	✕	✕
035513	1992-07-22	21:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	FTY ROW	Normal	23	W	GoAhead	DrivProp	Normal	19	2	0	0	0	0	0	0	0	3	✕	✕
040533	1992-08-22	03:35	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	16	N	GoAhead	DrivProp	Normal	53	2	0	0	0	0	0	0	0	3	✕	✕
040604	1992-08-23	00:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	Foll2Cls	Unknown	16	N	Stopped	DrivProp	Normal	25	2	0	0	0	0	0	0	0	4	✕	✕
044895	1992-09-15	11:15	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Inatten	67	W	GoAhead			21	2	0	0	4	1	0	0	0	0	✕	✕
047839	1992-09-30	19:30	PD	NoControl	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	21	E	GoAhead	DrivProp	Normal	37	2	0	0	0	0	0	0	0	2	✕	✕
048567	1992-10-04	19:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	50	E	GoAhead	DrivProp	Normal	23	2	0	0	0	0	0	0	0	3	✕	✕
049672	1992-10-10	09:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	48	E	GoAhead	DrivProp	Normal	58	2	0	0	0	0	0	0	0	2	✕	✕
052883	1992-10-24	10:05	PD	TrafficSigna	Wet	Rain	Angle	W	TurnLeft	ImpropTn	Normal	54	W	GoAhead	DrivProp	Normal	18	2	0	0	0	0	0	0	0	2	✕	✕
052944	1992-10-25	02:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	21						1	0	0	0	0	0	0	0	2	✕	✕
054063	1992-10-30	11:23	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	33	E	GoAhead	DrivProp	Normal	36	2	0	0	0	0	0	0	0	3	✕	✕
054204	1992-10-31	10:57	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	32	E	GoAhead	DrivProp	Normal	38	2	0	0	0	0	0	0	0	2	✕	✕
055377	1992-11-05	16:10	PD	TrafficSigna	Wet	Rain	Turning	S	TurnLeft	ImpropTn	Normal	45	W	GoAhead	DrivProp	Normal	31	4	0	0	0	0	0	0	0	5	✕	✕
055384	1992-11-05	23:58	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	49	W	GoAhead	DrivProp	Normal	33	2	0	0	0	1	1	1	0	2	✕	✕
059708	1992-11-24	15:50	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	32	E	GoAhead	DrivProp	Normal	35	2	0	0	0	0	0	0	0	3	✕	✕

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
060139	1992-11-26	20:35	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	Speeding	Normal	35	E	TurnLeft	DrivProp	Normal	46	2	0	0	0	0	0	0	0	3	✗	✗
063475	1992-12-11	21:19	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	28	E	GoAhead	DrivProp	Normal	33	2	0	0	0	0	0	0	0	3	✗	✗
067030	1992-12-26	12:25	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	59	2	0	0	0	0	0	0	0	3	✗	✗
003179	1993-01-21	12:45	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Inatten	37	W	TurnLeft	ImpropTn	Inatten	37	3	0	0	0	0	0	0	0	5	✗	✗
004075	1993-01-24	13:50	PD	TrafficSigna	Dry	Rain	Turning	W	TurnLeft	ImpropTn	Normal	24	W	TurnLeft	ImpropTn	Normal	24	3	0	0	0	0	0	0	0	4	✗	✗
005212	1993-01-21	01:30	PD	TrafficSigna		Clear	RearEnd	S	Reverse	Foll2Cls	Unknown	28	S	Stopped	DrivProp	Normal	23	2	0	0	0	0	0	0	0	2	✗	✗
016816	1993-03-25	15:07	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	26	E	GoAhead	DrivProp	Normal	50	2	0	0	1	3	0	0	0	0	✗	✗
019044	1993-04-10	09:52	PI	TrafficSigna	Wet	Rain	Angle	N	GoAhead	Disobey	Inatten	56	W	GoAhead	DrivProp	Normal	57	2	0	0	1	0	3	1	0	1	✗	✗
024817	1993-05-11	01:44	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	28	W	GoAhead	Disobey	Normal	28	4	0	0	1	0	2	0	0	2	✗	✗
024829	1993-05-11	16:30	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	25	S	GoAhead	DrivProp	Normal	43	3	0	0	2	1	0	0	0	1	✗	✗
030718	1993-06-09	22:39	PD	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	19	N	GoAhead	DrivProp	Normal	34	2	0	0	0	0	0	0	0	4	✗	✗
032125	1993-06-19	12:45	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	70	W	GoAhead	DrivProp	Normal	40	2	0	0	0	0	0	0	0	2	✗	✗
033713	1993-06-28	07:10	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	30	W	GoAhead			25	2	0	0	0	1	1	0	0	1	✗	✗
036167	1993-07-12	00:05	PI	TrafficSigna	Dry	Rain	Angle	W	GoAhead	Disobey	Normal	21	N	GoAhead	DrivProp	Normal	18	2	0	0	6	0	2	0	0	0	✗	✗
041578	1993-08-09	11:50	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	19	W	GoAhead	DrivProp	Normal	40	2	0	0	0	0	0	0	0	2	✗	✗
042181	1993-08-13	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Disobey	Normal	28	S	Stopped	DrivProp	Normal	34	3	0	0	0	0	0	0	0	3	✗	✗
042303	1993-08-14	22:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Other	Normal	52	W	GoAhead	Other	Normal	20	2	0	0	1	0	0	0	0	3	✗	✗
046408	1993-09-01	17:30	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	ImpropTn	Normal	32	W	GoAhead	DrivProp	Normal	35	2	0	0	0	0	0	0	0	2	✗	✗
048486	1993-09-10	08:50	PD	TrafficSigna	Wet	Rain	RearEnd	W	Slowing	Foll2Cls	Normal	46	W	Stopped	DrivProp	Normal	31	2	0	0	0	0	0	0	0	3	✗	✗
051740	1993-09-27	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	35	W	Stopped	DrivProp	Normal	32	2	0	0	0	0	0	0	0	3	✗	✗
056853	1993-10-23	13:35	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Other	Normal	38	S	GoAhead	Other	Normal	23	2	0	0	1	1	0	0	0	0	✗	✗
056924	1993-10-12	17:40	PD	TrafficSigna	Wet		RearEnd	S	Unknown	Other	Unknown	42	S	GoAhead	DrivProp	Normal	21	2	0	0	0	0	0	0	0	3	✗	✗
065293	1993-12-03	03:00	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	27						1	0	0	0	1	0	0	0	2	✗	✗
066933	1993-12-10	11:50	PD	NoControl	Wet	Rain	SMVOther	E	Slowing	DrivProp	Normal	24						1	0	0	0	0	0	0	0	1	✓	✗
071530	1993-12-29	11:10	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	29	N	GoAhead	DrivProp	Normal	37	3	0	0	2	1	0	0	0	2	✗	✗
007929	1994-01-29	13:45	PD	NoControl	Wet	Snow	RearEnd	E	GoAhead	DrivProp	HadDrink	59	E	GoAhead	Other	Unknown	99	2	0	0	0	0	0	0	0	2	✓	✗
008907	1994-02-02	15:00	PD	TrafficSigna	LSnow	Snow	SideSwip	W	TurnLeft	ImpropTn	Normal	51	W	GoAhead	DrivProp	Normal	37	2	0	0	0	0	0	0	0	2	✗	✗
013492	1994-02-20	02:00	PD	TrafficSigna	Wet	Clear	RearEnd	W	Slowing	Foll2Cls	HadDrink	28	W	Stopped	DrivProp	Normal	38	2	0	0	0	0	0	0	0	3	✗	✗
017686	1994-03-10	13:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	27	W	GoAhead	DrivProp	Normal	57	3	0	0	0	0	0	0	0	3	✗	✗
020698	1994-03-15	20:50	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	19	S	GoAhead	DrivProp	Normal	21	2	0	0	1	3	0	0	0	1	✗	✗
023696	1994-04-09	11:35	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Inatten	48	W	GoAhead	DrivProp	Normal	28	2	0	0	0	0	0	0	0	2	✗	✗
024154	1994-04-12	16:25	PI	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	40						1	0	0	0	0	1	0	0	1	✗	✗
027053	1994-04-27	01:20	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	20	N	GoAhead	DrivProp	Normal	23	2	0	0	0	0	0	0	0	3	✗	✗
029879	1994-05-11	19:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	Unknown	Other	Unknown	32	W	Stopped	DrivProp	Unknown	25	3	0	0	0	0	0	0	0	3	✗	✗
035062	1994-06-02	09:15	PD	NoControl	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	40	E	Slowing	DrivProp	Normal	29	2	0	0	0	0	0	0	0	3	✗	✗
036901	1994-06-12	11:13	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	51	N	GoAhead	DrivProp	Normal	50	2	0	0	2	0	3	0	0	0	✗	✗

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
037726	1994-06-15	16:50	PI	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	TooFast	Inatten	23	W	Stopped	DrivProp	Normal	58	4	0	0	5	1	0	0	0	3	✗	✗
048181	1994-08-05	10:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	WrongWay	Normal	22	N	GoAhead	DrivProp	Normal	25	2	0	0	0	0	0	0	0	3	✗	✗
060816	1994-10-06	10:25	PD	TrafficSigna	Dry	Clear	Approach	W	GoAhead	Disobey	Normal	41	N	GoAhead	DrivProp	Normal	55	3	0	0	0	0	0	0	0	5	✗	✗
061832	1994-10-11	08:45	PI	TrafficSigna	Dry	Clear	Turning	E	UTurn	ImpropTn	Normal	36	S	GoAhead	DrivProp	Normal	43	2	0	0	4	1	0	0	0	1	✗	✗
066128	1994-10-30	15:10	PD	TrafficSigna	Dry	Clear	Angle	N	Slowing	Disobey	Normal	32	W	GoAhead	DrivProp	Normal	20	2	0	0	0	0	0	0	0	3	✗	✗
073127	1994-11-27	02:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	HadDrink	24	W	GoAhead	DrivProp	Normal	19	2	0	0	0	0	0	0	0	2	✗	✗
075203	1994-12-07	09:08	PI	TrafficSigna	Slush	Snow	RearEnd	W	Slowing	Foll2Cls	Unknown	99	W	Stopped	DrivProp	Normal	26	2	0	0	1	2	0	0	0	1	✗	✗
079472	1994-12-20	15:15	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	35	S	Stopped	DrivProp	Normal	41	2	0	0	1	1	0	0	0	2	✓	✗
003452	1995-01-16	13:38	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	41	N	GoAhead	DrivProp	Normal	35	2	0	0	2	1	0	0	0	2	✗	✓
005668	1995-01-24	14:52	PI	NoControl	Wet	Clear	PedestrianColl	S	GoAhead	DrivProp	Normal	29						1	1	0	1	0	1	0	0	0	✗	✓
005672	1995-01-24	12:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	39	E	GoAhead	DrivProp	Normal	29	2	0	0	1	0	0	0	0	2	✗	✓
017521	1995-03-22	09:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	ChgLane	FTY ROW	Normal	54	N	GoAhead	DrivProp	Normal	42	2	0	0	0	0	0	0	0	4	✗	✓
018350	1995-03-27	11:40	PD	TrafficSigna	Dry	Clear	Approach	W	GoAhead	Disobey	Normal	99	N	GoAhead	DrivProp	Normal	18	2	0	0	0	0	0	0	0	2	✗	✓
020282	1995-04-05	13:59	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	33	N	GoAhead	DrivProp	Normal	66	2	0	0	3	1	0	0	0	0	✗	✓
021803	1995-04-13	12:45	PD	TrafficSigna	Wet	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	27	W	Stopped	DrivProp	Normal	36	2	0	0	0	0	0	0	0	2	✗	✓
025002	1995-04-29	11:50	PI	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	17	W	Slowing	DrivProp	Normal	45	2	0	0	1	1	0	0	0	1	✗	✓
027055	1995-05-08	11:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	Disobey	Normal	64	N	GoAhead	DrivProp	Normal	41	2	0	0	0	0	0	0	0	4	✗	✓
032905	1995-06-04	13:30	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	ChgLane	ImpLaChg	Normal	21	W	GoAhead			24	2	1	0	2	1	1	0	0	1	✗	✓
033546	1995-06-06	08:50	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Disobey	Normal	49	W	GoAhead	DrivProp	Normal	32	2	0	0	1	0	1	0	0	1	✗	✓
035945	1995-06-17	02:30	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	Disobey	Normal	19	S	GoAhead	DrivProp	Normal	25	2	0	0	0	0	0	0	0	2	✗	✓
040338	1995-07-08	07:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Fatigue	20	W	GoAhead	DrivProp	Normal	33	2	0	0	0	0	0	0	0	3	✗	✓
042320	1995-07-18	19:20	PI	TrafficSigna	Dry	Clear	CyclistColl											0	0	1	0	1	0	0	0	1	✗	✓
043102	1995-07-21	11:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	56	S	Stopped	DrivProp	Normal	28	2	0	0	0	0	0	0	0	3	✗	✓
044519	1995-07-28	02:15	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	46	N	GoAhead	DrivProp	Normal	21	2	0	0	0	4	5	0	0	1	✗	✓
051854	1995-08-31	11:40	PD	TrafCont	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	43	S	Stopped	DrivProp	Normal	99	2	0	0	0	0	0	0	0	3	✗	✓
053936	1995-09-11	15:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	TurnLeft	ImpropTn	Normal	27	W	GoAhead	DrivProp	Normal	39	2	0	0	0	0	0	0	0	3	✗	✓
055180	1995-09-17	16:30	PI	NoControl	Dry	Clear	RearEnd	E	ChgLane	ImpLaChg	Normal	30	E	GoAhead	DrivProp	Normal	38	2	0	0	2	2	0	0	0	0	✓	✓
056313	1995-09-22	09:47	PD	TrafficSigna	Wet	Rain	SideSwip	S	ChgLane	ImpLaChg	Unknown	31	S	ChgLane	ImpLaChg	Unknown	31	5	0	0	0	0	0	0	0	6	✗	✓
058531	1995-10-02	14:16	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	30						1	1	0	1	0	1	0	0	0	✗	✓
062328	1995-10-19	11:20	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	Normal	56	E	GoAhead	DrivProp	Normal	50	2	0	0	0	0	0	0	0	5	✗	✓
062567	1995-10-20	01:10	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Over.08	31	W	GoAhead	Disobey	Normal	31	3	0	0	0	0	0	0	0	6	✓	✓
065325	1995-11-23	15:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Inatten	32	S	Stopped	DrivProp	Normal	30	2	0	0	0	0	0	0	0	4	✗	✓
070176	1995-11-18	16:15	PD	TrafficSigna	Wet	Rain	SideSwip	W	TurnLeft	ImpropTn	Normal	53	W	GoAhead	DrivProp	Normal	51	2	0	0	0	0	0	0	0	3	✗	✓
077311	1995-12-15	22:30	PD	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	53						1	0	0	0	0	0	0	0	2	✗	✓
080188	1995-12-27	09:15	PD	NoControl	LSnow	Snow	RearEnd	N	GoAhead	Foll2Cls	Normal	41	N	Stopped	DrivProp	Normal	33	2	0	0	2	0	0	0	0	2	✗	✓
081140	1995-12-31	14:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	37	W	GoAhead	DrivProp	Normal	46	2	0	0	0	0	0	0	0	3	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
000090	1996-01-25	11:20	PD	TrafficSigna	Dry	Clear		S	GoAhead			52	S	Stopped			24	2	0	0	2	0	0	0	0	0	✗	✓
018866	1996-01-10	11:00	PI	TrafficSigna	Wet	Clear	Angle	N	GoAhead			58	W	GoAhead			37	3	0	0	2	1	0	0	0	0	✗	✓
018967	1996-01-10	13:50	PD	TrafficSigna	Wet	Clear	Other	W				38	W				35	2	0	0	2	0	0	0	0	0	✓	✓
023991	1996-02-06	19:30	PI	TrafficSigna	Dry	Clear	Other	S	Slowing			27	W	GoAhead	Disobey	Unknown	53	3	0	0	1	2	0	0	0	0	✗	✓
026053	1996-02-18	15:30	PD	TrafficSigna	Dry	Clear	Other	W	GoAhead			21	N	GoAhead			38	2	0	0	2	0	0	0	0	0	✓	✓
026785	1996-02-21	23:15	PI	TrafficSigna	Wet	Fog	Angle	N	GoAhead			32	W	GoAhead			25	2	0	0	2	0	0	0	0	0	✗	✓
027251	1996-02-26	13:30	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			30	S	GoAhead			26	2	0	0	2	0	0	0	0	0	✓	✓
029471	1996-03-10	15:45	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			17	S	GoAhead			22	2	0	0	2	0	0	0	0	0	✓	✓
031794	1996-03-23	19:30	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✓	✓
035296	1996-04-16	17:10	PD	TrafficSigna	Dry	Clear	Other	E	Slowing	Foll2Cls	Normal	27	E	Stopped	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✗	✓
038409	1996-05-06	12:10	PI	NoControl	Dry	Clear	Other	N	Slowing			40		GoAhead			35	3	0	0	2	1	0	0	0	0	✓	✓
044676	1996-06-09	00:01	PI	TrafficSigna	Dry	Clear	Other	W	Stopped			35	W				25	2	0	0	0	1	0	0	0	1	✗	✓
045395	1996-06-13	18:45	PD	TrafficSigna	Dry	Clear	Other	N	TurnLeft	DrivProp	Normal	29						2	0	0	2	0	0	0	0	0	✗	✓
050059	1996-07-08	00:01	PI	TrafficSigna		Clear	Other	UN	Unknown				UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
050066	1996-07-08	21:30	PD	TrafficSigna	Wet	Rain	Other	W	Stopped	DrivProp	Normal	43	W	GoAhead	LostCtrl	Normal	22	2	0	0	2	0	0	0	0	0	✗	✓
051022	1996-07-15	12:15	PD	TrafficSigna	Wet	Rain	Other	W	GoAhead			38	W	TurnRigh	ImpropTn	Normal	20	2	0	0	2	0	0	0	0	0	✗	✓
059228	1996-09-04	11:00	PD	TrafficSigna	Dry	Clear	Other	N	GoAhead			42	W	GoAhead			34	2	0	0	2	0	0	0	0	0	✓	✓
063438	1996-09-24	15:25	PD	TrafficSigna	Dry	Clear	Other	W	Stopped			54	W	Slowing			28	2	0	0	2	0	0	0	0	0	✗	✓
069805	1996-10-28	12:55	PD	NoControl		Clear	Other		Stopped				UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
080805	1996-11-26	12:30	PD	PoliceContro		Clear	RearEnd	W	GoAhead				W	TurnRigh				2	0	0	0	0	0	0	0	2	✗	✓
084157	1996-04-27	21:50	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			21	N	GoAhead			28	3	0	0	2	2	1	0	0	0	✓	✓
087533	1996-12-13	23:30	PD	TrafficSigna		Clear	Angle		GoAhead				UN	GoAhead				2	0	0	0	0	0	0	0	2	✗	✓
088248	1996-12-16	13:20	PD	TrafficSigna		Clear	RearEnd		Stopped				UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
097953	1996-10-06	11:58	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			29	N	GoAhead			49	2	0	0	1	1	0	0	0	1	✗	✓
098804	1996-11-01	18:30	PI	TrafficSigna		Clear	RearEnd	W	GoAhead				W	Stopped				2	0	0	0	0	0	0	0	3	✗	✓
099725	1996-11-12	00:05	PI	TrafficSigna		Clear	Angle	W	GoAhead				N	GoAhead				2	0	0	0	0	0	0	0	4	✗	✓
100651	1996-10-29	11:45	PI	TrafficSigna		Clear	SideSwip	W	ChgLane				W	GoAhead				2	0	0	0	0	0	0	0	4	✗	✓
100863	1996-11-23	19:30	PI	TrafficSigna		Clear	Angle	W	GoAhead				N	GoAhead				2	0	0	0	0	0	0	0	5	✗	✓
102975	1996-11-30	23:18	PD	TrafficSigna		Rain	RearEnd	W	GoAhead				W	Stopped				2	0	0	0	0	0	0	0	2	✗	✓
104558	1996-12-28	20:05	PI	TrafficSigna		Clear	Angle	N	GoAhead				W	GoAhead				2	0	0	0	0	0	0	0	2	✗	✓
093450	1997-01-01	02:30	PD	TrafficSigna		Snow	Angle	W	GoAhead			23	N	GoAhead			22	2	0	0	0	0	0	0	0	4	✗	✓
101706	1997-01-20	19:00	PD	TrafficSigna		Clear	SideSwip	W	Slowing			24	UN	Unknown			35	2	0	0	0	0	0	0	0	2	✗	✗
105962	1997-01-31	23:30	PD	TrafficSigna		Rain	Angle	W	GoAhead			20	S	GoAhead			36	2	0	0	0	0	0	0	0	4	✗	✓
112961	1997-02-25	00:01	PI			Clear	RearEnd	UN	Stopped				W	Slowing			35	2	0	0	0	0	0	0	0	5	✗	✓
113064	1997-02-15	11:25	PI			Clear	Angle	W	GoAhead			47	N	GoAhead			30	3	0	0	0	0	0	0	0	3	✗	✓
116757	1997-03-15	10:35	PD	TrafficSigna		Clear	RearEnd	W	Stopped			42	W	GoAhead			74	2	0	0	0	0	0	0	0	2	✗	✗

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
118845	1997-03-25	19:15	PD	TrafficSigna		Rain	RearEnd	W	Slowing			35	W	GoAhead			24	2	0	0	0	0	0	0	0	3	✗	✓
121348	1997-03-19	19:15	PI			Clear	Angle	W	GoAhead			39	N	GoAhead			34	3	0	0	0	0	0	0	0	5	✗	✓
123295	1997-04-15	07:45	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	32	UN	Unknown				2	0	0	1	0	0	0	0	2	✗	✓
124052	1997-04-17	13:00	PI	TrafficSigna		Clear	RearEnd	W	Stopped			29	W	Unknown			40	2	0	0	0	0	0	0	0	2	✗	✓
137721	1997-06-19	16:55	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	26						2	0	0	2	0	0	0	0	0	✗	✓
140842	1997-07-03	11:20	PD	TrafficSigna		Clear	RearEnd	W	Stopped			43	W	Slowing			42	2	0	0	0	0	0	0	0	3	✗	✓
141244	1997-07-06	21:00	PD			Rain	RearEnd	W	Slowing			30	UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
141752	1997-06-20	17:45	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			32	N	GoAhead			48	3	0	0	2	1	0	0	0	1	✓	✓
141787	1997-06-20	16:25	PI			Clear	RearEnd	W	Slowing			24	W	Stopped			49	2	0	0	0	0	0	0	0	2	✗	✓
145811	1997-07-27	01:50	PI	TrafficSigna		Clear	Other	W	GoAhead			26	N	GoAhead			22	3	0	0	0	0	0	0	0	5	✗	✓
156623	1997-09-11	08:31	PD	TrafficSigna		Clear	Turning	W	GoAhead			49	UN	Unknown			28	2	0	0	0	0	0	0	0	3	✗	✓
156765	1997-09-15	00:32	PD	TrafficSigna		Clear	Angle	N	GoAhead			50	W	Slowing			47	2	0	0	0	0	0	0	0	3	✗	✓
157627	1997-09-02	00:46	PD			Clear	Angle	W	GoAhead			23	N	GoAhead			37	2	0	0	0	0	0	0	0	2	✗	✓
159872	1997-09-20	19:19	PD			Clear	Turning	W	GoAhead			22	W	TurnLeft			24	2	0	0	0	0	0	0	0	3	✗	✓
166770	1997-10-29	19:55	PI			Clear	RearEnd	W	Slowing			25	UN	Unknown			29	3	0	0	0	0	0	0	0	3	✗	✓
168692	1997-11-07	18:45	PD	TrafficSigna		Clear	Turning	W	TurnLeft			35	W	GoAhead			24	2	0	0	0	0	0	0	0	3	✗	✓
172687	1997-11-21	16:30	PD	TrafficSigna		Clear	RearEnd	W	Stopped			38	W	GoAhead			37	2	0	0	0	0	0	0	0	3	✗	✓
176648	1997-12-06	10:10	PD			Clear	Angle	W	GoAhead				N	GoAhead				2	0	0	3	0	0	0	0	0	✗	✓
177926	1997-12-06	10:45	PI			Rain	Angle	N	GoAhead				W	GoAhead			38	2	0	0	0	0	0	0	0	6	✗	✓
179082	1997-12-16	17:03	PD			Clear	Approach	W	GoAhead				UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
182032	1997-12-30	12:15	PI	TrafficSigna	Wet	Clear	RearEnd	N	Stopped	DrivProp	Normal	39	N	GoAhead	Foll2Cls	Normal	42	2	0	0	1	2	0	0	0	0	✗	✓
183006	1997-12-22	23:22	PI			Snow	Angle	W	GoAhead				N	GoAhead				2	0	0	4	0	0	0	0	0	✗	✓
190275	1998-02-05	07:15	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	36	N	GoAhead	DrivProp	Normal	62	2	0	0	2	0	0	0	0	0	✗	✓
193277	1998-02-19	22:10	PD	TrafficSigna	Wet	Rain	SideSwip	S	Slowing	DrivProp	Normal	23	N	TurnLeft	ImpropTn	Normal	33	2	0	0	4	0	0	0	0	0	✗	✓
202086	1998-03-04	01:45	PD	NoControl	Dry	Clear	Other	W	TurnRigh	DrivProp	Normal	39	W	GoAhead			48	2	0	0	3	0	0	0	0	0	✗	✓
212943	1998-05-24	15:15	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Other	Normal	31	S	TurnLeft	DrivProp	Normal	43	2	0	0	3	0	0	0	0	0	✗	✓
213217	1998-05-24	04:15	PD			OTHER	Other	UN	Unknown				UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
215643	1998-06-05	03:45	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			28	W	GoAhead			48	2	0	0	3	0	0	0	0	1	✗	✓
216308	1998-04-18	15:14	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	27						1	1	0	2	1	0	0	0	0	✗	✓
218067	1998-06-15	10:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	48	S	Stopped	LostCtrl	Inatten	45	2	0	0	3	0	0	0	0	0	✗	✓
219632	1998-05-24	04:15	PI	TrafficSigna	Dry	Clear	Approach	W	GoAhead	Disobey	Over.08	34	S	GoAhead	DrivProp	Normal	51	2	0	0	3	2	0	0	0	0	✗	✓
225434	1998-05-10	08:52	PI	TrafficSigna	Wet	Rain	Angle	N	GoAhead	DrivProp	Normal	24	W	GoAhead	DrivProp	Normal	49	2	0	0	1	1	0	0	0	0	✗	✓
227542	1998-07-30	08:30	PD	NoControl	Dry	Clear	SMVUnatd	UN	Parked			26	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
234121	1998-06-07	08:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Over.08	36	N	GoAhead	DrivProp	Normal	22	2	0	0	2	0	5	0	0	0	✗	✓
241605	1998-08-04	02:16	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead				S	Slowing	DrivProp	Normal	56	2	0	0	2	1	0	0	0	0	✗	✓
243081	1998-10-02	12:05	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	DrivProp	Normal	40	UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
257708	1998-11-24	06:40	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			55	E	ChgLane	ImpLaChg	Normal	35	2	0	0	3	0	0	0	0	0	✗	✓
258375	1998-09-16	11:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	26	W	Stopped	Foll2Cls	Normal	29	2	0	0	4	0	0	0	0	0	✗	✓
262707	1998-12-11	15:50	PI	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			55	E	GoAhead			29	2	0	0	1	0	1	0	0	0	✓	✓
282404	1998-11-05	15:55	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	32	W	GoAhead	DrivProp	Normal	48	3	0	0	2	1	0	0	0	0	✗	✓
288811	1998-12-03	08:30	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnRigh	FTY ROW	Normal	35						1	1	0	2	0	1	0	0	0	✓	✓
278601	1999-01-30	12:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	Disobey	Normal	20	S	GoAhead	DrivProp	Normal	24	2	3	0	3	0	3	0	0	0	✓	✓
282044	1999-02-13	10:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			33						1	0	0	1	0	0	0	0	0	✓	✓
292419	1999-03-21	15:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			26	E	GoAhead			18	2	0	0	2	0	0	0	0	0	✓	✓
293660	1999-03-28	09:25	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			47	N	TurnLeft			40	2	0	0	2	0	0	0	0	0	✓	✓
295369	1999-04-05	15:55	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			38	N	TurnRigh			23	2	0	0	2	0	0	0	0	0	✓	✓
296420	1999-01-05	10:10	PI	TrafficSigna	Wet	Clear	Angle	W	GoAhead			41	N	GoAhead			30	2	0	0	2	1	0	0	0	0	✓	✓
305442	1999-02-12	00:40	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			20	N	GoAhead			55	2	0	0	0	2	0	0	0	0	✓	✓
305704	1999-02-15	19:50	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			31	S	GoAhead			26	2	0	0	1	1	0	0	0	0	✓	✓
308101	1999-05-20	11:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			49	UN	Unknown				2	0	0	2	0	0	0	0	0	✓	✓
318740	1999-07-01	14:50	PD	TrafficSigna	Dry	Clear	SideSwip		ChgLane			23	W	GoAhead			40	2	0	0	4	0	0	0	0	0	✓	✓
318742	1999-07-01	18:00	PD	TrafficSigna	Wet	Rain	SideSwip		TurnRigh			32	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
318961	1999-07-01	19:30	PI	TrafficSigna	Dry	Clear	Other	W	Stopped			31	W	GoAhead			50	2	0	0	2	1	0	0	0	0	✓	✓
324406	1999-07-23	17:30	PD	NoControl	Dry	Clear	SideSwip	W	ChgLane			54	E	GoAhead			46	2	0	0	2	0	0	0	0	0	✓	✓
324804	1999-07-19	20:25	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			37	UN	Unknown				2	0	0	2	0	0	0	0	0	✓	✓
327032	1999-08-01	19:31	PI	NoControl	Dry	Clear	PedestrianColl	W	TurnLeft	ImpropTn	Inatten	29	W	GoAhead	DrivProp	Normal	44	2	7	0	4	8	0	0	0	0	✓	✓
330534	1999-08-17	19:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			20	W	Slowing			23	2	0	0	2	0	0	0	0	0	✓	✓
334941	1999-06-27	21:05	PI	TrafficSigna	Dry	Clear	Turning	W	TurnRigh			25	W	GoAhead			31	2	0	0	1	5	0	0	0	0	✓	✓
337375	1999-09-07	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			32	S	GoAhead			35	2	0	0	4	0	0	0	0	0	✓	✓
337828	1999-09-10	17:45	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			36	W	ChgLane			44	2	0	0	3	0	0	0	0	0	✓	✓
342576	1999-09-24	17:35	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead			39	UN	Unknown				2	0	0	2	0	0	0	0	0	✓	✓
344486	1999-09-03	23:55	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			27						1	0	0	3	0	1	0	0	0	✓	✓
349385	1999-10-04	22:18	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			41	W	Slowing			43	2	0	0	3	0	0	0	0	0	✓	✓
353984	1999-10-24	00:43	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			19	N	GoAhead			25	2	0	0	2	0	1	0	0	0	✓	✓
360145	1999-03-07	08:25	PD	TrafficSigna	Wet	Clear	Angle	W	GoAhead			21	N	GoAhead			54	2	0	0	2	0	0	0	0	0	✓	✓
363430	1999-12-08	11:30	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped			43	N	TurnRigh			48	2	0	0	4	0	0	0	0	0	✓	✓
368573	1999-11-26	23:30	PI	TrafficSigna	Wet	Clear	RearEnd	S	Stopped			43	S	GoAhead			48	3	0	0	2	5	0	0	0	0	✓	✓
369259	1999-12-05	00:06	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead			20	N	GoAhead			41	2	0	0	1	2	0	0	0	0	✓	✓
372956	2000-01-14	10:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	27	W	ChgLane	ImpropTn	Inatten	21	2	0	0	2	0	0	0	0	0	✓	✓
375361	2000-01-20	08:00	PD	TrafficSigna	Wet	Snow	RearEnd	W	Slowing	Foll2Cls	Normal	46	W	Stopped	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	✓	✓
376281	2000-01-23	07:00	PI	TrafficSigna	Wet	Snow	RearEnd	W	Stopped			32	UN	Unknown			20	2	0	0	2	0	0	0	0	0	✗	✓
386181	2000-02-10	12:00	PI	TrafficSigna	LSnow	Snow	RearEnd	S	GoAhead	Foll2Cls	Normal	23	S	Stopped	DrivProp	Normal	37	2	0	0	3	2	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
389064	2000-03-06	13:10	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			54	W	TurnRigh	Other	Normal	28	2	0	0	3	0	0	0	0	0	✓	✓
390363	2000-03-12	02:15	PD	TrafficSigna	LSnow	Snow	RearEnd	W	GoAhead	Foll2Cls	Normal	19	W	Stopped	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✓	✓
397886	2000-04-12	21:45	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	51	W	TurnRigh	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	✓	✓
400414	2000-04-26	08:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	33	W	GoAhead	DrivProp	Normal	40	4	0	0	4	0	2	0	0	0	✓	✓
401032	2000-04-28	08:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	ImpLaChg	Inatten	53	W	Stopped	DrivProp	Normal	21	3	0	0	3	0	0	0	0	0	✓	✓
401494	2000-04-06	00:02	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	28	N	GoAhead	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
404803	2000-05-12	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	25	N	GoAhead			25	2	0	0	2	0	0	0	0	0	✓	✓
405544	2000-05-15	21:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	36	W	GoAhead	Foll2Cls	Normal	38	2	0	0	2	0	0	0	0	0	✓	✓
406702	2000-05-19	13:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	DrivProp	Normal	47	S	TurnRigh	FTY ROW	Normal	58	2	0	0	3	0	0	0	0	0	✓	✓
407395	2000-05-24	14:10	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	Other	Normal	50	S	TurnRigh	TooFast	Normal	38	2	0	0	3	0	0	0	0	0	✓	✓
408724	2000-05-27	20:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	FTY ROW	Normal	38	N	GoAhead			24	2	0	0	3	0	0	0	0	0	✓	✓
408749	2000-05-02	14:17	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	DrivProp	Normal	68						1	1	0	2	0	1	0	0	0	✓	✓
411667	2000-06-11	01:30	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	21	N	GoAhead	Disobey	Normal	36	2	0	0	2	0	0	0	0	1	✓	✓
414639	2000-05-18	11:10	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead		Normal	39	W	Slowing	DrivProp	Normal	20	2	0	0	4	0	0	0	0	0	✓	✓
414942	2000-06-23	11:57	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	Foll2Cls	Normal	65	W	Stopped	DrivProp	Normal	57	2	0	0	3	0	0	0	0	0	✓	✓
414945	2000-06-22	18:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	44	W	GoAhead	ImpLaChg	Inatten	19	2	0	0	3	0	0	0	0	0	✓	✓
417748	2000-05-27	01:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	21	W	GoAhead	Other	HadDrink	40	2	0	0	2	0	0	0	0	1	✓	✓
419074	2000-07-07	10:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	TurnRigh	DrivProp	Normal	35	E	GoAhead			47	2	0	0	2	0	0	0	0	0	✓	✓
419439	2000-02-28	14:33	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	32	W	Stopped	DrivProp	Normal	50	2	0	0	2	1	1	0	0	0	✓	✓
419524	2000-06-10	11:55	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	42						1	1	0	1	0	1	0	0	0	✓	✓
420581	2000-06-20	19:39	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	ImpropTn	Normal	38						1	1	0	2	0	1	0	0	0	✓	✓
421988	2000-07-17	11:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	TooSlow	Normal	36	N	TurnLeft	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✓	✓
427185	2000-07-21	17:00	PD	TrafficSigna	Dry	Clear	Turning	S	ChgLane	DrivProp	Normal	43	S	GoAhead				2	0	0	2	0	0	0	0	0	✓	✓
427570	2000-07-18	14:45	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	ImpLaChg	Normal	20	S	Stopped	DrivProp	Normal	30	2	0	0	3	0	0	0	0	0	✓	✓
428268	2000-08-09	12:50	PD	TrafficSigna	Dry	Clear	Turning	S	ChgLane	ImpLaChg	Normal	70	S	TurnRigh	DrivProp	Normal	49	2	0	0	3	0	0	0	0	0	✓	✓
428750	2000-08-12	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	37	W	TurnRigh	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✓	✓
430057	2000-08-17	10:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	23	S	ChgLane		Unknown	23	2	0	0	2	0	0	0	0	0	✓	✓
432967	2000-08-29	13:00	PD	TrafficSigna	Dry	Clear	Angle	N	Slowing	Disobey	Inatten	62	W	GoAhead	DrivProp	Normal	61	2	0	0	2	0	0	0	0	1	✓	✓
433181	2000-08-08	22:51	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	21	N	GoAhead	DrivProp	Normal	38	2	0	0	0	2	3	0	0	2	✓	✓
435858	2000-09-09	15:01	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	36	W	Stopped	DrivProp	Normal	46	2	0	0	2	0	0	0	0	0	✓	✓
436091	2000-09-10	20:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Normal	43	W	Slowing	Foll2Cls	Inatten	33	2	0	0	2	0	0	0	0	0	✓	✓
436117	2000-08-20	14:50	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Inatten	36	W	GoAhead	DrivProp	Normal	34	2	0	0	1	2	0	0	0	0	✓	✓
441646	2000-09-18	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	FTY ROW	Inatten	54	W	GoAhead	DrivProp	Normal	45	3	0	0	7	0	0	0	0	0	✓	✓
453055	2000-11-01	18:25	PD	TrafficSigna	Dry	Clear	SideSwip	S	Passing	ImpropPa	Inatten	32	S	GoAhead	DrivProp	Normal	59	2	0	0	3	0	0	0	0	0	✓	✓
455395	2000-11-05	01:40	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	24	N	GoAhead	DrivProp	Normal	28	2	0	0	2	1	0	0	0	0	✓	✓
455827	2000-11-19	01:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	30	N	GoAhead	DrivProp	Normal	39	3	0	0	3	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
455862	2000-11-17	18:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped			26	UN	Unknown			26	2	0	0	2	0	0	0	0	0	✗	✓
460146	2000-12-04	10:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	27	W				32	2	0	0	2	0	0	0	0	0	✓	✓
462242	2000-12-01	10:31	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	Disobey	Normal	51	S	TurnRigh	DrivProp	Normal	27	2	0	0	3	0	0	0	0	0	✓	✓
463821	2000-12-17	12:00	PD	TrafficSigna	Wet	Rain	Turning	N	GoAhead	DrivProp	Normal	26	W	ChgLane	ImpLaChg	Inatten	48	2	0	0	4	0	0	0	0	0	✓	✓
465763	2000-12-23	17:00	PD	TrafficSigna	Wet	Clear	Turning	W	TurnRigh	ImpropTn	Normal	63	S	TurnRigh	ImpropTn	Normal	57	2	0	0	2	0	0	0	0	0	✓	✓
470429	2000-12-13	07:55	PI	TrafficSigna	Slush	Clear	PedestrianColl	W	TurnRigh	FTY ROW	Unknown							1	1	0	1	1	0	0	0	0	✓	✓
471247	2000-12-10	07:43	PI	TrafficSigna	Wet	Clear	Angle	W	GoAhead			20	N	GoAhead			78	2	0	0	1	0	1	0	0	0	✗	✓
477392	2000-12-31	08:20	PI	TrafficSigna	Wet	Clear	Angle	N	GoAhead	Disobey	Normal	28	W	GoAhead	DrivProp	Normal	31	2	0	0	2	1	0	0	0	2	✓	✓
472334	2001-01-12	19:00	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	ImpropTn	Inatten	25	S	TurnRigh	ImpropTn	Inatten	22	2	0	0	2	0	0	0	0	0	✓	✓
474980	2001-01-23	17:15	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Normal	31	S	GoAhead	DrivProp	Normal	50	2	0	0	3	0	0	0	0	0	✓	✓
475411	2001-01-23	16:00	PD	TrafficSigna	Dry	Clear	Approach	W	Stopped	DrivProp	Normal	25		GoAhead				2	0	0	2	0	0	0	0	0	✓	✓
478881	2001-01-04	17:40	PD	TrafficSigna	Wet	Clear	SideSwip	S	TurnRigh	DrivProp	Normal	48	S	TurnRigh	DrivProp	Normal	48	2	0	0	3	0	0	0	0	0	✓	✓
481604	2001-02-11	13:25	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	40	E	GoAhead	Disobey	Inatten	23	2	0	0	4	0	0	0	0	0	✓	✓
483426	2001-01-22	18:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Inatten	34	W	Stopped	DrivProp	Normal	57	2	0	0	3	0	0	0	0	0	✓	✓
487841	2001-02-08	15:13	PI	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead	Other	Unknown	55	S	Stopped	DrivProp	Normal	33	2	0	0	1	2	0	0	0	0	✓	✓
491234	2001-03-18	16:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	18		Unknown				2	0	0	2	0	0	0	0	0	✓	✓
491874	2001-02-19	15:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	25	W	Stopped	DrivProp	Normal	45	2	0	0	3	0	0	0	0	0	✓	✓
493245	2001-02-11	12:55	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Inatten	50	N	GoAhead	DrivProp	Normal	24	3	0	0	3	0	1	0	0	0	✓	✓
494672	2001-03-29	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	24	W	GoAhead	DrivProp	Normal	31	2	0	0	3	0	0	0	0	0	✓	✓
494995	2001-03-31	14:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	45	E	GoAhead	Foll2Cls	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
502182	2001-05-01	18:20	PI	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	Foll2Cls	Normal	51	N	Stopped	DrivProp	Normal	22	3	0	0	3	0	2	0	0	0	✓	✓
505822	2001-05-14	11:45	PD	NoControl	Dry	Clear	RearEnd	S	Slowing			48		Unknown				2	0	0	2	0	0	0	0	0	✗	✗
510420	2001-06-03	03:15	PD	TrafficSigna	Wet	Rain	Turning	W	ChgLane	ImpLaChg	Normal	17	E	Slowing	DrivProp	Normal	25	2	0	0	3	0	0	0	0	0	✓	✓
511168	2001-04-28	09:58	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	23						1	1	0	1	0	0	1	0	0	✓	✓
512945	2001-05-06	08:15	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	44	N	TurnLeft	FTY ROW	Normal	29	2	0	0	5	0	0	0	0	0	✓	✓
514573	2001-05-25	22:13	PD	TrafficSigna	Wet	Rain	Turning	N	TurnLeft	DrivProp	Normal	30	S	TurnRigh	FTY ROW	Normal	35	2	0	0	4	0	0	0	0	0	✓	✓
516250	2001-06-20	18:20	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	40	W	TurnRigh	ImpropTn	Normal	20	2	0	0	3	0	0	0	0	0	✓	✓
523935	2001-07-17	08:45	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	DrivProp	Normal	30	S	GoAhead	Disobey	Normal	71	2	0	0	3	0	0	0	0	0	✓	✓
530922	2001-07-30	15:25	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	DrivProp	Normal	29	S	TurnRigh	Disobey	Normal	54	2	0	0	3	0	0	0	0	0	✓	✓
534123	2001-08-02	16:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpLaChg	Normal	46	W	GoAhead	DrivProp	Normal	27	2	0	0	3	0	0	0	0	0	✓	✓
534724	2001-08-24	15:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	23	W	ChgLane	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
540031	2001-09-01	17:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	51	W	TurnRigh	DrivProp		41	2	0	0	3	0	0	0	0	0	✓	✓
542756	2001-09-23	19:30	PD	NoControl	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	47	N	Passing	Foll2Cls	Normal	33	2	0	0	3	0	0	0	0	0	✓	✓
545703	2001-09-22	07:31	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	44	N	GoAhead	Disobey	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
552807	2001-10-21	00:35	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	ImpropTn	HadDrink	42	E	GoAhead	Speeding	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
560205	2001-11-25	11:49	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	30	W	Slowing	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
567194	2001-11-29	23:00	PD	TrafficSigna	Wet	Rain	Angle	S	GoAhead	DrivProp	Normal	37	W	GoAhead	Disobey	Normal	26	2	0	0	3	0	0	0	0	0	✓	✓
568705	2001-12-19	20:00	PD	TrafficSigna	Wet	Rain	Turning	E	GoAhead			53	E	Stopped	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	✓	✓
574762	2001-12-18	21:50	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	45	S	TurnRigh	DrivProp	Normal	43	2	0	0	2	0	0	0	0	0	✓	✓
572229	2002-01-05	10:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	33	W	TurnRigh	ImpropTn	Normal	63	2	0	0	3	0	0	0	0	0	✓	✓
578469	2002-01-28	09:15	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	33	N	GoAhead	Foll2Cls	Normal	50	2	0	0	2	0	0	0	0	0	✓	✓
579458	2002-02-01	14:40	PD	TrafficSigna	Dry	DRFSNO	Angle	W	GoAhead			83	S	GoAhead	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
585434	2002-02-24	14:55	PI	TrafficSigna	Dry	Clear	CyclistColl	S	TurnLeft			24						1	0	1	1	1	0	0	0	0	✓	✓
586334	2002-02-02	21:50	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	23	W	GoAhead	DrivProp	Normal	32	2	0	0	3	0	0	0	0	0	✓	✓
586387	2002-02-26	16:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	ImpLaChg	Normal	24	E	GoAhead	DrivProp	Normal	39	2	0	0	3	0	0	0	0	0	✓	✓
592770	2002-03-22	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	Other	Normal	45	S	GoAhead	Other	Normal	62	2	0	0	3	0	0	0	0	0	✓	✓
593169	2002-02-28	16:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	55	W	ChgLane	ImpLaChg	Normal	23	2	0	0	4	0	0	0	0	0	✓	✓
593893	2002-02-20	17:30	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	ImpLaChg	Normal	45	S	TurnRigh	DrivProp	Normal	39	2	0	0	3	0	0	0	0	0	✓	✓
597208	2002-04-08	19:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	TurnLeft	DrivProp	Normal	30	W	GoAhead				2	0	0	2	0	0	0	0	0	✓	✓
598918	2002-03-19	06:45	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	36	E	TurnLeft	Disobey	Normal	27	2	0	0	2	0	0	0	0	0	✓	✓
602722	2002-03-25	11:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Inatten	36	S	Slowing	DrivProp	Normal	55	2	0	0	1	1	2	0	0	0	✓	✓
604379	2002-04-12	11:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh		Normal	61	S	TurnRigh		Normal	63	2	0	0	4	0	0	0	0	0	✓	✓
607677	2002-05-21	20:25	PD	TrafficSigna	Dry	Clear	SideSwip	W	Slowing	DrivProp	Normal	45	W	Stopped	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
609630	2002-05-23	23:01	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	ImpropTn	Normal	31	S	TurnRigh	DrivProp	Normal	67	2	0	0	2	0	0	0	0	0	✓	✓
611111	2002-05-16	22:00	PD	TrafficSigna	Wet	Rain	Turning	W	TurnLeft	DrivProp	Normal	34	W	GoAhead	DrivProp	Unknown		2	0	0	3	0	0	0	0	0	✓	✓
614760	2002-06-17	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	TurnRigh				W	TurnRigh	DrivProp	Normal	36	2	0	0	3	0	0	0	0	0	✓	✓
619412	2002-02-06	15:40	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	34	W	GoAhead	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓
624558	2002-06-12	13:47	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnLeft	ImpropTn	Normal	36						1	1	0	1	0	1	0	0	0	✓	✓
625289	2002-06-17	00:25	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	DrivProp	Normal	37	S	TurnRigh	ImpropTn	Normal	29	2	0	0	4	0	0	0	0	0	✓	✓
625984	2002-06-20	12:08	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh		Normal	23	S	GoAhead	ImpropTn	Normal	23	2	0	0	4	0	0	0	0	0	✓	✓
632461	2002-07-23	14:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Inatten	45						1	2	0	2	1	1	0	0	0	✓	✓
640156	2002-08-21	18:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	49	W	TurnRigh	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	✓	✓
640857	2002-09-21	18:45	PD	TrafficSigna	Dry	Clear	Turning		Unknown				S	TurnRigh			22	2	0	0	2	0	0	0	0	0	✗	✗
641887	2002-09-05	13:25	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	50	W	GoAhead	DrivProp	Normal	28	2	0	0	2	0	1	0	0	0	✓	✓
647471	2002-10-23	23:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	57	W	Slowing	Foll2Cls	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
651120	2002-10-07	23:24	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	21	S	GoAhead	DrivProp	Normal	41	3	0	0	3	1	0	0	0	0	✓	✓
654956	2002-11-25	08:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead				E	Slowing	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓
655761	2002-11-28	18:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	Other	Normal	49	E	TurnRigh	Other	Normal	38	2	0	0	2	0	0	0	0	0	✓	✓
656292	2002-11-30	21:50	PD	TrafficSigna	Wet	Snow	RearEnd	W	GoAhead				W	Stopped	DrivProp	Normal	29	3	0	0	3	0	0	0	0	0	✓	✓
657433	2002-12-05	08:55	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	38	N	TurnLeft	ImpropTn	Normal	46	2	0	0	3	0	0	0	0	0	✓	✓
658486	2002-12-09	06:00	PD	NoControl	Slush	Clear	RearEnd	E	Slowing	DrivProp	Normal	31	E	GoAhead				3	0	0	3	0	0	0	0	0	✓	✓
663207	2002-12-31	17:10	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead	ImpropTn	Normal	46	E	GoAhead	DrivProp	Normal	56	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
665274	2002-11-16	01:45	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	51	E	GoAhead	WrongWay	Over.08	20	2	0	0	5	0	1	0	0	0	✓	✓
665816	2002-01-08	09:00	PD	NoControl	Wet	Clear	RearEnd	W	TurnRigh			31	W	Slowing			24	2	0	0	2	0	0	0	0	0	✗	✓
666296	2002-11-18	15:10	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	38	W	TurnLeft	ImpLaChg	Inatten	46	2	0	0	3	0	0	0	0	0	✓	✓
669173	2003-01-15	19:25	PD	NoControl	Dry	Clear	Approach	E	Reverse			50	S	Stopped			46	2	0	0	3	0	0	0	0	0	✗	✓
670827	2003-01-22	18:50	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			47		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
672678	2003-01-08	14:24	PD	NoControl	Wet	Clear	Turning	E	GoAhead			57	W	GoAhead			40	2	0	0	2	0	0	0	0	0	✗	✓
675992	2003-02-10	20:00	PD	TrafficSigna	Wet	Clear	Turning	S	GoAhead			32	N	TurnLeft			34	2	0	0	2	0	0	0	0	0	✗	✓
679171	2003-02-17	11:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			37	N	GoAhead			36	2	0	0	3	0	0	0	0	0	✗	✓
680259	2003-02-20	18:30	PD	NoControl	Wet	Clear	Turning	W	TurnLeft			38	N	GoAhead			64	2	0	0	3	0	0	0	0	0	✗	✓
681867	2003-02-28	23:40	PI	TrafficSigna	Wet	Clear	RearEnd	E	Stopped	DrivProp	Normal	39	E	Stopped	Foll2Cls	Normal	24	4	0	0	4	1	2	0	0	0	✓	✓
683219	2003-03-07	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane			31	W	Stopped			40	2	0	0	2	0	0	0	0	0	✗	✓
684182	2003-02-27	07:45	PD	NoControl	Dry	Clear	RearEnd	W	Slowing			39	W	Slowing			25	2	0	0	3	0	0	0	0	0	✗	✓
685706	2003-03-12	18:30	PD	TrafficSigna	Dry	Clear	SideSwip		Unknown			63	E	GoAhead			40	2	0	0	3	0	0	0	0	0	✗	✓
686732	2003-02-09	18:35	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft			33	E	GoAhead			50	2	0	0	2	0	0	0	0	0	✗	✓
687190	2003-02-10	14:50	PD	TrafficSigna	Wet	Snow	SideSwip	S	TurnRigh			35	S	TurnRigh			50	2	0	0	3	0	0	0	0	0	✗	✓
692672	2003-03-24	11:15	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			40	W	GoAhead	Disobey	Normal	24	3	0	0	4	0	2	0	0	0	✓	✓
694089	2003-04-14	18:20	PD	TrafficSigna	Dry	Clear	RearEnd		Unknown				W	GoAhead			54	2	0	0	2	0	0	0	0	0	✗	✓
694290	2003-04-03	12:45	PI	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	TooFast	Normal	42	W	Stopped	DrivProp	Normal	57	2	0	0	2	2	0	0	0	0	✓	✓
694858	2003-04-21	19:45	PD	YieldSign	Dry	Clear	RearEnd	E	Stopped			35	E	Slowing			28	2	0	0	3	0	0	0	0	0	✗	✓
695145	2003-04-13	18:45	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	41	N	GoAhead	DrivProp	Normal	32	2	0	0	1	0	1	0	0	0	✓	✓
696619	2003-04-26	13:30	PD	TrafficSigna	Dry	Clear	Approach	E	Merging			44	E	GoAhead			56	2	0	0	2	0	0	0	0	0	✗	✓
696805	2003-04-26	19:20	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead			26	N	ChgLane			19	2	0	0	3	0	0	0	0	0	✗	✓
698440	2003-05-07	17:52	PD	TrafficSigna	Wet	Rain	RearEnd	N	Stopped			33		Unknown			44	2	0	0	3	0	0	0	0	0	✗	✓
699017	2003-05-01	02:15	PD	TrafficSigna	Wet	Rain	Angle	W	GoAhead			20	N	GoAhead			37	2	0	0	3	0	0	0	0	0	✗	✓
701355	2003-05-23	20:00	PD	NoControl	Wet	Rain	Angle	S	TurnLeft			20	S	GoAhead			42	2	0	0	3	0	0	0	0	0	✗	✓
702069	2003-05-15	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			45	W	GoAhead			55	2	0	0	2	0	0	0	0	0	✗	✓
702884	2003-05-23	00:40	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			34	W	GoAhead			47	2	0	0	2	0	0	0	0	0	✗	✓
705833	2003-06-12	08:30	PD	NoControl	Dry	Clear	RearEnd	E	Slowing			29		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
708650	2003-06-14	03:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Inatten	21	W	Slowing	DrivProp	Normal	21	3	0	0	1	0	5	0	0	0	✓	✓
709993	2003-07-03	12:20	PD	TrafficSigna	Dry	Clear	Angle		Unknown			30	S	TurnRigh			29	2	0	0	3	0	0	0	0	0	✗	✓
712265	2003-07-16	15:30	PD	NoControl	Dry	Clear	RearEnd		Unknown			26	E	GoAhead			39	2	0	0	2	0	0	0	0	0	✗	✓
712706	2003-07-17	17:45	PD	NoControl	Dry	Clear	RearEnd	W	Stopped			26	W	GoAhead			47	2	0	0	2	0	0	0	0	0	✗	✓
712823	2003-07-20	13:30	PD		OTHER	OTHER	RearEnd	E	Slowing			30	E	Stopped			39	3	0	0	4	0	0	0	0	0	✗	✓
713081	2003-06-22	11:15	PI	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	DrivProp	Normal	27						1	0	1	2	1	0	0	0	0	✓	✓
713157	2003-07-21	11:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	TurnLeft			41	W	GoAhead			25	2	0	0	3	0	0	0	0	0	✗	✓
714974	2003-05-17	01:54	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal		N	GoAhead	DrivProp	Normal	18	2	0	0	2	1	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
716000	2003-07-31	12:30	PD	TrafficSigna	Dry	Clear	Approach	W	GoAhead			41	S	GoAhead			37	2	0	0	2	0	0	0	0	0	✗	✓
718497	2003-08-16	19:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh			40	S	TurnRigh			59	2	0	0	2	0	0	0	0	0	✗	✓
718525	2003-08-14	20:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			24		Unknown			43	2	0	0	4	0	0	0	0	0	✗	✓
721624	2003-08-31	00:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			48		Unknown			51	2	0	0	2	0	0	0	0	0	✗	✓
721629	2003-09-04	07:20	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			35	W	TurnRigh			21	2	0	0	2	0	0	0	0	0	✗	✓
723932	2003-09-16	11:30	PD	NoControl	Dry	Clear	RearEnd	E	Slowing			22	E	Slowing			24	2	0	0	2	0	0	0	0	0	✗	✓
726563	2003-09-29	08:45	PD	NoControl	Dry	Clear	RearEnd	E	Stopped			25	E	GoAhead			36	2	0	0	2	0	0	0	0	0	✗	✓
726625	2003-10-01	19:10	PD	TrafficSigna	Wet	Rain	SideSwip		Unknown			32	N	TurnRigh			29	2	0	0	2	0	0	0	0	0	✗	✓
727638	2003-09-25	09:52	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			64	S	TurnRigh			46	2	0	0	3	0	0	0	0	0	✗	✓
728425	2003-10-09	19:35	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead			43	W	TurnRigh			44	2	0	0	2	0	0	0	0	0	✗	✓
729429	2003-10-16	19:45	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead			42		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
731003	2003-10-05	09:50	PD	NoControl	Dry	Clear	SideSwip	W	ChgLane			51	W	GoAhead			61	2	0	0	2	0	0	0	0	0	✗	✓
731169	2003-10-27	08:20	PD	NoControl	OTHER	OTHER	Other		Unknown					Unknown				2	0	0	2	0	0	0	0	0	✗	✓
732910	2003-09-25	07:24	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			61	S	TurnRigh			24	2	0	0	3	0	0	0	0	0	✗	✓
733078	2003-09-28	14:20	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	31	N	GoAhead	Disobey	Normal	22	2	0	0	0	1	3	0	0	0	✓	✓
734167	2003-10-25	01:22	PD	NoControl	Dry	Clear	RearEnd	N	Unknown									1	0	0	2	0	0	0	0	0	✗	✓
738819	2003-11-24	06:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			23		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
740411	2003-10-26	00:45	PD	NoControl	Wet	Rain	RearEnd	E	GoAhead			27	E	Stopped			41	2	0	0	2	0	0	0	0	0	✗	✓
740453	2003-12-01	10:30	PD	NoControl	Dry	Clear	RearEnd	E	Slowing			27	E	ChgLane			43	2	0	0	2	0	0	0	0	0	✗	✓
741919	2003-12-09	16:30	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane			38	E	Slowing			57	2	0	0	3	0	0	0	0	0	✗	✓
741933	2003-12-04	11:55	PD	NoControl	Dry	Clear	RearEnd	E	ChgLane			64		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
742725	2003-11-22	11:18	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	48	W	GoAhead	Foll2Cls	Normal	32	2	0	0	2	1	0	0	0	0	✓	✓
743964	2003-12-14	11:15	PD	TrafficSigna	LSnow	DRFSNO	RearEnd	S	Parked			30	S	TurnRigh			45	2	0	0	2	0	0	0	0	0	✗	✓
745659	2003-12-17	16:00	PD	YieldSign	Dry	Clear	SideSwip	W	Merging			51	W	GoAhead			32	2	0	0	2	0	0	0	0	0	✗	✓
747534	2003-11-29	02:05	PI	TrafficSigna	Wet	Snow	Angle	N	GoAhead	DrivProp	Normal	43	E	GoAhead	WrongWay	ImpairAl	22	2	0	0	1	2	1	0	0	0	✓	✓
748371	2003-12-22	13:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			38	S	TurnRigh			24	2	0	0	4	0	0	0	0	0	✗	✓
749765	2004-01-08	16:00	PD	TrafficSigna	LSnow	DRFSNO	RearEnd	W	Stopped	DrivProp	Normal	23	W	Slowing	Foll2Cls	Normal	26	2	0	0	3	0	0	0	0	0	✓	✓
750668	2004-01-02	19:01	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Inatten	23	W	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
750713	2004-01-03	13:18	PI	TrafCont	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	19	W	GoAhead	FTY ROW	Normal	22	2	0	0	1	2	0	0	0	0	✓	✓
752500	2004-01-24	14:30	PD	NoControl	Wet	Clear	RearEnd	E	Slowing			37	E	GoAhead			29	3	0	0	4	0	0	0	0	0	✗	✓
753033	2004-01-23	20:30	PI	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	41	S	TurnRigh	FTY ROW	Normal	42	2	0	0	2	2	0	0	0	0	✓	✓
753452	2004-01-24	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	42	W	ChgLane	ImpLaChg	Normal	29	2	0	0	2	0	0	0	0	1	✓	✓
753614	2004-01-23	09:00	PD	TrafficSigna	Wet	Clear	RearEnd	E	Slowing	TooFast	Normal	29	E	Stopped	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✓	✓
757673	2004-02-10	21:10	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			28		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
758008	2004-02-15	19:45	PD	TrafficSigna	Dry	Clear	Turning	S	Stopped			21	S	TurnRigh				2	0	0	3	0	0	0	0	0	✓	✓
761513	2004-03-03	09:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			40	N	TurnRigh			54	2	0	0	5	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
766282	2004-03-30	18:30	PD	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead			19	W	Stopped			25	2	0	0	2	0	0	0	0	0	✗	✓
767174	2004-04-09	17:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane			17	W	GoAhead			33	2	0	0	3	0	0	0	0	0	✗	✓
767917	2004-04-15	07:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			55	W	Stopped			60	3	0	0	3	0	0	0	0	0	✗	✓
768645	2004-03-21	02:50	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	26	S	TurnRigh	DrivProp	Normal	23	3	0	0	0	3	5	1	0	0	✓	✓
769033	2004-04-21	14:55	PI	TrafficSigna	Wet	Rain	Turning	W	GoAhead	DrivProp	Normal	49	W	TurnLeft	ImpropTn	Normal	21	2	0	0	1	2	0	0	0	0	✓	✓
769538	2004-04-03	03:37	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			47	W	GoAhead	Disobey		23	2	0	0	4	0	0	0	0	0	✗	✓
770220	2004-04-11	15:30	PI	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	Foll2Cls	Normal	24	S	Slowing	DrivProp	Normal	45	2	0	0	1	1	0	0	0	0	✓	✓
770412	2004-04-10	11:38	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			80	W	GoAhead			60	2	0	0	3	0	0	0	0	0	✗	✓
771241	2004-04-18	13:20	PD	TrafficSigna	Wet	Rain	SideSwip	W	GoAhead	Disobey		47	N	GoAhead			32	2	0	0	2	0	0	0	0	0	✗	✓
771489	2004-04-27	10:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			54	E	ChgLane			45	2	0	0	3	0	0	0	0	0	✗	✓
772319	2004-04-22	19:18	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	55	W	TurnLeft	ImpropTn	Normal	38	2	0	0	2	0	3	0	0	0	✓	✓
773218	2004-05-14	18:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			52	W	TurnRigh			29	2	0	0	2	0	0	0	0	0	✗	✓
773304	2004-05-16	07:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			32		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
773575	2004-04-28	06:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			39	W	TurnRigh			53	2	0	0	4	0	0	0	0	0	✗	✓
776133	2004-05-12	23:30	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	62						1	1	0	1	1	0	0	0	0	✓	✓
776782	2004-05-15	10:40	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	30	W	Stopped	DrivProp	Normal	24	2	0	0	1	2	0	0	0	0	✓	✓
778307	2004-06-12	19:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			59	W	TurnLeft			61	2	0	0	2	0	0	0	0	0	✗	✓
779961	2004-06-20	18:00	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped			61	N	GoAhead			59	2	0	0	4	0	0	0	0	0	✗	✓
780867	2004-06-24	09:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	38	W	Stopped	DrivProp	Normal	38	3	0	0	2	1	0	0	0	0	✓	✓
781324	2004-06-29	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			44		Unknown			20	2	0	0	2	0	0	0	0	0	✗	✓
781845	2004-06-23	10:30	PD	NoControl	Dry	Clear	Approach	E	Stopped			37	E	Slowing			55	2	0	0	3	0	0	0	0	0	✗	✓
782387	2004-07-05	19:43	PD	NoControl	Dry	Clear	SMVUnatd	W	Parked			46	E	GoAhead			35	2	0	0	2	0	0	0	0	0	✗	✓
784462	2004-07-13	07:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing				S	Stopped			69	2	0	0	4	0	0	0	0	0	✗	✓
786366	2004-07-14	03:20	PD	TrafficSigna	Wet	Rain	Angle	N	GoAhead			51	W	GoAhead			39	2	0	0	3	0	0	0	0	0	✗	✓
787190	2004-07-27	19:45	PD	NoControl	Wet	Rain	SideSwip	S	Stopped			30	S	Passing			65	2	0	0	3	0	0	0	0	0	✗	✓
790280	2004-08-23	17:20	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft			53	S	GoAhead			40	2	0	0	2	0	0	0	0	0	✗	✓
791046	2004-07-03	16:08	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			25	E	TurnLeft			50	2	0	0	4	0	0	0	0	0	✗	✓
791210	2004-08-29	12:50	PD	TrafficSigna	Dry	Clear	Angle	W	Slowing			50	N	GoAhead			33	2	0	0	4	0	0	0	0	0	✗	✓
794475	2004-08-21	17:30	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	37	W	GoAhead	Disobey	Inatten	40	3	0	0	2	2	1	0	0	0	✓	✓
794547	2004-09-16	23:44	PD	NoControl	Dry	Clear	Turning	S	TurnRigh	FTY ROW	Normal	71	S	TurnRigh	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
796165	2004-09-24	21:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			42	W	TurnRigh			17	2	0	0	3	0	0	0	0	0	✗	✓
797774	2004-10-04	08:30	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Inatten	40	E	Stopped	DrivProp	Normal	25	2	0	0	1	1	0	0	0	0	✓	✓
797815	2004-09-02	02:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			31	N	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓
797824	2004-09-03	08:45	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			26	N	GoAhead	Disobey		43	3	0	0	3	0	0	0	0	0	✗	✓
798768	2004-10-12	09:15	PD	TrafficSigna	Dry	Clear	SideSwip	S	Unknown			40	S	TurnRigh			51	2	0	0	3	0	0	0	0	0	✗	✓
800023	2004-10-17	17:50	PD	TrafficSigna	Dry	Clear	Angle		GoAhead	Other	Normal	27	S	TurnRigh	Other	Normal	34	2	0	0	4	0	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
801386	2004-10-20	12:30	PD	TrafficSigna	Wet	Rain	RearEnd	N	Slowing	Foll2Cls		36	N	Stopped			29	2	0	0	2	0	0	0	0	0	✗	✓
801620	2004-10-25	15:45	PD	NoControl	Dry	Clear	RearEnd		Stopped			50	E	GoAhead			21	2	0	0	2	0	0	0	0	0	✗	✓
801844	2004-10-27	08:30	PD	TrafficSigna	Dry	Clear	Angle	S	Stopped			33		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
802958	2004-11-02	08:00	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh			35	W	TurnRigh			67	2	0	0	4	0	0	0	0	0	✗	✓
805068	2004-10-22	05:45	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	29	N	GoAhead	Disobey	Inatten	28	2	0	0	1	2	0	0	0	0	✓	✓
806202	2004-10-14	21:16	PI	TrafficSigna	Dry	Clear	SMVOther	W	GoAhead	DrivProp	Normal	19	W	ChgLane	ImpropTn	Unknown		2	0	0	1	0	1	0	0	0	✓	✓
808003	2004-11-10	15:30	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnLeft	FTY ROW	Normal	39						1	0	1	1	1	0	0	0	0	✓	✓
812924	2004-12-23	13:20	PD	TrafficSigna	LSnow	Clear	Angle	N	GoAhead			41	W	Slowing			36	2	0	0	2	0	0	0	0	0	✗	✓
812983	2004-12-26	00:01	PD	TrafficSigna	Wet	Clear	Turning		Unknown				W	GoAhead			23	2	0	0	2	0	0	0	0	0	✗	✓
814891	2005-01-04	17:55	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	41	W	GoAhead		Unknown	24	2	0	0	2	0	0	0	0	0	✓	✓
820275	2005-01-25	12:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead				W	Stopped			44	2	0	0	2	0	0	0	0	0	✗	✗
822298	2005-01-13	21:00	PI	TrafficSigna	Wet	Rain	Angle	N	GoAhead	DrivProp	Normal	33	W	GoAhead	Disobey	Inatten	21	2	0	0	2	1	0	0	0	0	✓	✓
824893	2005-01-28	10:46	PI	TrafficSigna	Wet	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	39						1	1	0	2	0	1	0	0	0	✓	✓
825368	2005-02-19	13:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	TurnRigh	ImpropTn	Normal	53	W	TurnRigh	DrivProp	Normal	28	2	0	0	3	0	0	0	0	0	✓	✓
826715	2005-01-06	07:00	PD	TrafficSigna	Ice	FZRAIN	Angle	W	Slowing	DrivProp	Normal	22	N	GoAhead	DrivProp	Normal	43	2	0	0	4	0	0	0	0	0	✓	✓
827079	2005-02-28	20:30	PI	TrafficSigna	Wet	Snow	RearEnd	W	GoAhead	DrivProp	Normal	49	W	GoAhead	Speeding	Normal	32	2	0	0	2	1	0	0	0	0	✓	✓
828283	2005-03-07	17:10	PD	TrafficSigna	Wet	Rain	Turning	W	TurnLeft	ImpropTn	Normal	24	W	GoAhead	DrivProp	Normal	36	2	0	0	2	0	0	0	0	2	✓	✓
828423	2005-03-08	11:40	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			37	N	Stopped			51	2	0	0	2	0	0	0	0	0	✗	✓
831606	2005-03-24	10:55	PI	NoControl	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	43	E	GoAhead	DrivProp	Normal	39	2	0	0	3	2	0	0	0	0	✓	✓
831837	2005-02-26	11:55	PD	TrafficSigna	Wet	Clear	Turning	W	TurnRigh			54	W	TurnRigh			48	2	0	0	4	0	0	0	0	0	✗	✓
834112	2005-03-19	12:07	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	27	W	TurnLeft	ImpropTn	Normal	46	2	0	0	3	1	0	0	0	0	✓	✓
836496	2005-04-11	16:30	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			28	N	GoAhead	Disobey		19	2	0	0	2	0	0	0	0	0	✗	✓
838142	2005-04-16	00:15	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	31	W	GoAhead	DrivProp	Normal	29	2	0	0	0	2	1	0	0	0	✓	✓
841592	2005-05-26	14:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			47	S	TurnRigh			46	2	0	0	4	0	0	0	0	0	✓	✓
848002	2005-05-24	22:02	PI	TrafficSigna	Dry	Clear	Angle	S	Stopped	DrivProp	Normal	25	W	GoAhead	Disobey	HadDrink	38	3	0	0	3	0	1	0	0	0	✓	✓
849029	2005-07-01	23:05	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			66	E	TurnLeft			19	2	0	0	2	0	0	0	0	0	✗	✓
849690	2005-06-19	01:27	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			26	W	GoAhead			34	3	0	0	4	0	0	0	0	0	✗	✓
853550	2005-08-01	12:30	PD	NoControl	Dry	Clear	Turning	N	GoAhead			55	W	TurnRigh			37	2	0	0	4	0	0	0	0	0	✗	✓
854381	2005-07-22	18:52	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead			34	W	GoAhead			36	2	0	0	3	0	0	0	0	0	✗	✓
855090	2005-08-12	23:30	PD		Dry	Clear	RearEnd		GoAhead			32	E	Reverse			51	2	0	0	3	0	0	0	0	0	✗	✓
855867	2005-08-10	08:42	PI	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	LostCtrl	Normal	49	W	Slowing	DrivProp	Normal	40	2	0	0	1	0	1	0	0	0	✓	✓
856681	2005-07-14	17:43	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			47	W	GoAhead			22	2	0	0	2	0	0	0	0	0	✗	✓
859923	2005-09-11	23:23	PD		Dry	Clear	SideSwip		ChgLane			20		GoAhead			42	3	0	0	4	0	0	0	0	0	✗	✓
861187	2005-09-04	03:55	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey		18	N	GoAhead			28	2	0	0	3	0	0	0	0	0	✗	✓
861532	2005-09-09	18:50	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			28	S	TurnRigh			59	2	0	0	2	0	0	0	0	0	✗	✓
862741	2005-09-19	19:30	PD	NoControl	Dry	Clear	RearEnd	N	GoAhead			17	N	Stopped			57	2	0	0	3	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
866078	2005-10-19	13:45	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			54	W	ChgLane			24	2	0	0	2	0	0	0	0	0	✗	✓
866168	2005-09-21	17:40	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead			51	S	TurnRigh			33	2	0	0	2	0	0	0	0	0	✗	✓
867057	2005-10-24	15:45	PD	TrafficSigna	Wet	Rain	Angle	W	GoAhead			69	S	GoAhead			48	2	0	0	3	0	0	0	0	0	✗	✓
867272	2005-09-27	15:35	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			58	S	TurnRigh			42	2	0	0	5	0	0	0	0	0	✗	✓
867294	2005-10-22	22:45	PD	TrafficSigna	Wet	Rain	Angle		Unknown				N	GoAhead			35	2	0	0	2	0	0	0	0	0	✗	✓
868149	2005-10-27	16:15	PD	TrafficSigna	Dry	Clear	Angle		Unknown				S	TurnRigh			43	2	0	0	2	0	0	0	0	0	✗	✓
868825	2005-09-28	14:00	PD	NoControl	Dry	Clear	SideSwip	W	ChgLane			31	W	GoAhead			60	2	0	0	2	0	0	0	0	0	✗	✓
869997	2005-11-06	02:20	PD	NoControl	Dry	Clear	Approach	E	Stopped			31		Unknown	FTY ROW		35	2	0	0	2	0	0	0	0	0	✗	✓
870113	2005-10-15	01:26	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Normal	21	S	GoAhead	DrivProp	Normal	27	2	0	0	1	3	0	0	0	0	✓	✓
870707	2005-11-10	13:10	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead			56	E	ChgLane			29	2	0	0	2	0	0	0	0	0	✗	✓
870744	2005-10-21	13:15	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	45	W	TurnLeft	ImpropTn	Inatten	26	2	0	0	1	1	0	0	0	0	✓	✓
872874	2005-11-15	07:15	PD	TrafficSigna	Wet	Rain	SideSwip	N	Merging			56	N	GoAhead			47	2	0	0	2	0	0	0	0	0	✗	✓
875276	2005-12-04	06:20	PD	TrafficSigna	Slush	Clear	RearEnd	W	Stopped			31		TurnLeft			24	2	0	0	3	0	0	0	0	0	✗	✓
876650	2005-12-11	00:30	PD	TrafficSigna	Dry	Clear	Turning		GoAhead			32		Unknown			56	2	0	0	2	0	0	0	0	0	✗	✓
878991	2005-12-04	23:40	PI	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	Foll2Cls	Inatten	23	W	Stopped	DrivProp	Normal	35	2	0	0	3	1	0	0	0	0	✓	✓
879025	2005-12-04	15:55	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Inatten	45	W	GoAhead	DrivProp	Normal	46	2	0	0	2	0	0	0	0	0	✓	✓
881503	2005-12-31	22:15	PD	TrafficSigna	Dry	Clear	Angle		Unknown				E	GoAhead			49	2	0	0	2	0	0	0	0	0	✗	✓
881694	2005-12-13	19:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	FTY ROW	Unknown	65						1	1	0	2	1	0	0	0	0	✓	✓
885175	2005-12-30	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead			24	W	TurnLeft			36	2	0	0	2	0	0	0	0	0	✓	✓
884243	2006-01-21	01:00	PD	TrafficSigna	Wet	Clear	Angle	S	GoAhead	DrivProp	Normal	20	W	GoAhead	FTY ROW	Normal	25	2	0	0	3	0	0	0	0	0	✓	✓
885631	2006-01-30	11:00	PD	NoControl	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	25	E	Stopped	DrivProp	Normal	43	2	0	0	2	0	0	0	0	0	✓	✓
886784	2006-01-18	09:44	PI	TrafficSigna	Wet	Rain	PedestrianColl	W	TurnRigh	FTY ROW	Normal	27						1	1	0	2	1	0	0	0	0	✓	✓
887448	2006-02-06	07:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	43	W	Stopped	DrivProp	Normal	33	2	0	0	3	0	0	0	0	0	✓	✓
887667	2006-02-08	08:55	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	41	W	ChgLane		Unknown	63	2	0	0	2	0	0	0	0	0	✓	✓
888970	2006-02-18	19:03	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	FTY ROW	Normal	66	W	TurnRigh	DrivProp	Normal	25	2	0	0	3	0	0	0	0	0	✓	✓
890826	2006-02-26	13:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	ImpLaChg	Normal	81	W	TurnRigh	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✓	✓
891130	2006-02-10	13:35	PD	NoControl	Wet	Clear	SMVOther	W	Merging			44						1	0	0	3	0	0	0	0	0	✗	✓
891162	2006-03-01	18:30	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	50	S	TurnLeft	FTY ROW	Normal	23	2	0	0	3	0	0	0	0	0	✓	✓
891730	2006-02-17	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	24	W	ChgLane	ImpLaChg	Inatten	41	2	0	0	4	0	0	0	0	0	✓	✓
892881	2006-02-28	18:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane			32	W	Stopped			33	2	0	0	4	0	0	0	0	0	✓	✓
895427	2006-03-29	09:10	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped		Unknown	51	S	Other	Other	Inatten	51	3	0	0	4	0	0	0	0	0	✓	✓
898204	2006-03-23	20:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	Disobey	Inatten	38	S	TurnRigh	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
898288	2006-04-20	09:00	PD	NoControl	Dry	Clear	SideSwip		Slowing			65	E	GoAhead			39	2	0	0	2	0	0	0	0	0	✗	✓
901331	2006-05-04	19:05	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Foll2Cls	Normal	66	W	Stopped	DrivProp	Normal	39	2	0	0	3	0	0	0	0	0	✓	✓
903408	2006-04-30	08:45	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	46	N	GoAhead	Disobey	Inatten	47	3	0	0	2	0	2	0	0	0	✓	✓
904170	2006-05-21	13:37	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	31	W	Stopped	DrivProp	Normal	33	2	0	0	1	1	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
906121	2006-05-25	13:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	42	E	GoAhead	ImpropTn	Normal	38	2	0	0	3	0	0	0	0	0	✓	✓
914255	2006-07-01	15:35	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	23	S	ChgLane	ImpLaChg	Normal	28	2	0	0	3	0	0	0	0	0	✓	✓
928629	2006-09-14	15:04	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	54	N	GoAhead	Disobey	Inatten	48	2	0	0	1	2	0	0	0	0	✓	✓
928997	2006-09-16	19:03	PI	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	ImpropTn	Inatten	32	S	GoAhead	DrivProp	Normal	29	2	0	0	1	2	0	0	0	0	✓	✓
932883	2006-10-27	08:54	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped			20		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
934833	2006-11-05	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft			47	E	GoAhead			47	2	0	0	2	0	0	0	0	0	✗	✓
935632	2006-10-22	15:10	PI	TrafficSigna	Wet	Rain	PedestrianColl	S	TurnRigh	Disobey	Inatten	76						1	1	0	1	1	0	0	0	0	✓	✓
937983	2006-11-22	18:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			38	W	GoAhead			37	2	0	0	3	0	0	0	0	0	✗	✓
938013	2006-11-23	18:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			26		Unknown				2	0	0	2	0	0	0	0	0	✓	✓
938133	2006-11-23	08:30	PD	NoControl	Dry	Clear	RearEnd	S	Stopped			21	E	GoAhead			41	2	0	0	2	0	0	0	0	0	✗	✓
939703	2006-12-02	21:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	25	N	GoAhead	DrivProp	Normal	19	2	0	0	3	1	0	0	0	0	✓	✓
939852	2006-12-01	17:00	PD	TrafficSigna	Wet	Rain	Angle	S	TurnRigh			42		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
944087	2006-12-25	19:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	36	W	TurnLeft	ImpropTn	Normal	29	2	0	0	2	0	0	0	0	2	✓	✓
1009376	2007-12-11	13:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	56	S	TurnRigh	ImpropTn	Normal	30	2	0	0	2	0	0	0	0	2	✓	✓
1012474	2007-06-17	00:35	PI	TrafficSigna	Dry	Fog	Angle	N	GoAhead	Disobey	Inatten	41	W	GoAhead	DrivProp	Normal	23	2	0	0	1	1	0	0	0	1	✓	✓
1012551	2007-12-18	08:50	PI	TrafficSigna	LSnow	Clear	RearEnd	W	Slowing	Foll2Cls	Inatten	45	W	Stopped	DrivProp	Normal	33	3	0	0	1	0	3	0	0	0	✓	✓
948227	2007-01-18	18:45	PD	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	58	W	GoAhead	Foll2Cls	Inatten	38	2	0	0	2	0	0	0	0	0	✓	✓
949675	2007-01-24	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	LostCtrl	Normal	23	W	Stopped	DrivProp	Normal	36	2	0	0	2	0	0	0	0	1	✓	✓
953277	2007-01-26	12:20	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	26	N	TurnLeft	ImpropTn	Normal	53	2	0	0	2	0	0	0	0	2	✓	✓
953839	2007-02-16	07:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	31	S	TurnRigh	Other	Normal	27	2	0	0	2	0	0	0	0	1	✓	✓
954352	2007-02-18	17:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	34	W	TurnLeft	ImpropTn	Normal	18	2	0	0	2	0	0	0	0	0	✓	✓
956487	2007-02-27	10:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	40	S	TurnRigh	ImpropTn	Normal	81	2	0	0	2	0	0	0	0	1	✓	✓
964346	2007-04-14	23:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	79	S	TurnRigh	ImpropTn	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
965625	2007-04-22	16:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	24	S	TurnRigh	DrivProp	Normal	58	2	0	0	2	0	0	0	0	0	✓	✓
965942	2007-04-23	19:05	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	27	E	ChgLane	ImpLaChg	Normal	33	2	0	0	2	2	0	0	0	0	✓	✓
969784	2007-05-13	23:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	23	S	GoAhead	Disobey	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓
975205	2007-06-15	13:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	40	W	GoAhead	DrivProp	Normal	43	2	0	0	2	0	0	0	0	1	✓	✓
975630	2007-06-14	16:13	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	45	S	GoAhead	Disobey	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
981232	2007-06-20	13:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	41	W	Other	LostCtrl	Normal	60	2	0	0	2	0	0	0	0	1	✓	✓
984110	2007-08-09	14:10	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	FTY ROW	Normal	29	W	GoAhead	DrivProp	Normal	58	2	0	0	2	0	0	0	0	2	✓	✓
989160	2007-08-29	18:35	PD	NoControl	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	50	W	ChgLane	ImpLaChg	Normal	48	2	0	0	2	0	0	0	0	2	✓	✓
991588	2007-08-27	18:56	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	32	S	TurnRigh	DrivProp	Normal	38	2	0	0	2	0	0	0	0	1	✓	✓
1019155	2008-02-04	11:00	PD	NoControl	Dry	Clear	RearEnd		Stopped			26		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1022577	2008-02-06	15:58	PI	TrafficSigna	Slush	DRFSNO	RearEnd	S	ChgLane	TooFast	Inatten	27	S	Stopped	DrivProp	Normal	38	2	0	0	1	0	1	0	0	2	✓	✓
1023812	2008-02-22	23:15	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Unknown		N	Stopped	DrivProp	Normal	23	2	0	0	2	0	0	0	0	1	✓	✓
1025267	2008-02-16	02:20	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	Disobey	Inatten	25	S	TurnRigh	DrivProp	Normal	27	2	0	0	2	0	0	0	0	1	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
1027854	2008-03-13	17:20	PD	TrafficSigna	Wet	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	63	W	Stopped	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
1029731	2008-03-20	16:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	43	S	TurnRigh	ImpropTn	Normal	65	2	0	0	2	0	0	0	0	1	✓	✓
1030323	2008-03-15	06:42	PI	TrafficSigna	Wet	Clear	Angle	W	GoAhead	Disobey	Inatten	43	N	GoAhead	DrivProp	Normal	33	2	0	0	1	0	1	0	0	1	✓	✓
1031488	2008-04-01	19:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	Disobey	Normal	54						1	2	0	0	1	0	2	0	1	✓	✓
1031857	2008-04-02	11:00	PD	NoControl	Dry	Clear	RearEnd		Slowing			72		Slowing			41	3	0	0	4	0	0	0	0	0	✗	✓
1033980	2008-04-17	21:55	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	28	S	TurnRigh	ImpropTn	Normal	41	2	0	0	2	0	0	0	0	2	✓	✓
1036956	2008-04-21	11:52	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	23	W	TurnLeft	ImpropTn	Normal	40	2	0	0	2	0	0	0	0	2	✓	✓
1042951	2008-06-09	16:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	ImpLaChg	Normal	33	W	Stopped	DrivProp	Normal	22	2	0	0	2	0	0	0	0	2	✓	✓
1044370	2008-06-22	02:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Normal	24	W	GoAhead	Foll2Cls	Normal	49	2	0	0	2	0	0	0	0	1	✓	✓
1044816	2008-06-24	21:36	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	32	N	TurnLeft	ImpropTn	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
1047584	2008-07-10	11:15	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh			70	W	GoAhead			47	2	0	0	2	0	0	0	0	0	✗	✗
1047779	2008-07-11	13:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead			42	W	ChgLane			29	2	0	0	2	0	0	0	0	0	✗	✗
1050198	2008-07-05	05:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	36	W	GoAhead	LostCtrl	Normal	19	2	0	0	2	0	0	0	0	0	✓	✓
1050956	2008-07-24	17:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	56	W	ChgLane	ImpLaChg	Normal	44	2	0	0	2	0	0	0	0	1	✓	✓
1052221	2008-08-08	16:40	PD	NoControl	Dry	Clear	RearEnd		GoAhead			62		Stopped			38	2	0	0	4	0	0	0	0	0	✗	✓
1053744	2008-07-17	00:29	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	42	W	GoAhead	DrivProp	Normal	27	2	0	0	1	0	1	0	0	0	✓	✓
1053756	2008-07-20	15:40	PD	TrafficSigna	Wet	Rain	Turning	W	TurnLeft	ImpropTn	Normal	20	W	GoAhead	DrivProp	Normal	66	2	0	0	2	0	0	0	0	1	✓	✓
1058309	2008-09-09	06:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	27	S	ChgLane	ImpLaChg	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1063955	2008-10-11	18:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	27	W	Stopped	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
1065786	2008-10-17	15:35	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	50	W	Stopped	DrivProp	Normal	49	2	0	0	2	0	0	0	0	2	✓	✓
1068492	2008-11-06	06:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	41	S	TurnRigh	DrivProp	Normal	62	2	0	0	2	0	0	0	0	2	✓	✓
1069743	2008-11-13	19:37	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	25	W	GoAhead	DrivProp	Normal	48	2	0	0	2	0	0	0	0	2	✓	✓
1070484	2008-10-25	19:26	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Inatten	22	W	GoAhead	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1073565	2008-12-02	14:00	PD	TrafficSigna	Dry	Clear	Turning	W	ChgLane	ImpLaChg	Normal	65	W	TurnLeft	DrivProp	Normal	46	2	0	0	2	0	0	0	0	0	✓	✓
1075120	2008-10-16	12:32	PI	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	DrivProp	Inatten	60						1	0	1	2	0	1	0	0	1	✓	✓
1081041	2009-01-08	18:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	FTY ROW	Normal	30	W	GoAhead	DrivProp	Normal	56	2	0	0	2	0	0	0	0	0	✓	✓
1093523	2009-03-09	10:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	42	W	Stopped	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
1095135	2009-03-18	10:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	33	S	TurnRigh	DrivProp	Normal	44	2	0	0	2	0	0	0	0	1	✓	✓
1098631	2009-03-18	10:04	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	DrivProp	Normal	45						1	1	0	1	1	0	0	0	0	✓	✓
1100785	2009-04-23	00:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	22	W	ChgLane	ImpLaChg	Normal	20	2	0	0	2	0	0	0	0	1	✓	✓
1103022	2009-05-05	14:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	42	W	TurnRigh	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	✓	✓
1103059	2009-04-28	09:30	PD	NoControl	Wet	Rain	Turning	S	TurnRigh	DrivProp	Normal	43	S	TurnRigh	ImpropTn	Normal	40	2	0	0	2	0	0	0	0	2	✓	✓
1103340	2009-04-11	21:37	PI	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	35	S	GoAhead	DrivProp	Normal	46	2	0	0	2	1	0	0	0	2	✓	✓
1104098	2009-05-02	23:20	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	38	S	GoAhead	ImpropPa	Normal	44	2	0	0	2	0	0	0	0	0	✓	✓
1104484	2009-05-14	08:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	35	E	TurnLeft	ImpropTn	Unknown	60	2	0	0	2	0	0	0	0	0	✓	✓
1106608	2009-05-05	18:10	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	Disobey	Inatten	41	S	TurnRigh	DrivProp	Normal	62	2	0	0	2	0	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
1107596	2009-05-11	09:45	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	44	N	ChgLane	ImpLaChg	Inatten	45	2	0	0	2	0	0	0	0	2	✓	✓
1108964	2009-05-12	14:23	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	49	S	TurnRigh	ImpropTn	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1110672	2009-06-17	15:15	PD	NoControl	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Unknown	44	W	Slowing	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
1116029	2009-07-23	11:15	PI	TrafficSigna	Wet	Rain	RearEnd	W	Slowing	Foll2Cls	Normal	42	W	Stopped	DrivProp	Normal	51	2	0	0	1	1	0	0	0	0	✓	✓
1117838	2009-08-01	10:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	57	W	GoAhead	Foll2Cls	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1125112	2009-09-15	15:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	51	S	GoAhead	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
1127688	2009-09-29	15:55	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	ImpropTn	Normal	28	S	TurnRigh	DrivProp	Normal	38	2	0	0	2	0	0	0	0	1	✓	✓
1129514	2009-10-07	08:45	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	ImpropTn	Unknown		N	Stopped	DrivProp	Normal	49	2	0	0	2	0	0	0	0	1	✓	✓
1133682	2009-10-27	15:20	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	43	W	TurnRigh	ImpropTn	Normal	46	2	0	0	2	0	0	0	0	0	✓	✓
1135160	2009-11-02	16:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	52	S	TurnRigh	ImpropTn	Unknown	33	2	0	0	2	0	0	0	0	0	✓	✓
1136614	2009-10-15	12:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	Other	Normal	26	S	TurnRigh	Other	Normal	35	2	0	0	2	0	0	0	0	1	✓	✓
1138731	2009-10-31	00:39	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	LostCtrl	Normal	32	N	Stopped	DrivProp	Normal	45	2	0	0	2	0	0	0	0	0	✓	✓
1142949	2009-11-17	20:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	20	S	GoAhead	Disobey	Inatten	59	2	0	0	2	0	0	0	0	0	✓	✓
1152052	2010-01-24	21:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Normal	29	W	GoAhead	TooFast	Normal	19	2	0	0	2	0	0	0	0	1	✓	✓
1154796	2010-02-28	03:40	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	38	N	GoAhead	Disobey	Normal	36	2	0	0	2	0	0	0	0	0	✓	✓
1155754	2010-01-26	16:15	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	24	W	TurnLeft	ImpropTn	Inatten	20	2	0	0	1	1	0	0	0	1	✓	✓
1155862	2010-03-03	15:15	PD	TrafficSigna	Dry	Clear	RearEnd	S	ChgLane	ImpLaChg	Unknown	72	S	GoAhead	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
1171165	2010-04-23	11:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	53	S	TurnRigh	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1172725	2010-05-31	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	35	W	ChgLane	ImpLaChg	Normal	36	2	0	0	2	0	0	0	0	1	✓	✓
1173299	2010-05-16	06:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	24	N	GoAhead	Disobey	Inatten	59	2	0	0	2	0	0	0	0	1	✓	✓
1175206	2010-06-20	13:20	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	43	W	Slowing	Foll2Cls	Inatten	43	2	0	0	0	2	0	0	0	3	✓	✓
1176804	2010-05-24	17:50	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	25	W	TurnLeft	ImpropTn	Inatten	51	2	0	0	2	0	0	0	0	0	✓	✓
1177116	2010-07-05	17:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	Foll2Cls	Normal	31	W	GoAhead	Foll2Cls	Normal	45	2	0	0	1	1	0	0	0	0	✓	✓
1178103	2010-05-16	06:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	51	W	GoAhead	Foll2Cls	Normal	51	2	0	0	2	0	0	0	0	0	✓	✓
1179431	2010-07-27	17:56	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	26	W	ChgLane	ImpLaChg	Inatten	22	2	0	0	2	0	0	0	0	0	✓	✓
1179528	2010-07-24	19:05	PD	TrafficSigna	Wet	Rain	RearEnd	S	Stopped	DrivProp	Normal	40	S	GoAhead	Foll2Cls	Normal	24	2	0	0	2	0	0	0	0	0	✓	✓
1179881	2010-06-05	01:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	Disobey	Normal	26						1	2	0	1	0	2	0	0	0	✓	✓
1182247	2010-08-05	15:45	PI	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	48	W	Stopped	DrivProp	Normal	30	2	0	0	1	1	0	0	0	0	✓	✓
1184712	2010-08-21	09:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	52	W	ChgLane	ImpLaChg	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
1186581	2010-08-26	08:45	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	62	W	GoAhead	Foll2Cls	Normal	51	2	0	0	1	2	0	0	0	0	✓	✓
1191434	2010-09-16	09:15	PI	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Normal	34	W	Stopped	DrivProp	Normal	27	2	0	0	1	2	0	0	0	1	✓	✓
1192993	2010-09-29	15:15	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	ImpropTn	Unknown	44	S	TurnRigh	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1199534	2010-11-03	19:55	PD	NoControl	Wet	Rain	RearEnd	E	Slowing			23		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1201796	2010-10-19	19:10	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	40	S	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	1	✓	✓
1202181	2010-11-14	18:10	PD	NoControl	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	39	W	GoAhead	DrivProp	Normal	53	2	0	0	2	0	0	0	0	1	✓	✓
1205791	2010-12-04	23:23	PD	TrafficSigna	Wet	Clear	Turning	S	TurnRigh	ImpLaChg	Normal	23	S	TurnRigh	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1213586	2010-12-03	15:40	PI	NoControl	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	72	W	GoAhead	Foll2Cls	Inatten	31	2	0	0	1	2	0	0	0	1	✓	✓
1218884	2010-12-30	13:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	53	S	Slowing	Foll2Cls	Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
1212919	2011-01-13	17:30	PD	TrafficSigna	Wet	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	29	W	TurnLeft	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
1217136	2011-02-07	16:15	PD	TrafficSigna	Wet	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	32	W	Stopped	DrivProp	Normal	56	2	0	0	2	0	0	0	0	1	✓	✓
1219438	2011-02-22	08:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	55	W	GoAhead	Foll2Cls	Normal	50	2	0	0	2	0	0	0	0	1	✓	✓
1221487	2011-03-02	12:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	29	W	TurnLeft	ImpropTn	Normal	36	2	0	0	2	0	0	0	0	0	✓	✓
1223166	2011-03-11	05:45	PD	TrafficSigna	Wet	Rain	SideSwip	S	Stopped	DrivProp	Normal	49	S	ChgLane	ImpLaChg	Normal	57	2	0	0	2	0	0	0	0	1	✓	✓
1223961	2011-03-21	17:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	49	S	TurnRigh	ImpropTn	Normal	40	2	0	0	2	0	0	0	0	2	✓	✓
1225064	2011-01-22	02:25	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	25	W	ChgLane	ImpLaChg	Inatten	23	2	0	0	2	0	0	0	0	0	✓	✓
1228919	2011-04-10	19:03	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	44	S	TurnRigh	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
1229084	2011-04-14	15:12	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	32	S	GoAhead	DrivProp	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1229808	2011-02-24	10:50	PD	TrafficSigna	Wet	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	25	S	TurnRigh	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1233447	2011-05-16	11:40	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Normal	29	W	Stopped	DrivProp	Normal	59	3	0	0	3	0	0	0	0	1	✓	✓
1234114	2011-05-18	19:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	51	S	TurnRigh	ImpropTn	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
1234357	2011-05-20	14:33	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Unknown	65	S	GoAhead	DrivProp	Normal	21	2	0	0	2	0	0	0	0	0	✓	✓
1234896	2011-05-26	16:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	45	W	Slowing	Foll2Cls	Inatten	37	2	0	0	2	0	0	0	0	1	✓	✓
1236692	2011-05-18	15:15	PD	TrafficSigna	Dry	Clear	Turning	S	Stopped	DrivProp	Normal	29	S	TurnRigh	ImpropTn	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
1237017	2011-06-07	16:12	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	45	S	TurnRigh	ImpropTn	Normal	54	2	0	0	2	0	0	0	0	2	✓	✓
1238998	2011-06-11	10:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	39	S	TurnRigh	ImpropTn	Unknown	49	2	0	0	2	0	0	0	0	1	✓	✓
1243191	2011-07-11	11:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	44	W	GoAhead	Foll2Cls	Unknown		2	0	0	2	0	0	0	0	1	✓	✓
1243694	2011-05-31	03:16	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	22	N	GoAhead	DrivProp	Normal	47	2	0	0	1	0	1	0	0	1	✓	✓
1244750	2011-06-05	03:50	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	52	N	GoAhead	Disobey	Inatten	23	2	0	0	2	0	0	0	0	0	✓	✓
1247118	2011-05-25	21:10	PI	TrafficSigna	Wet	Rain	Turning	S	GoAhead	DrivProp	Normal	42	N	TurnLeft	ImpropTn	Inatten	25	2	0	0	1	1	0	0	0	1	✓	✓
1248920	2011-08-11	15:15	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	31	N	GoAhead	Foll2Cls	Normal	36	2	0	0	2	0	0	0	0	1	✓	✓
1249258	2011-07-02	01:38	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Over.08	24	N	GoAhead	DrivProp	Normal	45	2	0	0	1	0	1	0	0	0	✓	✓
1250047	2011-07-09	01:09	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	20	W	GoAhead	DrivProp	Normal	25	2	0	0	0	2	1	0	0	1	✓	✓
1251058	2011-08-23	11:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	61	S	TurnRigh	DrivProp	Normal	52	2	0	0	2	0	0	0	0	1	✓	✓
1251622	2011-08-26	14:45	PD	NoControl	Dry	Clear	Turning	N	UTurn	ImpropTn	Normal	36	N	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	1	✓	✓
1255286	2011-09-21	16:45	PD	TrafficSigna	Wet	Rain	SideSwip	W	Passing	ImpLaChg	Normal	52	W	Stopped	DrivProp	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1255447	2011-07-30	13:31	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	30	W	TurnLeft	ImpropTn	Inatten	47	2	0	0	2	0	0	0	0	0	✓	✓
1258016	2011-10-07	09:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropPa	Normal	28	S	TurnRigh	DrivProp	Unknown		2	0	0	2	0	0	0	0	2	✓	✓
1260501	2011-10-21	14:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	49	S	GoAhead	DrivProp	Normal	56	2	0	0	2	0	0	0	0	2	✓	✓
1261404	2011-10-26	02:45	PI	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	ImpropTn	Inatten	43	S	TurnRigh	DrivProp	Normal	45	2	0	0	1	1	0	0	0	2	✓	✓
1264198	2011-09-12	19:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	48	S	GoAhead	Disobey	Inatten	18	2	0	0	2	0	0	0	0	1	✓	✓
1264703	2011-11-16	12:50	PD	TrafficSigna	Dry	Clear	Approach	W	ChgLane				W	GoAhead			19	2	0	0	3	0	0	0	0	0	✗	✓
1265225	2011-11-20	19:00	PD		Dry	Clear	Turning	E	GoAhead			39	E	TurnLeft			26	2	0	0	3	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
1265604	2011-11-16	12:50	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	LostCtrl	Unknown		S	TurnRigh	DrivProp	Normal	19	2	0	0	2	0	0	0	0	1	✓	✓
1266855	2011-11-27	15:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	35	W	Stopped	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✓	✓
1270165	2011-12-16	16:40	PI	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	Foll2Cls	Inatten	41	W	Stopped	DrivProp	Normal	39	3	0	0	2	1	0	0	0	0	✓	✓
1271945	2011-12-28	18:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	27	W	ChgLane	ImpLaChg	Normal	50	2	0	0	2	0	0	0	0	1	✓	✓
1281514	2011-12-22	10:18	PD	TrafficSigna	Wet	Rain	SideSwip	W	ChgLane	ImpLaChg	Inatten	36	W	Stopped	DrivProp	Normal	47	2	0	0	2	0	0	0	0	1	✓	✓
1274464	2012-01-11	22:46	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Unknown	32	S	TurnRigh	DrivProp	Normal	29	2	0	0	2	0	0	0	0	2	✓	✓
1280359	2012-02-12	11:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	29	W	GoAhead	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
1281061	2012-02-17	22:05	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	42	S	TurnRigh	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
1286534	2012-03-29	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	36	S	Stopped	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1287131	2012-01-27	06:20	PI	TrafficSigna	Wet	Rain	Angle	W	GoAhead	Disobey	Inatten	22	N	GoAhead	DrivProp	Normal	41	2	0	0	1	0	2	0	0	1	✓	✓
1287554	2012-01-31	12:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	55	W	GoAhead	Foll2Cls	Inatten	31	2	0	0	2	0	0	0	0	1	✓	✓
1291565	2012-03-04	09:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	43	S	GoAhead	Foll2Cls	Inatten	55	2	0	0	2	0	0	0	0	2	✓	✓
1293004	2012-03-16	22:08	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Unknown	43	S	TurnRigh	ImpropTn	Unknown	23	2	0	0	2	0	0	0	0	0	✓	✓
1296687	2012-04-05	16:45	PI	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	52	N	ChgLane	ImpLaChg	Inatten	34	2	0	0	1	1	0	0	0	0	✓	✓
1302133	2012-05-10	15:00	PI	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	60	N	TurnLeft	Foll2Cls	Normal	33	2	0	0	2	0	1	0	0	1	✓	✓
1303099	2012-05-15	14:50	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	52						1	1	0	1	0	1	0	0	0	✓	✓
1304678	2012-05-25	07:11	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	41	S	TurnRigh	DrivProp	Normal	37	2	0	0	2	0	0	0	0	1	✓	✓
1305501	2012-07-18	23:40	PD	TrafficSigna	Dry	Clear	RearEnd	N	ChgLane	ImpLaChg	Normal	20	N	Stopped	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
1307502	2012-06-29	11:50	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	63	S	GoAhead	DrivProp	Normal	22	2	0	0	3	0	0	0	0	1	✓	✓
1312336	2012-08-28	13:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	34	S	TurnRigh	ImpropTn	Normal	57	2	0	0	2	0	0	0	0	0	✓	✓
1314658	2012-09-06	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	53	S	ChgLane	ImpLaChg	Normal	50	2	0	0	2	0	0	0	0	3	✓	✓
1315906	2012-09-19	16:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	57	W	GoAhead	Foll2Cls	Inatten	23	3	0	0	3	0	0	0	0	0	✓	✓
1316849	2012-08-16	11:50	PD	TrafficSigna	Dry	Clear	SideSwip	N	Passing	DrivProp	Normal	70	N	Parked	Other	Inatten		2	0	0	2	0	0	0	0	2	✓	✓
1319218	2012-10-08	13:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	54	S	GoAhead	DrivProp	Normal	60	2	0	0	2	0	0	0	0	0	✓	✓
1321534	2012-10-21	15:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	31	S	TurnRigh	ImpropTn	Normal	59	2	0	0	2	0	0	0	0	0	✓	✓
1326201	2012-11-13	19:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	49	S	TurnRigh	DrivProp	Normal	47	2	0	0	2	0	0	0	0	2	✓	✓
1326943	2012-11-19	21:40	PD	NoControl	Dry	Clear	Angle	W	GoAhead			20	W	ChgLane			26	2	0	0	2	0	0	0	0	0	✗	✓
1329638	2012-12-05	11:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Normal	50	S	GoAhead	DrivProp	Normal	41	2	0	0	2	0	0	0	0	1	✓	✓
1332447	2012-11-15	07:50	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	55	W	ChgLane	ImpLaChg	Inatten	45	2	0	0	2	0	0	0	0	0	✓	✓
1333833	2012-11-18	22:10	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	45	S	TurnRigh	DrivProp	Normal	37	2	0	0	2	0	0	0	0	1	✓	✓
1335780	2012-11-27	16:40	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Other	Inatten	19	S	TurnRigh	ImpropTn	Inatten	43	2	0	0	3	0	0	0	0	1	✓	✓
1335025	2013-01-10	13:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	17	S	TurnRigh	ImpropTn	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
1336040	2013-01-17	22:00	PD	TrafficSigna	Wet	Snow	Turning	S	TurnRigh	ImpropTn	Normal	51	S	TurnRigh	DrivProp	Normal	37	2	0	0	2	0	0	0	0	1	✓	✓
1341070	2013-02-15	16:20	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	25	S	TurnRigh	ImpropTn	Normal	43	2	0	0	2	0	0	0	0	1	✓	✓
1345360	2013-01-24	17:45	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Inatten	66	S	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✓	✓
1351007	2013-03-24	15:01	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	ImpLaChg	Inatten	41	W	GoAhead	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1353332	2013-04-26	16:10	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Normal	47	S	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	✓	✓
1353750	2013-04-28	21:30	PD	TrafficSigna	Wet	Rain	Turning	W	TurnRigh	ImpropTn	Normal	26	W	GoAhead	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
1356074	2013-05-12	04:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	42	W	GoAhead	Foll2Cls	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1358544	2013-05-29	08:40	PD	TrafficSigna	Wet	Clear	SideSwip	W	GoAhead	ImpropPa	Unknown		W	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	1	✓	✓
1362196	2013-06-21	22:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	Reverse	Other	Normal	32	N	Stopped	Other	Normal	36	2	0	0	2	1	0	0	0	0	✓	✓
1362726	2013-05-09	07:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	ChgLane	ImpLaChg	Inatten	47	N	ChgLane	DrivProp	Normal	47	2	0	0	2	0	0	0	0	2	✓	✓
1363163	2013-06-27	21:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	51	S	TurnRigh	DrivProp	Normal	63	2	0	0	2	0	0	0	0	0	✓	✓
1363431	2013-05-12	22:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	49	W	ChgLane	ImpLaChg	Inatten	26	2	0	0	2	0	0	0	0	1	✓	✓
1363520	2013-07-02	15:48	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	53	S	TurnRigh	DrivProp	Normal	42	2	0	0	2	0	0	0	0	2	✓	✓
1366347	2013-07-03	13:19	FA	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Normal	65	W	ChgLane	ImpLaChg	Inatten	51	2	7	0	1	1	5	3	1	1	✓	✓
1367302	2013-07-21	12:30	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead			58		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1369371	2013-08-04	16:25	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	40	S	TurnRigh	DrivProp	Normal	46	2	0	0	2	0	0	0	0	1	✓	✓
1374891	2013-09-11	15:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	20	S	TurnRigh	TooSlow	Normal	32	2	0	0	2	0	0	0	0	3	✓	✓
1379600	2013-07-21	14:40	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	33	N	ChgLane	ImpLaChg	Normal	48	2	0	0	2	0	0	0	0	1	✓	✓
138001055	2013-11-12	15:35	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	39						1	0	0	2	0	0	0	0	0	✗	✓
138005693	2013-12-14	19:30	PD	TrafficSigna	Slush	Clear	RearEnd	S	TurnRigh	Foll2Cls	Normal	54	S	Stopped	DrivProp	Normal	38	2	0	0	4	0	0	0	0	0	✗	✓
1380614	2013-07-28	18:31	PD	NoControl	Dry	Clear	Turning	N	UTurn	ImpropTn	Normal	27	N	GoAhead	DrivProp	Normal	51	2	0	0	2	0	0	0	0	2	✓	✓
1386461	2013-09-28	18:40	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			25	N	Unknown				2	0	0	2	0	0	0	0	1	✗	✓
148009135	2014-02-28	09:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal		S	TurnRigh	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✓	✓
148010352	2014-03-05	18:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	32	E	GoAhead	LostCtrl	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
148014740	2014-04-11	18:00	PI	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	19	S	TurnRigh	DrivProp	Normal	59	2	0	0	1	0	1	0	0	0	✓	✓
148016815	2014-04-30	16:17	PI	TrafficSigna	Wet	Rain	RearEnd	N	GoAhead	Foll2Cls	Unknown	24	N	Stopped	DrivProp	Normal	23	2	0	0	1	0	2	0	0	0	✓	✓
148019606	2014-05-23	16:50	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	33	W	ChgLane	ImpLaChg	Normal	39	2	0	0	2	0	0	0	0	0	✓	✓
148023722	2014-06-22	14:40	PI	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	58	S	GoAhead	Foll2Cls	Normal	38	2	0	0	1	0	1	0	0	0	✓	✓
148023736	2014-06-23	08:15	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	39	W	GoAhead	Foll2Cls	Normal	44	3	0	0	0	0	3	0	0	0	✓	✓
148025727	2014-07-08	11:25	PD	TrafficSigna	Dry	Clear	Turning	S	Stopped	DrivProp	Normal	51	N	UTurn	ImpropTn	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
148026345	2014-07-12	18:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	62	W	Stopped	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✗	✓
148026661	2014-07-15	14:45	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	53	W	Slowing	DrivProp	Normal	62	2	0	0	1	0	2	0	0	0	✓	✓
148027764	2014-07-23	23:15	PI	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	20	S	TurnRigh	ImpropTn	Normal	41	2	0	0	1	0	2	0	0	0	✓	✓
148028623	2014-07-31	01:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	Other	Normal	36	S	Reverse	Other	Normal	17	2	0	0	1	0	2	0	0	0	✓	✓
148028787	2014-08-01	07:45	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Normal	26	W	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
148031466	2014-08-22	13:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	66	S	TurnRigh	ImpropTn	Normal	50	2	0	0	2	0	0	0	0	0	✓	✓
148034212	2014-09-13	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	25	W	GoAhead	Foll2Cls	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
148035231	2014-09-21	22:20	PI	TrafficSigna	Wet	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	62	W	Stopped	DrivProp	Normal	54	2	0	0	1	0	1	0	0	0	✓	✓
148036915	2014-10-03	13:00	PD	NoControl	Dry	Clear	Turning	N	GoAhead	FTY ROW	Normal	50	N	TurnRigh	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
148038381	2014-10-14	15:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Normal	25	S	TurnRigh	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
148038465	2014-10-15	08:10	PD	TrafficSigna	Wet	Rain	RearEnd	W	Slowing	DrivProp	Normal	44	W	ChgLane	Foll2Cls	Normal	36	2	0	0	2	0	0	0	0	0	✓	✓
148041856	2014-11-06	18:10	PD	NoControl	Wet	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	28	W	GoAhead	ImpropTn	Inatten	32	2	0	0	2	0	0	0	0	0	✗	✓
148042163	2014-11-08	15:00	PI	TrafficSigna	Wet	Rain	SideSwip	E	ChgLane	ImpLaChg	Normal	25	E	GoAhead	DrivProp	Normal	27	2	0	0	1	0	2	0	0	0	✓	✓
148042554	2014-11-11	17:00	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	49						1	0	0	1	0	0	0	0	0	✗	✓
148043942	2014-11-19	13:40	PI	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	DrivProp	Normal	23	N	TurnRigh	ImpropTn	Normal	40	2	0	0	2	0	1	0	0	0	✓	✓
148045120	2014-11-27	11:13	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	40	W	GoAhead	DrivProp	Normal	75	2	0	0	4	0	1	0	0	0	✓	✓
148046667	2014-12-08	07:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	39	S	TurnRigh	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	✓	✓
148048547	2014-12-18	17:00	PD	TrafficSigna	Dry		Turning	W	TurnRigh	DrivProp	Normal	55						1	0	0	2	0	0	0	0	0	✗	✓
148049635	2014-12-27	12:18	PI	NoControl	Dry		RearEnd	E	Slowing	DrivProp	Normal	32						1	0	0	0	0	2	0	0	0	✗	✓
4000325700	2014-11-06	14:15	PD	TrafficSigna	Dry	Clear	SideSwip	N	Slowing	DrivProp	Normal	43	N	GoAhead	ImpropPa	Inatten	50	2	0	0	2	0	0	0	0	0	✓	✓
4001429885	2014-01-29	09:25	PI	TrafficSigna	Wet	Clear	Turning	S	TurnRigh	ImpropTn	Normal	50	S	TurnRigh	DrivProp	Normal	49	2	0	0	2	2	0	0	0	0	✓	✓
4001481566	2014-02-06	17:50	PD	TrafCont	Wet	Clear	SideSwip	S	TurnRigh	ImpropTn	Inatten	56	S	TurnRigh	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	✗	✓
4002432119	2014-07-04	21:47	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	41	W	GoAhead	LostCtrl	Over.08	35	2	0	0	2	0	0	0	0	0	✓	✓
4002630969	2014-08-03	21:40	PI	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Unknown		W	GoAhead	DrivProp	Normal	39	2	0	0	1	1	0	0	0	0	✓	✓
4002678997	2014-08-11	08:20	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnRigh	ImpropTn	Inatten	38						1	1	0	2	1	0	0	0	0	✓	✓
4003419094	2014-12-03	19:28	PD	NoControl	Dry	Clear	Turning	W	TurnRigh	ImpropTn	Normal	47	W	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✗	✓
4008026345	2014-07-12	18:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Inatten	60	W	Stopped	DrivProp	Normal	22	2	0	0	1	1	0	0	0	0	✓	✓
158004754	2015-02-02	10:00	PD	TrafficSigna	PSnow	Clear	RearEnd	W	Stopped	DrivProp	Normal	41	W	Slowing	TooFast	Normal	50	2	0	0	2	0	0	0	0	0	✗	✓
158005448	2015-02-05	13:45	PD	TrafficSigna	OTHER	Clear	Turning		Unknown			43						1	0	0	1	0	0	0	0	0	✗	✓
158009081	2015-02-21	11:00	PD	TrafficSigna	Ice	Clear	RearEnd	S	GoAhead	DrivProp	Normal	25	S	Stopped	DrivProp	Normal	58	2	0	0	2	0	0	0	0	0	✗	✓
158014887	2015-04-05	12:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	49	E	GoAhead	DrivProp	Normal	48	2	0	0	9	0	0	0	0	0	✗	✓
158017507	2015-04-24	18:00	PD	TrafficSigna	Dry	Rain	SideSwip	S	Stopped	DrivProp	Normal	47	S	Stopped	DrivProp	Normal	56	2	0	0	2	0	0	0	0	0	✗	✓
158018016	2015-04-28	14:25	PD	TrafficSigna	Dry	Rain	Turning	W	TurnRigh	DrivProp	Normal	57	S	TurnRigh	DrivProp	Normal	25	2	0	0	4	0	0	0	0	0	✗	✓
158019116	2015-05-05	18:30	PD	TrafficSigna	Dry	Rain	RearEnd	W	Slowing	Foll2Cls	Normal	31	W	Stopped	DrivProp	Normal	43	2	0	0	3	0	0	0	0	0	✗	✓
158021761	2015-05-25	11:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	55	E	GoAhead	Foll2Cls	Inatten	47	3	0	0	4	0	0	0	0	0	✗	✓
158023857	2015-06-07	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	34	E	GoAhead	DrivProp	Normal	62	2	0	0	2	0	0	0	0	0	✗	✓
158025598	2015-06-18	17:00	PD	TrafficSigna	Dry	Rain	RearEnd	W	Stopped	DrivProp	Normal	42						1	0	0	2	0	0	0	0	0	✗	✓
158026703	2015-06-25	15:30	PD	TrafficSigna	Dry	Rain	Turning	W	TurnLeft	DrivProp	Normal	38	W	GoAhead	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✗	✓
158026829	2015-06-26	16:00	PD	TrafficSigna	Dry	Rain	SideSwip	S	TurnRigh	DrivProp	Normal	54	S	TurnRigh	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	✗	✓
158027018	2015-06-28	15:15	PD	NoControl	Wet	Rain	Turning	N	TurnRigh	DrivProp	Normal	58	S	TurnRigh	DrivProp	Normal	27	2	0	0	5	0	0	0	0	0	✗	✓
158032265	2015-08-01	15:00	PD	StopSign	Dry	Clear	Turning	W	TurnLeft	DrivProp	Normal	58						1	0	0	2	0	0	0	0	0	✗	✓
158035107	2015-08-23	14:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	FTY ROW	Normal	22	N	TurnRigh	DrivProp	Normal	46	2	0	0	3	0	0	0	0	0	✗	✓
158037720	2015-09-10	21:20	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	67	S	TurnRigh	DrivProp	Normal	51	2	0	0	3	0	0	0	0	0	✗	✓
158039420	2015-09-22	12:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	Foll2Cls	Normal	28	N	Passing	DrivProp	Normal	43	2	0	0	5	0	0	0	0	0	✗	✓
158039679	2015-09-23	18:55	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	21	W	Stopped	DrivProp	Normal	49	2	0	0	4	0	1	0	0	0	✓	✓
158043769	2015-10-21	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	Unknown	Other	Normal	40	W	Stopped	DrivProp	Normal	56	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
158043901	2015-10-22	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	29	W	Stopped	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✗	✓
158044775	2015-10-27	22:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	59						1	0	0	5	0	0	0	0	0	✗	✓
158046206	2015-11-05	23:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	25						1	0	0	2	0	0	0	0	0	✗	✓
158050367	2015-12-02	22:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpLaChg	Normal	46	E	GoAhead	DrivProp	Normal	45	2	0	0	2	0	0	0	0	0	✗	✓
158050994	2015-12-07	14:50	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	67	W	GoAhead	DrivProp	Normal	38	2	0	0	1	0	1	0	0	0	✓	✓
158051287	2015-12-10	06:00	PD	NoControl	Dry	Clear	Turning	S	TurnRigh	Other		57	S	TurnRigh	Other	Normal	61	2	0	0	2	0	0	0	0	0	✗	✓
158053610	2015-12-25	15:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	46	E	GoAhead	DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	✗	✓
5000063447	2015-01-12	05:40	PI	TrafficSigna	Wet	DRFSNO	PedestrianColl	N	TurnLeft	DrivProp	Normal	29						1	1	0	1	0	1	0	0	0	✓	✓
5000300330	2015-02-20	10:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	49	S	TurnRigh	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✗	✓
5000361423	2015-03-02	16:52	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Inatten	26	S	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
5000435995	2015-03-14	19:59	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	FTY ROW	Inatten	0	W	GoAhead	DrivProp	Normal	30	2	0	0	3	0	0	0	0	0	✗	✓
5000732023	2015-05-03	03:10	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	43	W	Stopped	DrivProp	Normal	23	2	0	0	3	1	0	0	0	0	✓	✓
5001088054	2015-06-28	13:50	PI	TrafficSigna	Wet	Rain	PedestrianColl	W	TurnLeft	ImpropTn	Inatten	56	W	GoAhead	DrivProp	Normal	73	2	4	0	5	2	1	0	0	0	✓	✓
5001156335	2015-07-08	22:08	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	TooFast	Normal	47	W	Stopped	DrivProp	Normal	27	3	0	0	2	2	0	0	0	0	✓	✓
5001421291	2015-08-12	15:00	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	ImpropTn	Unknown							1	0	1	2	0	0	0	0	0	✓	✓
5002206167	2015-12-25	08:41	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	27	N	GoAhead	DrivProp	Normal	52	2	0	0	2	0	1	0	0	0	✓	✓
168001716	2016-01-13	15:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Unknown	34	N	TurnRigh	DrivProp	Unknown	40	2	0	0	2	0	0	0	0	0	✗	✓
168002598	2016-01-13	10:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Unknown	46						1	0	0	1	0	0	0	0	0	✗	✓
168002956	2016-01-20	19:10	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Unknown	59						1	0	0	0	1	0	0	0	0	✗	✓
168004512	2016-02-01	10:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	50						1	0	0	1	0	0	0	0	0	✗	✓
168005192	2016-02-05	08:45	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	47						1	0	0	1	0	0	0	0	0	✗	✓
168005838	2016-02-10	13:20	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	Other	Unknown	44	W	GoAhead	Other	Unknown	60	2	0	0	2	0	0	0	0	0	✗	✓
168007941	2016-02-24	22:00	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	DrivProp	Unknown	36						1	0	0	1	0	0	0	0	0	✗	✓
168011223	2016-03-19	17:30	PD	NoControl	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	40	W	GoAhead	DrivProp	Normal	59	3	0	0	6	0	0	0	0	0	✗	✓
168011252	2016-03-19	21:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Unknown	44	E	GoAhead	DrivProp	Unknown	35	2	0	0	2	0	0	0	0	0	✗	✓
168016100	2016-04-21	20:00	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	47						1	0	0	1	0	0	0	0	0	✗	✓
168018020	2016-05-04	14:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	35	W	ChgLane	ImpLaChg	Unknown	45	2	0	0	2	0	0	0	0	0	✗	✓
168018137	2016-05-05	08:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	Foll2Cls	Unknown	42	W	Stopped	DrivProp	Unknown	64	2	0	0	2	0	0	0	0	0	✗	✓
168018142	2016-05-05	08:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	Other	Normal	33	E	GoAhead	Other	Normal	24	2	0	0	2	0	0	0	0	0	✗	✓
168019599	2016-05-14	08:15	PD	TrafficSigna	Wet	Rain	SideSwip	W	ChgLane	DrivProp	Unknown	39	W	GoAhead	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
168019676	2016-05-13	16:55	PD	NoControl	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Unknown	37	W	Stopped	DrivProp	Unknown	49	2	0	0	2	0	0	0	0	0	✗	✓
168020099	2016-05-17	12:15	PD	NoControl	Dry	Clear	Turning	N	Reverse	DrivProp	Unknown	30	S	TurnLeft	DrivProp	Unknown	36	2	0	0	2	0	0	0	0	0	✗	✓
168020310	2016-05-18	13:30	PD	TrafficSigna	Dry	Clear	Turning	W	ChgLane	ImpLaChg	Unknown	72	W	GoAhead	DrivProp	Unknown	57	2	0	0	2	0	0	0	0	0	✗	✓
168020339	2016-05-18	06:08	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	FTY ROW	Unknown	19	S	GoAhead	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✗	✓
168020495	2016-05-18	16:30	PD	NoControl	Dry	Clear	Turning	W	Stopped	DrivProp	Unknown	54	W	Merging	ImpLaChg	Unknown	43	2	0	0	2	0	0	0	0	0	✗	✓
168023584	2016-06-06	17:45	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	55						1	0	0	1	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
168023725	2016-06-07	22:15	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	DrivProp	Unknown	54						1	0	0	1	0	0	0	0	0	✗	✓
168023919	2016-06-09	15:40	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	27	W	TurnRigh	DrivProp	Unknown	44	2	0	0	2	0	0	0	0	0	✗	✓
168024597	2016-06-14	07:15	PD	NoControl	Dry	Clear	Turning	N	Other	DrivProp	Unknown	51	W	GoAhead	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✗	✓
168026221	2016-06-23	11:58	PD	NoControl	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	50	W	GoAhead	DrivProp	Unknown	47	2	0	0	2	0	0	0	0	0	✗	✓
168026455	2016-06-23	13:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	DrivProp	Normal	47						1	0	0	1	0	0	0	0	0	✗	✓
168029309	2016-07-12	13:40	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	DrivProp	Normal	21	N	TurnRigh	ImpropTn	Normal	59	2	0	0	3	0	0	0	0	0	✗	✓
168030887	2016-07-20	13:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	DrivProp	Normal	63						1	0	0	1	0	0	0	0	0	✗	✓
168031027	2016-07-22	19:30	PD	NoControl	Dry	Clear	RearEnd	W	Slowing	DrivProp	Unknown	38	W	GoAhead	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✗	✓
168031878	2016-07-28	17:40	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	26	W	TurnLeft	ImpropTn	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
168034022	2016-08-11	15:30	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	61	S	Stopped	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
168034892	2016-08-17	08:27	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	39	N	GoAhead	DrivProp	Unknown	39	2	0	0	2	0	0	0	0	0	✗	✓
168037909	2016-09-04	13:35	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpLaChg	Unknown	66	S	TurnRigh	DrivProp	Unknown	51	2	0	0	2	0	0	0	0	0	✗	✓
168037929	2016-09-03	20:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	49						1	0	0	1	0	0	0	0	0	✗	✓
168039678	2016-09-14	18:45	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	54	W	GoAhead	DrivProp	Unknown	29	2	0	0	2	0	0	0	0	0	✗	✓
168039704	2016-09-14	09:15	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	48						1	0	0	1	0	0	0	0	0	✗	✓
168039738	2016-09-15	08:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	45						1	0	0	1	0	0	0	0	0	✗	✓
168040412	2016-09-17	23:35	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	51	W	GoAhead	ImpLaChg	Unknown	33	2	0	0	2	0	0	0	0	0	✗	✓
168040895	2016-09-20	18:00	PD	NoControl	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Unknown	35	S	GoAhead	DrivProp	Unknown	60	2	0	0	2	0	0	0	0	0	✗	✓
168041550	2016-09-25	10:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	63	W	ChgLane	ImpLaChg	Unknown	43	2	0	0	2	0	0	0	0	0	✗	✓
168042466	2016-09-30	10:20	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	46						1	0	0	1	0	0	0	0	0	✗	✓
168043013	2016-10-03	09:15	PD	NoControl	Dry	Clear	Other	W	Reverse	Other	Unknown	56	E	Stopped	DrivProp	Unknown	35	2	0	0	2	0	0	0	0	0	✗	✓
168045020	2016-10-15	22:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	Other	Normal	27	W	GoAhead	Other	Normal	41	2	0	0	2	0	0	0	0	0	✓	✓
168045706	2016-10-20	05:50	PD	TrafficSigna	Wet	Rain	RearEnd	N	GoAhead	Other	Normal	35	N	Stopped	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	✓	✓
168048061	2016-10-31	17:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	57	E	GoAhead	DrivProp	Unknown	44	2	0	0	2	0	0	0	0	0	✗	✓
168048375	2016-11-02	18:30	PD	TrafficSigna	Wet	Rain	SideSwip	S	Stopped	DrivProp	Unknown	46	S	GoAhead	DrivProp	Unknown	74	2	0	0	2	0	0	0	0	0	✗	✓
168051089	2016-11-17	22:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	31	S	TurnRigh	DrivProp	Unknown	39	2	0	0	2	0	0	0	0	0	✗	✓
168052931	2016-11-28	08:10	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	35						1	0	0	1	0	0	0	0	0	✗	✓
168052961	2016-11-24	11:11	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	Other	Unknown	55						1	0	0	1	0	0	0	0	0	✗	✓
168052962	2016-11-25	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	34						1	0	0	1	0	0	0	0	0	✗	✓
168053536	2016-11-30	13:15	PD	TrafficSigna	Wet	Clear	Angle	E	Other	Disobey	Unknown	45	S	GoAhead	DrivProp	Unknown	68	2	0	0	2	0	0	0	0	0	✗	✓
168054812	2016-12-08	06:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Unknown	34	W	ChgLane	ImpropTn	Unknown	26	2	0	0	2	0	0	0	0	0	✗	✓
168059170	2016-12-28	14:39	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	48						1	0	0	1	0	0	0	0	0	✗	✓
6000144321	2016-01-25	02:15	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	TooFast	Inatten	51	S	GoAhead	DrivProp	Normal	43	2	0	0	1	0	2	0	0	0	✓	✓
6000963493	2016-06-03	14:08	PI	PedCrossing	Dry	Clear	Turning	N	TurnRigh	Foll2Cls	Normal	33	N	TurnRigh	DrivProp	Normal	29	2	0	0	0	2	0	0	0	0	✗	✓
6001513719	2016-08-26	15:50	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	ImpropTn	Normal	56						1	0	2	3	0	0	0	0	0	✓	✓
178003154	2017-01-22	15:00	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Unknown	32	W	Stopped	DrivProp	Unknown	44	3	0	0	3	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
178003529	2017-01-24	17:45	PD	NoControl	Wet	Rain	Turning	W	GoAhead	DrivProp	Unknown	50	W	GoAhead	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
178004123	2017-01-28	02:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	57						1	0	0	1	0	0	0	0	0	✗	✓
178005565	2017-02-07	22:20	PD	NoControl	Ice	FZRAIN	RearEnd	W	Stopped	DrivProp	Unknown	30	W	Slowing	Foll2Cls	Unknown	40	3	0	0	3	0	0	0	0	0	✗	✓
178005672	2017-02-08	16:00	PD	NoControl	Dry	Clear	SideSwip	E	Unknown	DrivProp	Unknown	26	E	GoAhead	DrivProp	Unknown	29	2	0	0	2	0	0	0	0	0	✗	✓
178006225	2017-02-10	14:25	PD	NoControl	Wet	Snow	SideSwip	W	ChgLane	DrivProp	Unknown	48						1	0	0	1	0	0	0	0	0	✗	✓
178007006	2017-02-14	18:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	39						1	0	0	1	0	0	0	0	0	✗	✓
178007797	2017-02-20	19:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Unknown	52	N	GoAhead	Foll2Cls	Unknown	34	2	0	0	2	0	0	0	0	0	✗	✓
178008612	2017-02-26	09:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Unknown	37	E	GoAhead	DrivProp	Unknown	37	2	0	0	2	0	0	0	0	0	✗	✓
178012609	2017-03-23	22:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	48	S	Stopped	DrivProp	Unknown	46	2	0	0	2	0	0	0	0	0	✗	✓
178014104	2017-04-02	14:30	PD	NoControl	Dry	Clear	Turning	W	GoAhead	DrivProp	Unknown	39						1	0	0	1	0	0	0	0	0	✗	✓
178014290	2017-04-02	20:15	PD	NoControl	Dry	Clear	SideSwip	S	Stopped	Other	Unknown	24						1	0	0	1	0	0	0	0	0	✗	✓
178018191	2017-04-27	16:30	PD	NoControl	Dry	Clear	RearEnd	N	Stopped	DrivProp	Unknown	58	S	GoAhead	DrivProp	Unknown	30	2	0	0	2	0	0	0	0	0	✗	✓
178018914	2017-04-29	18:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	DrivProp	Unknown	41						1	0	0	1	0	0	0	0	0	✗	✓
178019315	2017-05-03	16:15	PD	NoControl	Dry	Clear	SideSwip	W	Merging	DrivProp	Unknown	29						1	0	0	1	0	0	0	0	0	✗	✓
178019902	2017-05-06	17:22	PD	NoControl	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	29	W	GoAhead	DrivProp	Unknown	52	2	0	0	2	0	0	0	0	0	✗	✓
178021082	2017-05-13	13:10	PD	NoControl	Dry	Clear	SideSwip	E	Stopped	DrivProp	Unknown	53						1	0	0	1	0	0	0	0	0	✗	✓
178023757	2017-05-29	08:50	PD	NoControl	Wet	Clear	RearEnd	W	Slowing	DrivProp	Unknown	51	W	Stopped	ImpLaChg	Unknown	32	3	0	0	3	0	0	0	0	0	✗	✓
178023991	2017-05-28	00:10	PD	NoControl	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	24						1	0	0	1	0	0	0	0	0	✗	✓
178024489	2017-06-01	13:35	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	38	W	ChgLane	DrivProp	Unknown	57	2	0	0	2	0	0	0	0	0	✗	✓
178025650	2017-06-07	06:30	PD	NoControl	Dry	Clear	RearEnd	E	ChgLane	DrivProp	Unknown	29						1	0	0	1	0	0	0	0	0	✗	✓
178026949	2017-06-14	13:30	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	38	W	Stopped	DrivProp	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
178028471	2017-06-21	16:10	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Unknown	53						1	0	0	1	0	0	0	0	0	✗	✓
178029390	2017-06-27	12:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	59						1	0	0	1	0	0	0	0	0	✗	✓
178031007	2017-07-06	16:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	52	S	GoAhead	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
178031324	2017-07-08	12:25	PD	NoControl	Dry	OTHER	Turning	W	GoAhead	DrivProp	Unknown	31	W	Merging	DrivProp	Unknown	24	2	0	0	2	0	0	0	0	0	✗	✓
178031525	2017-07-09	17:45	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Unknown	47	E	Stopped	DrivProp	Unknown	32	2	0	0	2	0	0	0	0	0	✗	✓
178032017	2017-07-12	01:10	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	24	S	TurnRigh	DrivProp	Unknown	28	2	0	0	2	0	0	0	0	0	✗	✓
178032182	2017-07-12	18:00	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	48						1	0	0	1	0	0	0	0	0	✗	✓
178032468	2017-07-14	18:45	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Unknown	38	W	TurnLeft	DrivProp	Unknown	29	2	0	0	2	0	0	0	0	0	✗	✓
178033136	2017-07-18	22:53	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	46	S	Merging	DrivProp	Unknown	50	2	0	0	2	0	0	0	0	0	✗	✓
178033843	2017-07-21	18:30	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	28	W	ChgLane	DrivProp	Unknown	47	2	0	0	2	0	0	0	0	0	✗	✓
178033862	2017-07-15	22:20	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	38						1	0	0	1	0	0	0	0	0	✗	✓
178034634	2017-07-26	09:20	PD	NoControl	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Unknown	49	W	GoAhead	DrivProp	Unknown	44	2	0	0	2	0	0	0	0	0	✗	✓
178035292	2017-07-31	14:35	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	45						1	0	0	1	0	0	0	0	0	✗	✓
178035502	2017-08-01	21:15	PD	NoControl	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	54	S	GoAhead	DrivProp	Unknown	64	2	0	0	2	0	0	0	0	0	✗	✓
178035760	2017-08-03	12:30	PD	NoControl	Dry	Clear	RearEnd	N	Stopped	DrivProp	Unknown	37						1	0	0	1	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
178036585	2017-08-08	19:20	PD	NoControl	Dry	Clear	Turning	S	ChgLane	DrivProp	Unknown	26	S	GoAhead	DrivProp	Unknown	26	2	0	0	2	0	0	0	0	0	✗	✓
178037864	2017-08-16	09:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	27	W	GoAhead	DrivProp	Unknown	33	2	0	0	2	0	0	0	0	0	✗	✓
178038624	2017-08-20	18:15	PD	NoControl	Dry	Clear	Turning	W	GoAhead	DrivProp	Unknown	33	W	TurnLeft	DrivProp	Unknown	39	2	0	0	2	0	0	0	0	0	✗	✓
178038724	2017-08-20	02:00	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Unknown	31						1	0	0	1	0	0	0	0	0	✗	✓
178039320	2017-08-22	14:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	37						1	0	0	1	0	0	0	0	0	✗	✓
178041047	2017-09-04	21:30	PD	TrafficSigna	Wet	Rain	Turning	N	TurnRigh	WrongWay	Unknown	29	W	GoAhead	DrivProp	Unknown	27	2	0	0	2	0	0	0	0	0	✗	✓
178041710	2017-09-07	17:17	PD	NoControl	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	45						1	0	0	1	0	0	0	0	0	✗	✓
178047372	2017-10-03	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	44						1	0	0	1	0	0	0	0	0	✗	✓
178051243	2017-10-24	09:30	PD	NoControl	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	74	W	GoAhead	DrivProp	Unknown	33	2	0	0	2	0	0	0	0	0	✗	✓
178052890	2017-11-01	07:45	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Unknown	26	N	GoAhead	DrivProp	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
178052915	2017-11-01	07:57	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	46						1	0	0	1	0	0	0	0	0	✗	✓
178054373	2017-11-08	14:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Other	Unknown	45	W	GoAhead	DrivProp	Unknown	76	2	0	0	2	0	0	0	0	0	✗	✓
178054530	2017-11-02	15:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Unknown	55	W	Stopped	DrivProp	Unknown	23	2	0	0	2	0	0	0	0	0	✗	✓
178055116	2017-11-11	16:40	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	43	W	ChgLane	DrivProp	Unknown	72	2	0	0	2	0	0	0	0	0	✗	✓
178055223	2017-11-10	09:30	PD	NoControl	Dry	Clear	Turning	S	ChgLane	DrivProp	Unknown	31	S	GoAhead	DrivProp	Unknown	38	2	0	0	2	0	0	0	0	0	✗	✓
178055615	2017-11-14	14:40	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	52	W	TurnRigh	DrivProp	Unknown	25	2	0	0	2	0	0	0	0	0	✗	✓
178055971	2017-11-16	12:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	50	W	ChgLane	ImpLaChg	Unknown	23	2	0	0	2	0	0	0	0	0	✗	✓
178057190	2017-11-22	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	ImpropPa	Normal	34	S	Stopped	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
178061199	2017-12-12	14:00	PI	NoControl	Dry	Clear	Turning	S	ChgLane	DrivProp	Unknown	33	S	TurnRigh	DrivProp	Unknown	33	2	0	0	1	1	0	0	0	0	✗	✓
178061980	2017-12-14	21:20	PD	TrafficSigna	Wet	Clear	RearEnd	S	GoAhead	DrivProp	Unknown	35	W	Stopped	DrivProp	Unknown	23	2	0	0	2	0	0	0	0	0	✗	✓
178063832	2017-12-23	15:30	PD	TrafficSigna	Slush	Clear	Turning	W	GoAhead	DrivProp	Unknown	39	W	TurnLeft	ImpropTn	Unknown	28	2	0	0	2	0	0	0	0	0	✗	✓
7000056823	2017-01-10	14:16	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	ImpropTn	Normal	37	S	TurnRigh	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
7000411447	2017-03-06	20:55	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnLeft	FTY ROW	Normal	28						1	1	0	1	1	0	0	0	0	✓	✓
7000709046	2017-04-22	20:58	PI	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	ImpropTn	Normal	72	S	GoAhead	DrivProp	Normal	54	2	0	0	1	1	0	0	0	0	✓	✓
7001094634	2017-06-19	15:53	PI	NoControl	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Inatten	41	W	GoAhead	DrivProp	Normal	67	2	0	0	1	0	2	0	0	0	✓	✓
7001354213	2017-07-28	09:26	PI	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpropTn	Inatten	53	W	GoAhead	DrivProp	Normal	39	3	0	0	2	0	1	0	0	0	✓	✓
7001457773	2017-08-13	03:35	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Fatigue	29	S	GoAhead	DrivProp	Normal	23	2	0	0	3	1	0	0	0	0	✓	✓
7001650627	2017-09-12	03:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Over.08	35	N	GoAhead	DrivProp	Normal	41	2	0	0	1	1	0	0	0	0	✗	✓
188001896	2018-01-09	20:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	30						1	0	0	1	0	0	0	0	0	✗	✓
188005327	2018-01-23	19:00	PD	NoControl	Dry	Clear	SideSwip	S	Stopped	DrivProp	Unknown	67						1	0	0	1	0	0	0	0	0	✗	✓
188005423	2018-01-26	17:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	33	S	Stopped	DrivProp	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
188006663	2018-02-01	18:30	PD	NoControl	Dry	Clear	SideSwip	W	Slowing	DrivProp	Unknown	40	W	GoAhead	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
188007175	2018-02-04	13:30	PD	TrafficSigna	Wet	Clear	Turning	W	TurnRigh	DrivProp	Unknown	31	N	TurnLeft	DrivProp	Unknown	50	2	0	0	2	0	0	0	0	0	✗	✓
188008154	2018-02-08	17:10	PD	NoControl	Wet	Clear	Angle	S	Stopped	DrivProp	Unknown	30						1	0	0	1	0	0	0	0	0	✗	✓
188009977	2018-02-16	16:50	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	34	W	ChgLane	DrivProp	Unknown	57	2	0	0	2	0	0	0	0	0	✗	✓
188012011	2018-03-01	15:05	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	56	W	GoAhead	DrivProp	Unknown	59	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
188012047	2018-03-01	20:00	PD	NoControl	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	58						1	0	0	1	0	0	0	0	0	✗	✓
188014339	2018-03-16	14:05	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	42	S	TurnRigh	DrivProp	Unknown	41	2	0	0	2	0	0	0	0	0	✗	✓
188016272	2018-03-27	15:50	PD	NoControl	Dry	Clear	RearEnd	N	Unknown	Other	Unknown	27						1	0	0	1	0	0	0	0	0	✗	✓
188016554	2018-03-29	11:50	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	40	W	GoAhead	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✗	✓
188016820	2018-03-29	15:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	Unknown	DrivProp	Unknown	34						1	0	0	0	1	0	0	0	0	✗	✓
188018011	2018-03-20	17:10	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Unknown	32						1	0	0	1	0	0	0	0	0	✗	✓
188018107	2018-04-07	09:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Unknown	38	S	GoAhead	DrivProp	Unknown	67	2	0	0	2	0	0	0	0	0	✗	✓
188018474	2018-04-09	17:30	PI	NoControl	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	59	W	Stopped	DrivProp	Unknown	23	2	0	0	1	1	0	0	0	0	✗	✓
188018819	2018-04-11	15:00	PD	TrafficSigna	Dry	Clear	Angle	W	Stopped	DrivProp	Unknown	20						1	0	0	1	0	0	0	0	0	✗	✓
188018971	2018-04-11	17:30	PD	NoControl	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	50						1	0	0	1	0	0	0	0	0	✗	✓
188019501	2018-04-16	10:30	PD	TrafficSigna	Ice	FZRAIN	Angle	W	GoAhead	DrivProp	Unknown	28	S	GoAhead	DrivProp	Unknown	47	2	0	0	2	0	0	0	0	0	✗	✓
188021335	2018-04-25	21:45	PD	NoControl	Wet	Rain	SideSwip	W	ChgLane	Foll2Cls	Unknown	38	W	GoAhead	DrivProp	Unknown	52	2	0	0	2	0	0	0	0	0	✗	✓
188023044	2018-05-04	19:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	81						1	0	0	1	0	0	0	0	0	✗	✓
188024738	2018-05-10	16:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	38						1	0	0	1	0	0	0	0	0	✗	✓
188026548	2018-05-24	05:36	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	40	W	GoAhead	DrivProp	Unknown	23	2	0	0	2	0	0	0	0	0	✗	✓
188028250	2018-06-01	07:00	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	61						1	0	0	1	0	0	0	0	0	✗	✓
188029714	2018-06-07	18:18	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	56						1	0	0	1	0	0	0	0	0	✗	✓
188030540	2018-06-13	19:15	PD	NoControl	Dry	Clear	Turning	W	Stopped	DrivProp	Unknown	33	W	GoAhead	DrivProp	Unknown	46	2	0	0	2	0	0	0	0	0	✗	✓
188030634	2018-06-13	19:48	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	68						1	0	0	1	0	0	0	0	0	✗	✓
188030677	2018-06-14	14:25	PD	TrafficSigna	OTHER	Clear	RearEnd	E	GoAhead	DrivProp	Unknown	51	S	GoAhead	DrivProp	Unknown	21	2	0	0	2	0	0	0	0	0	✗	✓
188031972	2018-06-20	20:05	PD	NoControl	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	49						1	0	0	1	0	0	0	0	0	✗	✓
188032144	2018-06-21	16:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	66						1	0	0	1	0	0	0	0	0	✗	✓
188032512	2018-06-23	11:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	20						1	0	0	1	0	0	0	0	0	✗	✓
188034455	2018-07-04	10:30	PD	NoControl	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	49	S	TurnRigh	DrivProp	Unknown	60	2	0	0	2	0	0	0	0	0	✗	✓
188037390	2018-07-19	13:30	PD	NoControl	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	0	W	Slowing	DrivProp	Unknown	39	2	0	0	2	0	0	0	0	0	✗	✓
188037424	2018-07-14	18:00	PD	TrafficSigna	Dry	Clear	Other	S	Stopped	DrivProp	Unknown	51						1	0	0	1	0	0	0	0	0	✗	✓
188038300	2018-07-24	16:35	PD	TrafficSigna	Dry	Clear	Other	W	Stopped	DrivProp	Unknown	38						1	0	0	1	0	0	0	0	0	✗	✓
188039809	2018-08-02	09:15	PI	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	32	S	GoAhead	DrivProp	Unknown	40	2	0	0	1	1	0	0	0	0	✗	✓
188040195	2018-08-04	19:10	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	28	W	GoAhead	DrivProp	Unknown	71	2	0	0	2	0	0	0	0	0	✗	✓
188040987	2018-08-09	14:20	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	22	N	GoAhead	DrivProp	Unknown	61	2	0	0	2	0	0	0	0	0	✗	✓
188041572	2018-08-12	15:00	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	37	E	ChgLane	DrivProp	Unknown	38	2	0	0	2	0	0	0	0	0	✗	✓
188041836	2018-08-14	16:00	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	76	W	GoAhead	DrivProp	Unknown	31	2	0	0	2	0	0	0	0	0	✗	✓
188042965	2018-08-20	15:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	54						1	0	0	1	0	0	0	0	0	✗	✓
188044104	2018-08-26	20:35	PD	NoControl	Dry	Clear	RearEnd	S	Slowing	DrivProp	Unknown	67						1	0	0	1	0	0	0	0	0	✗	✓
188044292	2018-08-27	17:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	53						1	0	0	1	0	0	0	0	0	✗	✓
188047608	2018-09-14	16:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Unknown	30	S	GoAhead	DrivProp	Unknown	19	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
188048650	2018-09-19	16:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Unknown	54	N	TurnLeft	DrivProp	Unknown	59	2	0	0	2	0	0	0	0	0	✗	✓
188049634	2018-09-23	18:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	19	S	TurnRigh	DrivProp	Unknown	19	2	0	0	2	0	0	0	0	0	✗	✓
188050437	2018-09-28	06:00	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Unknown	32	W	Stopped	DrivProp	Unknown	21	2	0	0	2	0	0	0	0	0	✗	✓
188051635	2018-10-04	10:00	PD	NoControl	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	72	S	TurnRigh	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✗	✓
188051814	2018-10-05	10:37	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	DrivProp	Unknown	43	S	TurnRigh	DrivProp	Unknown	47	2	0	0	2	0	0	0	0	0	✗	✓
188053014	2018-10-11	16:00	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	54	W	GoAhead	DrivProp	Unknown	40	2	0	0	2	0	0	0	0	0	✗	✓
188053600	2018-10-15	10:30	PD	TrafficSigna	Wet	Rain	SideSwip	E	Stopped	DrivProp	Unknown	63	E	GoAhead	DrivProp	Unknown	41	2	0	0	2	0	0	0	0	0	✗	✓
188054489	2018-10-17	22:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Unknown	20						1	0	0	1	0	0	0	0	0	✗	✓
188056474	2018-10-29	09:15	PI	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	30	E	TurnRigh	DrivProp	Unknown	40	2	0	0	1	1	0	0	0	0	✗	✓
188056858	2018-10-30	16:25	PI	NoControl	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Unknown	36	N	GoAhead	DrivProp	Unknown	25	2	0	0	1	1	0	0	0	0	✗	✓
188057291	2018-11-01	14:15	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	63	W	GoAhead	DrivProp	Unknown	87	2	0	0	2	0	0	0	0	0	✗	✓
188059171	2018-11-09	21:55	PD	NoControl	Wet	Rain	SideSwip	N	Stopped	DrivProp	Unknown	34						1	0	0	1	0	0	0	0	0	✗	✓
188059629	2018-11-10	13:10	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	50	W	GoAhead	DrivProp	Unknown	46	2	0	0	2	0	0	0	0	0	✗	✓
188059833	2018-11-12	18:00	PD	NoControl	Dry	Clear	SideSwip	S	Parked	Other	Unknown	35						1	0	0	1	0	0	0	0	0	✗	✓
188060135	2018-11-14	18:20	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Unknown	40						1	0	0	1	0	0	0	0	0	✗	✓
188061294	2018-11-19	21:35	PD	NoControl	Dry	Clear	SideSwip	S	PullAway	DrivProp	Unknown	32	S	GoAhead	DrivProp	Unknown	44	2	0	0	2	0	0	0	0	0	✗	✓
188061628	2018-11-21	07:30	PD	NoControl	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Unknown	66						1	0	0	1	0	0	0	0	0	✗	✓
188062385	2018-11-23	20:40	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Unknown	56						1	0	0	1	0	0	0	0	0	✗	✓
188062855	2018-11-26	09:07	PD	TrafficSigna	Wet	Rain	RearEnd	N	Slowing	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
188065894	2018-12-06	18:00	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	61						1	0	0	1	0	0	0	0	0	✗	✓
188067102	2018-12-13	22:30	PD	NoControl	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	35						1	0	0	1	0	0	0	0	0	✗	✓
188068390	2018-12-19	19:00	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	DrivProp	Unknown	56						1	0	0	1	0	0	0	0	0	✗	✓
188070035	2018-12-29	21:43	PD	NoControl	Dry	Clear	Other	N	GoAhead	DrivProp	Unknown	50						1	0	0	1	0	0	0	0	0	✗	✓
198001531	2019-01-09	05:10	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	DrivProp	Normal	45						1	0	0	1	0	0	0	0	0	✗	✓
198004213	2019-01-22	09:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	48						1	0	0	1	0	0	0	0	0	✗	✓
198004406	2019-01-22	16:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	55						1	0	0	2	0	0	0	0	0	✗	✓
198004807	2019-01-24	09:55	PD	TrafficSigna	Wet	Rain	SideSwip	W	GoAhead	DrivProp	Normal	55	W	Stopped	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
198005467	2019-01-23	08:20	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	74						1	0	0	1	0	0	0	0	0	✗	✓
198005901	2019-01-28	12:51	PD	TrafficSigna	LSnow	Snow	SideSwip	W	GoAhead	DrivProp	Normal	49						1	0	0	2	0	0	0	0	0	✗	✓
198006974	2019-01-31	12:20	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead	DrivProp	Normal	46						1	0	0	2	0	0	0	0	0	✗	✓
198016345	2019-03-09	20:30	PD	TrafficSigna	Wet	Clear	SideSwip	W	GoAhead	DrivProp	Normal	48	W	TurnRigh	DrivProp	Normal	45	2	0	0	2	0	0	0	0	0	✗	✓
198019102	2019-03-23	21:30	PD	TrafficSigna	Dry	Clear	Turning	W	ChgLane	DrivProp	Normal	27	W	GoAhead	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✗	✓
198019380	2019-03-25	19:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	24	W	GoAhead	DrivProp	Normal	59	2	0	0	2	0	0	0	0	0	✗	✓
198020136	2019-03-29	13:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	48						1	0	0	1	0	0	0	0	0	✗	✓
198020628	2019-03-31	20:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	26						1	0	0	1	0	0	0	0	0	✗	✓
198021120	2019-04-02	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	32	W	GoAhead	DrivProp	Normal	70	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
198023000	2019-04-12	20:43	PD	TrafficSigna	Dry	Clear	SideSwip											0	0	0	1	0	0	0	0	0	✗	✓
198023081	2019-04-13	18:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	23						1	0	0	1	0	0	0	0	0	✗	✓
198025296	2019-04-25	15:25	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	70						1	0	0	1	0	0	0	0	0	✗	✓
198026092	2019-04-29	18:57	PD	TrafficSigna	Wet	Rain	CyclistColl	N	GoAhead	DrivProp	Normal	52	N	ChgLane	DrivProp	Normal	22	2	0	0	2	0	0	0	0	0	✗	✓
198027986	2019-05-08	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	28						1	0	0	1	0	0	0	0	0	✗	✓
198028479	2019-05-09	17:25	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	56						1	0	0	1	0	0	0	0	0	✗	✓
198030507	2019-05-20	22:00	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	79						1	0	0	1	0	0	0	0	0	✗	✓
198030645	2019-05-21	13:45	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	27						1	0	0	1	0	0	0	0	0	✗	✓
198032092	2019-05-27	17:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	✗	✓
198032929	2019-05-25	18:30	PD	TrafficSigna	Wet	Rain	SideSwip	S	ChgLane	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
198033450	2019-06-03	00:15	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Normal	49						1	0	0	1	0	0	0	0	0	✗	✓
198035933	2019-06-13	18:45	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	DrivProp	Normal	29						1	0	0	1	0	0	0	0	0	✗	✓
198036419	2019-06-13	16:40	PI	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Normal	59						1	0	0	0	1	0	0	0	0	✗	✓
198037164	2019-06-19	05:15	PD	TrafficSigna	Dry	Clear	Approach	W	TurnRigh	DrivProp	Normal	60						1	0	0	1	0	0	0	0	0	✗	✓
198038832	2019-06-26	14:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	33						1	0	0	1	0	0	0	0	0	✗	✓
198038929	2019-06-26	11:00	PD	TrafficSigna	Dry	Clear	SideSwip											0	0	0	1	0	0	0	0	0	✗	✓
198038992	2019-06-27	05:35	PD	TrafficSigna	Dry	Clear	CyclistColl	W	GoAhead	DrivProp	Normal	56						1	0	0	1	0	0	0	0	0	✗	✓
198039306	2019-06-26	17:50	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	18						1	0	0	1	0	0	0	0	0	✗	✓
198039819	2019-07-02	05:10	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	21						1	0	0	1	0	0	0	0	0	✗	✓
198040715	2019-07-05	12:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	21						1	0	0	1	0	0	0	0	0	✗	✓
198042183	2019-07-12	15:25	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	39						1	0	0	1	0	0	0	0	0	✗	✓
198042347	2019-07-12	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
198043941	2019-07-20	23:10	PD	TrafficSigna	Wet	Rain	SideSwip											0	0	0	1	0	0	0	0	0	✗	✓
198044280	2019-07-22	15:10	PD	TrafficSigna	Dry	Clear	CyclistColl											0	0	0	1	0	0	0	0	0	✗	✓
198044980	2019-07-26	12:50	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	86						1	0	0	1	0	0	0	0	0	✗	✓
198045902	2019-07-30	11:20	PD	StopSign	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	23						1	0	0	1	0	0	0	0	0	✗	✓
198046847	2019-08-05	14:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	35	W	TurnRigh	DrivProp	Normal	60	2	0	0	2	0	0	0	0	0	✗	✓
198047096	2019-08-07	09:15	PD	TrafficSigna	Wet	Rain	Turning	W	TurnRigh	DrivProp	Normal	53						1	0	0	1	0	0	0	0	0	✗	✓
198048615	2019-08-14	13:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	✗	✓
198049406	2019-08-19	08:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	21	W	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✗	✓
198051715	2019-08-30	00:20	PD	TrafficSigna	Dry	Clear	Turning											0	0	0	1	0	0	0	0	0	✗	✓
198052587	2019-09-04	15:10	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	24	W	GoAhead	ImpLaChg	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
198054345	2019-09-13	17:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	28	W	Slowing	DrivProp	Normal	0	2	0	0	2	0	0	0	0	0	✗	✓
198055378	2019-09-18	07:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	58	W	TurnRigh	DrivProp	Normal	61	2	0	0	2	0	0	0	0	0	✗	✓
198056095	2019-09-22	22:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	61						1	0	0	1	0	0	0	0	0	✗	✓
198059103	2019-10-07	04:20	PD	TrafficSigna	Dry	Clear	CyclistColl	W	GoAhead	DrivProp	Normal	70						1	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
198059469	2019-10-08	06:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	ImpropPa	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
198062061	2019-10-21	21:40	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	53						1	0	0	1	0	0	0	0	0	✗	✓
198063619	2019-10-29	04:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	37						1	0	0	1	0	0	0	0	0	✗	✓
198065232	2019-11-06	16:00	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	39	S	Slowing	DrivProp	Normal	21	2	0	0	2	0	0	0	0	0	✗	✓
198066090	2019-11-11	08:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	46						1	0	0	1	0	0	0	0	0	✗	✓
198066840	2019-11-13	10:10	PD	TrafficSigna	Wet	Clear	Turning	W	TurnRigh	DrivProp	Normal	29						1	0	0	2	0	0	0	0	0	✗	✓
198068915	2019-11-23	06:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	68	N	GoAhead	DrivProp	Normal	65	2	0	0	2	0	0	0	0	0	✗	✓
198070263	2019-11-29	13:10	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	44						1	0	0	0	1	0	0	0	0	✗	✓
198071199	2019-12-03	16:35	PD	TrafficSigna	Wet	Clear	CyclistColl											0	0	0	1	0	0	0	0	0	✗	✓
198071669	2019-12-05	15:48	PI	TrafficSigna	Dry	Clear	CyclistColl	S	ChgLane	DrivProp	Normal	24	S	GoAhead	DrivProp	Normal	23	2	0	0	1	1	0	0	0	0	✗	✓
198072409	2019-12-07	20:35	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	51	S	Slowing	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✗	✓
198073650	2019-12-14	19:35	PD	TrafficSigna	Wet	Clear	Turning	N	TurnRigh	DrivProp	Normal	27	W	TurnRigh	FTY ROW	Normal	23	2	0	0	2	0	0	0	0	0	✓	✓
198073931	2019-12-16	17:00	PD	TrafficSigna	Wet	Clear	SideSwip	S	TurnRigh	DrivProp	Normal	29	W	TurnRigh	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	✗	✓
198074258	2019-12-18	08:45	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
198074679	2019-12-19	14:45	PD	TrafficSigna	Wet	Snow	Turning	E	Stopped	DrivProp	Normal	30						1	0	0	2	0	0	0	0	0	✗	✓
198075015	2019-12-20	17:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnLeft	TooSlow	Normal	50	S	GoAhead	DrivProp	Normal	47	3	0	0	3	0	0	0	0	0	✗	✓
198075131	2019-12-18	03:55	PD	PoliceContro	Ice	Snow	Approach											0	0	0	1	0	0	0	0	0	✗	✓
198075335	2019-12-21	21:50	PD	TrafficSigna	Wet	Clear	SideSwip	N	Stopped	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
198075486	2019-12-22	19:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	45	E	GoAhead	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✗	✓
198075594	2019-12-23	13:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	DrivProp	Normal	40						1	0	0	1	0	0	0	0	0	✗	✓
198076412	2019-12-29	17:30	PD	TrafficSigna	Wet	Rain	SideSwip	W	TurnRigh	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
9000257415	2019-02-09	23:35	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	FTY ROW	Inatten	26	S	GoAhead	DrivProp	Normal	24	2	0	0	1	2	1	0	0	0	✗	✓
9000431673	2019-03-09	02:31	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	LostCtrl	Over.08	35	W	Stopped	DrivProp	Normal	54	2	0	0	0	0	5	1	0	0	✓	✓
9001509819	2019-08-09	22:52	PI	NoControl	Dry	Clear	RearEnd	W	GoAhead	TooFast	Normal	71	W	Stopped	DrivProp	Normal	21	3	0	0	1	2	4	0	0	0	✗	✓
9001986296	2019-10-14	23:05	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	ImpLaChg	Inatten	26	W	ChgLane	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✗	✓
0000027399	2020-01-05	02:25	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	WrongWay	Inatten	47	N	GoAhead	DrivProp	Normal	22	2	0	0	2	0	0	0	0	0	✗	✓
0000316011	2020-02-13	23:45	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	GoAhead	Other	HadDrink	33						1	1	0	1	0	0	1	0	0	✓	✓
0000960872	2020-05-25	02:29	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	WrongWay	Inatten	25	S	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
0001710612	2020-09-10	00:25	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Foll2Cls	HadDrink	0	S	TurnLeft	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✗	✓
0001882166	2020-10-03	23:41	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	FTY ROW	Inatten	21	W	GoAhead	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	✗	✓
208002616	2020-01-18	15:30	PD	TrafficSigna	Slush	Snow	SideSwip	W	GoAhead	DrivProp	Normal	33						1	0	0	1	0	0	0	0	0	✗	✓
208004111	2020-01-24	21:05	PD	TrafficSigna	Wet	Rain	SideSwip	N	ChgLane	DrivProp	Normal	19	N	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✗	✓
208006466	2020-02-05	16:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	48						1	0	0	1	0	0	0	0	0	✗	✓
208007806	2020-02-13	07:40	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	✗	✓
208007867	2020-02-14	13:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	38	W	Stopped	DrivProp	Normal	29	3	0	0	3	0	0	0	0	0	✗	✓
208008279	2020-02-18	18:05	PD	TrafficSigna	Wet	Clear	RearEnd	S	Merging	DrivProp	Normal	48	S	Stopped	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
208008701	2020-02-19	12:55	PD	TrafficSigna	Dry	Clear	CyclistColl	W	TurnLeft	ImpropTn	Normal	18						1	0	0	2	0	0	0	0	0	✗	✓
208009502	2020-02-25	17:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
208010465	2020-02-29	15:00	PD	TrafficSigna	Wet	Clear	SideSwip	E	ChgLane	DrivProp	Normal	34						1	0	0	1	0	0	0	0	0	✗	✓
208011808	2020-03-07	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Unknown		Unknown	47	W	Stopped	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✗	✓
208014614	2020-04-22	16:00	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	DrivProp	Normal	83						1	0	0	2	0	0	0	0	0	✗	✓
208016752	2020-05-30	15:50	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	33						1	0	0	1	0	0	0	0	0	✗	✓
208020002	2020-07-07	15:20	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	DrivProp	Normal	57						1	0	0	2	0	0	0	0	0	✗	✓
208020008	2020-07-07	04:15	PD	TrafficSigna	Dry	Clear	RearEnd											0	0	0	1	0	0	0	0	0	✗	✓
208020586	2020-07-13	11:45	PD	TrafficSigna	Dry	Clear	Turning	S	Stopped	DrivProp	Normal	28	S	TurnRigh	DrivProp	Normal	23	2	0	0	2	0	0	0	0	0	✗	✓
208020898	2020-07-16	02:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	51						1	0	0	2	0	0	0	0	0	✗	✓
208023860	2020-08-13	05:15	PD	TrafficSigna	Dry	Clear	CyclistColl	W	GoAhead	DrivProp	Normal	69	W	Stopped	DrivProp	Normal	23	2	0	0	2	0	0	0	0	0	✗	✓
208023896	2020-08-14	08:35	PD	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	DrivProp	Normal	62	N	GoAhead	DrivProp	Normal	41	2	0	0	2	0	0	0	0	0	✗	✓
208026801	2020-09-08	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	26						1	0	0	1	0	0	0	0	0	✗	✓
208026914	2020-09-10	15:30	PD	TrafficSigna	Dry	Clear	Other	N	Reverse	DrivProp	Normal	33						1	0	0	1	0	0	0	0	0	✗	✓
208028743	2020-09-26	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	33						1	0	0	1	0	0	0	0	0	✗	✓
208028809	2020-09-27	20:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	26	W	TurnRigh	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✗	✓
208028958	2020-09-29	08:25	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	41	N	ChgLane	TooSlow	Normal	28	2	0	0	2	0	0	0	0	0	✗	✓
208029780	2020-10-07	10:45	PD	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	✗	✓
208030931	2020-10-17	14:40	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	DrivProp	Normal	24	N	TurnRigh	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✗	✓
208033951	2020-11-16	08:10	PD	TrafficSigna	Dry	Clear	CyclistColl											0	0	0	1	0	0	0	0	0	✗	✓
208036528	2020-12-13	21:00	PD	TrafficSigna	Wet	Rain	RearEnd	N	Reverse	Other	Normal	40	N	Reverse	Other	Normal	40	4	0	0	4	0	0	0	0	0	✗	✓
1000384461	2021-03-01	15:51	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	48	S	TurnRigh	DrivProp	Normal	52	2	0	0	2	0	0	0	0	0	✗	✓
1002153012	2021-11-08	16:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	ImpropPa	Normal	49	W	Stopped	DrivProp	Normal	62	2	0	0	2	0	0	0	0	0	✗	✓
218000540	2021-01-11	06:55	PD	TrafficSigna	Dry	Clear	SideSwip											0	0	0	1	0	0	0	0	0	✗	✓
218000563	2021-01-11	11:50	PD	TrafficSigna	Dry	Clear	CyclistColl	W	Stopped	DrivProp	Normal	35						1	0	0	2	0	0	0	0	0	✗	✓

Amount	KSI	Validated
804	4	340

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
003871	1985-01-25	11:00	PD	TrafficSigna	Wet	Clear	Angle	E	TurnLeft	Other	Normal	44	E	GoAhead	DrivProp	Normal	64	3	0	0	5	0	0	0	0	0	×	×
004109	1985-01-27	22:00	PI	TrafficSigna	Wet	Clear	Turning	E	TurnRigh	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	5	1	0	0	0	0	×	×
005362	1985-01-30	00:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	Disobey	Normal	19	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
006278	1985-02-10	20:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	44	N		DrivProp	Normal	34	3	0	0	2	1	0	1	0	0	×	×
008674	1985-02-22	11:00	PD	TrafficSigna	Wet	Clear	RearEnd	E	GoAhead	Other	Normal	19	E		DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
012511	1985-03-31	20:00	PD	TrafficSigna	Wet	Rain	Angle	E	GoAhead	Disobey	Normal	34	N	GoAhead	DrivProp	Normal	34	3	0	0	9	0	0	0	0	0	×	×
013690	1985-04-01	06:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Other	Normal	34	N		DrivProp	Normal	34	4	0	0	3	1	0	0	0	0	×	×
014061	1985-04-15	21:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	3	2	0	0	0	0	×	×
014389	1985-04-01	09:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	Normal	24	S		DrivProp	Normal	24	3	0	0	3	0	0	0	0	0	×	×
014804	1985-04-01	06:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead		Normal	44	E	GoAhead		Normal	44	2	0	0	2	0	0	0	0	0	×	×
016898	1985-05-04	13:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	54	E	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
019832	1985-04-17	11:00	PD	TrafficSigna	Dry	Clear	Angle	E	ChgLane	Other	Normal	64	E	GoAhead	DrivProp	Normal	44	2	0	0	4	0	0	0	0	0	×	×
021352	1985-06-09	14:00	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	7	1	0	0	0	0	×	×
021698	1985-06-11	10:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	Other	Normal	44	E	GoAhead	DrivProp	Normal	64	2	0	0	2	0	0	0	0	0	×	×
023874	1985-06-18	21:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	34	N	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
024167	1985-07-02	20:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	Disobey	Normal	65	E	GoAhead	DrivProp	Normal	44	2	0	0	7	0	0	0	0	0	×	×
027453	1985-07-26	13:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	34	2	0	0	5	0	0	0	0	0	×	×
028048	1985-07-25	08:00	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	44	E	Slowing	DrivProp	Normal	34	2	0	0	1	1	0	0	0	0	×	×
028201	1985-07-30	06:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	19	E	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
030047	1985-08-11	17:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	34	2	0	0	5	0	0	0	0	0	×	×
031183	1985-08-22	08:00	PI	TrafficSigna	Dry	Clear	Angle	E	ChgLane	FTY ROW	Normal	34	E	GoAhead	DrivProp	Normal	64	2	0	0	1	0	1	0	0	0	×	×
031905	1985-08-31	07:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	44	2	0	0	9	0	0	0	0	0	×	×
032657	1985-09-10	16:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Disobey	Normal	24	N		DrivProp	Normal	64	3	0	0	5	0	0	0	0	0	×	×
032966	1985-08-29	16:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	ImpropTn	Normal	65	E	GoAhead	DrivProp	Normal	54	2	0	0	2	0	1	0	0	0	×	×
038804	1985-10-21	16:00	PD	TrafficSigna	Dry	Clear	Angle	E	ChgLane	ImpropPa	Normal	44	E	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	×	×
040469	1985-11-07	00:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	TooFast	ImpairAl	34	E		DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
042969	1985-11-24	17:00	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	64	N	GoAhead	DrivProp	Normal	34	2	0	0	4	1	0	0	0	0	×	×
046003	1985-12-04	14:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Other	Normal	19	S		Other	Normal	24	2	0	0	2	0	0	0	0	0	×	×
046084	1985-12-07	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	Other	Normal	44	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
046777	1985-11-16	21:00	PD	TrafficSigna	Wet	FZRAIN	Angle	E	TurnRigh	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	4	0	0	0	0	0	×	×
048352	1985-12-30	14:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	×	×
000452	1986-01-06	14:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	64	E	GoAhead	DrivProp	Normal	24	2	0	0	2	1	1	0	0	0	×	×
003970	1986-02-01	08:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	44	2	0	0	4	0	0	0	0	0	×	×

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
004011	1986-01-21	11:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	64	E	GoAhead	DrivProp	Normal	24	2	0	0	6	0	0	0	0	0	✕	✕
005811	1986-02-09	12:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	Other	Normal	54	E	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	✕	✕
005899	1986-02-18	00:00	PI	TrafficSigna	Wet	Rain	Angle	S	GoAhead	Disobey	Normal	24	E	TurnLeft	DrivProp	Normal	64	2	0	0	1	3	0	0	0	0	✕	✕
009349	1986-03-23	15:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	✕	✕
011534	1986-03-23	11:00	PD	TrafficSigna	Dry	Clear	Angle	E	ChgLane	FTY ROW	Normal	54	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	✕	✕
012340	1986-04-19	15:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	✕	✕
013294	1986-05-02	18:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	54	2	0	0	8	0	0	0	0	0	✕	✕
013397	1986-04-25	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	54	E	GoAhead	DrivProp	Normal	44	2	0	0	5	0	0	0	0	0	✕	✕
015345	1986-04-26	10:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	34	2	0	0	5	0	0	0	0	0	✕	✕
017123	1986-06-01	06:00	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	ImpairAl	24	E	GoAhead	DrivProp	Normal	34	2	0	0	2	2	2	0	0	0	✕	✕
017677	1986-06-09	16:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Other	Normal	54	E	GoAhead	DrivProp	Normal	24	2	0	0	3	0	1	0	0	0	✕	✕
019624	1986-06-19	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	Disobey	Normal	34	E	TurnRigh	ImpropTn	Normal	34	2	0	0	2	0	0	0	0	0	✕	✕
021286	1986-07-04	20:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	FTY ROW	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	✕	✕
021617	1986-07-05	17:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	✕	✕
021782	1986-07-03	06:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Other	Normal	44	E	GoAhead	DrivProp	Normal	34	2	0	0	1	0	1	0	0	0	✕	✕
023630	1986-07-12	18:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn		34	E	GoAhead	DrivProp		34	2	0	0	5	0	0	0	0	0	✕	✕
025562	1986-08-02	12:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	54	2	0	0	5	0	0	0	0	0	✕	✕
027154	1986-08-14	12:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	LostCtrl	Disabil	65						1	0	0	0	0	1	0	0	0	✕	✕
034724	1986-10-11	00:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	ChgLane	FTY ROW	Normal	19	E	GoAhead	DrivProp	Normal	54	2	0	0	5	0	0	0	0	0	✕	✕
034880	1986-10-01	16:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	24	E	GoAhead	DrivProp	Normal	44	2	0	0	1	3	0	0	0	0	✕	✕
037871	1986-10-24	14:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	64	E	GoAhead	DrivProp	Normal	34	2	0	0	1	1	0	0	0	0	✕	✕
038142	1986-11-01	18:00	PD	TrafficSigna	Wet	Rain	RearEnd	E	Slowing	DrivProp	Normal	44	E		DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	✕	✕
002833	1987-01-26	17:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✕	✕
007603	1987-02-21	00:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Fatigue	24	E	GoAhead	DrivProp	Normal	24	2	0	0	1	0	1	0	0	0	✕	✕
010138	1987-03-10	17:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	24	E	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	✕	✕
012692	1987-03-27	10:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Other	Normal	64	E	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	✕	✕
014147	1987-04-03	22:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	44	E	GoAhead	DrivProp	Normal	24	2	0	0	4	0	0	0	0	0	✕	✕
017711	1987-04-30	12:00	PD	TrafficSigna	Dry	Clear	Angle	E	ChgLane	Other	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✕	✕
018190	1987-04-25	22:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	64	E	GoAhead	DrivProp	Normal	34	2	0	0	6	0	0	0	0	0	✕	✕
019254	1987-05-10	11:00	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	ImpropPa	Normal	54	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	✕	✕
020298	1987-05-18	17:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	65	E	TurnLeft	DrivProp	Normal	44	2	0	0	5	1	0	0	0	0	✕	✕
022616	1987-05-30	10:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	19	E	GoAhead	DrivProp	Normal	44	2	0	0	5	0	0	0	0	0	✕	✕
023955	1987-05-21	10:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Other	Normal	34	E	GoAhead	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	✕	✕
024188	1987-06-07	12:00	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	2	1	0	0	0	0	✕	✕
025911	1987-06-21	16:00	PI	TrafficSigna	Dry	Clear	Angle	E	ChgLane	Other	Normal	54	E	GoAhead	DrivProp	Normal	44	2	0	0	3	1	0	0	0	0	✕	✕
030790	1987-07-19	12:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	24	2	0	0	5	0	0	0	0	0	✕	✕

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
031545	1987-07-22	08:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	54	E	GoAhead	DrivProp	Normal	64	2	0	0	2	0	0	0	0	0	×	×
031776	1987-07-24	20:00	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft		Normal	24	E	GoAhead	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	×	×
032529	1987-07-22	20:00	PI	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	Other	Normal	64	E	GoAhead	DrivProp	Normal	19	2	0	0	2	0	1	0	0	0	×	×
037392	1987-08-23	12:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	24	2	0	0	3	0	1	0	0	0	×	×
039857	1987-09-05	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	Other	Normal	44	E	GoAhead	DrivProp	Normal	19	2	0	0	6	0	0	0	0	0	×	×
041707	1987-09-18	18:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	5	0	0	0	0	0	×	×
042202	1987-09-25	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpropPa	Normal	34	E	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
052340	1987-11-21	21:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
056429	1987-11-29	13:00	PI	TrafficSigna	Wet	Rain	Turning	E	ChgLane	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	44	2	0	0	3	1	0	0	0	0	×	×
059539	1987-12-28	19:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	54	2	0	0	3	2	0	0	0	0	×	×
047954	1988-10-02	03:00	PD	TrafficSigna			RearEnd	E		Foll2Cls	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
060445	1988-12-15	00:00	PD	TrafficSigna			RearEnd	E		DrivProp	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
017657	1989-04-12	06:00	PD	TrafficSigna			SMVOther	E		LostCtrl	Normal							2	0	0	0	0	0	0	0	2	×	×
030803	1989-06-29	15:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
031058	1989-07-03	10:00	PD	TrafficSigna			RearEnd	E		Foll2Cls	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
033944	1989-07-16	14:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
034620	1989-07-25	14:00	PD	TrafficSigna			SideSwip	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
036652	1989-08-03	22:00	PD	TrafficSigna			Turning	E		Disobey	Inatten		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
039255	1989-08-21	15:00	PD	TrafficSigna			RearEnd	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
041133	1989-09-01	04:00	PD	TrafficSigna			Angle	E		LostCtrl	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
044090	1989-09-10	02:00	PD	TrafficSigna			Turning	E		ImpLaChg	Normal		E		DrivProp	Normal		4	0	0	0	0	0	0	0	4	×	×
056500	1989-11-21	13:00	PD	TrafficSigna			SideSwip	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
060904	1989-12-01	17:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
060908	1989-12-09	20:00	PD	TrafficSigna			Turning	S		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
061590	1989-12-16	18:00	PD	TrafficSigna			SideSwip	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
066454	1989-07-14	22:00	PD	TrafficSigna			Angle	S		ImpropTn	Unknown		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
067384	1989-09-27	23:00	PD	TrafficSigna			Angle	E		ImpLaChg	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
006199	1990-02-16	02:00	PD	TrafficSigna			SideSwip	E		LostCtrl	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
008753	1990-02-20	16:00	PI	TrafficSigna			Turning	E		ImpropTn	Normal	33	E		DrivProp	Normal	48	2	0	0	3	1	1	0	0	0	×	×
011023	1990-02-28	10:00	PD	NoControl			Angle	E		ImpropTn	Normal		E		Other	Unknown		2	0	0	0	0	0	0	0	2	×	×
011872	1990-03-13	00:00	PI	TrafficSigna			Angle	S		Disobey	Normal	28	E		DrivProp	Normal	25	5	0	0	1	1	0	0	0	3	×	×
012577	1990-03-26	09:00	PD	TrafficSigna			RearEnd	N		DrivProp	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
013585	1990-03-22	09:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
015559	1990-04-02	20:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
016501	1990-04-19	18:00	PD	TrafficSigna			Angle	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
018768	1990-04-25	12:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
019792	1990-04-21	15:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		Speeding	Normal		2	0	0	0	0	0	0	0	2	✗	✗
019958	1990-05-12	13:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
025165	1990-06-03	22:00	PD	TrafficSigna			Angle	N		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
028455	1990-06-09	11:00	PI	TrafficSigna			Angle	S		ImpropTn	Normal	35	E		DrivProp	Normal	62	2	0	0	6	2	0	0	0	0	✗	✗
031111	1990-07-21	20:00	PD	TrafficSigna			Approach	S		WrongWay	HadDrink		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
033814	1990-06-21	17:00	PD	TrafficSigna			Angle	N		ImpropTn	Unknown		W		DrivProp	Normal		4	0	0	0	0	0	0	0	4	✗	✗
034894	1990-08-15	07:00	PI	TrafficSigna			Angle	E		Disobey	Normal	31	E		DrivProp	Normal	34	2	0	0	1	1	0	0	0	0	✗	✗
035665	1990-08-04	08:00	PI	TrafficSigna			Angle	S		Disobey	Inatten	49	E		DrivProp	Normal	29	2	0	0	2	1	0	0	0	0	✗	✗
036169	1990-08-20	12:00	PD	TrafficSigna			SideSwip	E		Other	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
036687	1990-08-23	21:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		Foll2Cls	Normal		2	0	0	0	0	0	0	0	2	✗	✗
037814	1990-08-19	07:00	PD	TrafficSigna			SideSwip	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
038858	1990-09-10	21:00	PD	TrafficSigna			Angle	S		Disobey	Normal							3	0	0	0	0	0	0	0	3	✗	✗
039435	1990-09-13	23:00	PI	TrafficSigna			Angle	N		Disobey	Normal	19	E		DrivProp	Normal	23	2	0	0	1	2	0	0	0	0	✗	✗
042230	1990-08-22	18:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
046018	1990-09-03	02:00	PI	TrafficSigna			RearEnd	E		ImpropPa	Normal	24	E		DrivProp	Normal	21	3	0	0	5	3	1	0	0	0	✗	✗
047733	1990-10-22	17:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
053928	1990-11-25	21:00	PD	TrafficSigna			Angle	S		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
055054	1990-12-09	07:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
055544	1990-12-11	23:00	PI	TrafficSigna			PedestrianColl	S		FTY ROW	Normal	28						1	1	0	1	0	1	0	0	0	✗	✗
056145	1990-12-09	07:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		3	0	0	0	0	0	0	0	3	✗	✗
058136	1990-12-16	12:00	PD	TrafficSigna			Turning	N		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
001280	1991-01-13	11:00	PD	TrafficSigna			Turning	E		ImpropTn	Inatten		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
008582	1991-03-08	07:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
009234	1991-03-07	15:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
012148	1991-04-04	15:00	PD	TrafficSigna			SideSwip	E		ImpLaChg	Inatten		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
013925	1991-04-17	08:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
021964	1991-06-12	13:00	PD	TrafficSigna			Turning	E		FTY ROW	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
023093	1991-06-17	01:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
024499	1991-06-20	14:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
025666	1991-06-27	10:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
028945	1991-07-29	11:00	PD	TrafficSigna			SideSwip	E		ImpLaChg	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
033013	1991-06-04	14:00	PD	TrafficSigna			Angle	E		ImpLaChg	Unknown		E		DrivProp	Normal		5	0	0	0	0	0	0	0	5	✓	✗
033483	1991-08-04	19:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
034525	1991-08-22	13:00	PD	TrafficSigna			Turning	E		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
037761	1991-09-08	12:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✓	✗
038809	1991-09-12	20:00	PD	TrafficSigna			Turning	E		ImpropTn	HadDrink		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
046578	1991-11-06	16:00	PD	TrafficSigna			Turning	E		ImpropTn	Inatten		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✓	✗
052063	1991-11-12	11:00	PD	TrafficSigna			SideSwip	E		ImpLaChg	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✓	✗
052888	1991-12-15	11:00	PD	TrafficSigna			Turning	S		Disobey	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
003225	1992-01-17	13:40	PI	TrafficSigna	Wet	Clear	Angle	E	ChgLane	ImpLaChg	Normal	22	E	GoAhead	DrivProp	Normal	36	2	0	0	1	1	0	0	0	2	✗	✗
005600	1992-02-05	15:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	41	E	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	3	✗	✗
017766	1992-04-14	17:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	46	E	GoAhead	DrivProp	Normal	42	2	0	0	0	0	0	0	0	4	✗	✗
021534	1992-05-06	11:50	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Disobey	Normal	25	E	GoAhead	DrivProp	Normal	55	2	0	0	0	0	0	0	0	3	✗	✗
023405	1992-05-17	09:50	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	Disobey	Normal	50	E	GoAhead	DrivProp	Normal	45	2	0	0	0	0	0	0	0	2	✗	✗
029136	1992-06-17	16:51	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	25	2	0	0	4	1	0	0	0	1	✗	✗
031189	1992-06-29	13:30	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	49	2	0	0	0	0	0	0	0	3	✗	✗
039568	1992-08-17	13:20	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	ImpropTn	Normal	56	E	GoAhead	DrivProp	Normal	34	2	0	0	0	0	0	0	0	4	✗	✗
040370	1992-08-21	11:00	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	72	N	GoAhead	DrivProp	Normal	36	2	0	0	1	1	0	0	0	1	✗	✗
041396	1992-08-27	16:15	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Normal	22	E	Slowing	DrivProp	Normal	40	2	0	0	0	0	0	0	0	2	✗	✗
051282	1992-06-29	19:25	PD	TrafficSigna	Dry	Clear	RearEnd	E	TurnLeft	DrivProp	Normal	38						1	0	0	0	0	0	0	0	2	✗	✗
051353	1992-10-09	13:20	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	70	E	GoAhead	DrivProp	Normal	41	2	0	0	0	0	0	0	0	3	✗	✗
052977	1992-10-25	13:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	56	E	TurnLeft	DrivProp	Normal	47	2	0	0	0	0	0	0	0	2	✗	✗
053751	1992-03-31	09:40	PD	TrafficSigna			Turning	E	TurnLeft	Other	Unknown	33	S	Stopped	Other	Unknown	32	2	0	0	0	0	0	0	0	3	✗	✗
056425	1992-11-10	11:45	PD	TrafficSigna	Wet	Clear	Angle	E	TurnLeft	ImpropTn	Normal	52	E	GoAhead	DrivProp	Normal	31	2	0	0	0	0	0	0	0	3	✗	✗
057079	1992-11-12	15:05	PD	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	ImpropTn	Unknown	99	E	GoAhead	DrivProp	Normal	22	2	0	0	0	0	0	0	0	3	✗	✗
058505	1992-11-19	08:20	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	49	E	GoAhead	DrivProp	Normal	33	2	0	0	0	0	0	0	0	2	✗	✗
059206	1992-11-22	23:30	PD	TrafficSigna	Wet	Rain	Angle	E	TurnLeft	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	21	2	0	0	0	0	0	0	0	3	✗	✗
060138	1992-11-26	17:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	Disobey	Normal	56	E	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✗
061632	1992-12-04	15:15	PD	TrafficSigna	Wet	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	59	E	TurnLeft	DrivProp	Normal	25	2	0	0	0	0	0	0	0	3	✗	✗
002004	1993-01-15	13:10	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	30	E	GoAhead	DrivProp	Normal	33	2	0	0	0	0	0	0	0	3	✗	✗
004521	1993-01-27	22:30	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Over.08	24	S	GoAhead	Disobey	Over.08	24	3	0	0	1	0	1	0	0	2	✓	✗
012992	1993-03-04	10:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	Disobey	Inatten	45	E	TurnLeft	DrivProp	Normal	31	2	0	0	0	0	0	0	0	2	✗	✗
017844	1993-03-31	11:20	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	GoAhead	DrivProp	Normal	71						1	1	0	1	1	0	0	0	0	✗	✗
019352	1993-04-09	07:00	PD	TrafficSigna	Wet	Clear	Angle	S	GoAhead	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	47	2	0	0	0	0	0	0	0	2	✗	✗
019606	1993-04-10	19:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Normal	44	E	TurnLeft	Other	Normal	42	2	0	0	5	1	0	0	0	0	✗	✗
019895	1993-04-13	12:55	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	45	E	TurnLeft	DrivProp	Normal	39	2	0	0	2	0	0	0	0	1	✓	✗
020245	1993-04-06	08:25	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	ImpropTn	Normal	31	N	TurnLeft	DrivProp	Normal	29	2	0	0	0	0	0	0	0	3	✗	✗
021242	1993-04-20	19:00	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead	Disobey	Normal	37	N	TurnLeft	DrivProp	Normal	62	2	0	0	0	0	0	0	0	2	✗	✗
022864	1993-04-29	16:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	25	E	TurnLeft	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✓	✗
023575	1993-05-04	08:20	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	35	N	GoAhead	Other	Normal	25	3	0	0	0	0	0	0	0	3	✓	✗
027942	1993-05-27	19:25	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Normal	20	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✓	✗
034211	1993-07-02	18:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	28	E	GoAhead	DrivProp	Normal	38	2	0	0	2	0	0	0	0	1	✓	✗

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
035469	1993-07-08	20:40	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	22	E	Slowing	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✗
040192	1993-08-02	15:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	20	E	GoAhead	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✓	✗
041134	1993-08-07	15:56	PI	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	20	E	GoAhead	DrivProp	Normal	43	2	0	0	1	5	0	0	0	2	✗	✗
041582	1993-08-09	08:10	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	ImpLaChg	Normal	22	E	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	2	✓	✗
050903	1993-09-22	23:24	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	FTY ROW	Normal	38	E	TurnLeft	DrivProp	Normal	22	2	0	0	1	0	0	0	0	1	✓	✗
054621	1993-10-12	16:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	46	E	GoAhead	DrivProp	Normal	39	2	0	0	0	0	0	0	0	2	✗	✗
060393	1993-11-11	10:30	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Disobey	Normal	42	E	GoAhead	DrivProp	Normal	28	2	0	0	0	0	0	0	0	4	✗	✗
060970	1993-11-12	14:10	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	ImpLaChg	Normal	35	E	GoAhead	DrivProp	Normal	32	2	0	0	2	0	0	0	0	1	✓	✗
062090	1993-11-18	12:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	24	E	TurnRigh	ImpropTn	Normal	24	3	0	0	0	0	0	0	0	3	✗	✗
063035	1993-11-23	18:30	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	ImpLaChg	Normal	58	E	GoAhead	DrivProp	Normal	35	2	0	0	0	0	0	0	0	2	✗	✗
063768	1993-11-26	14:30	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	25	E	GoAhead	DrivProp	Normal	29	2	0	0	0	0	0	0	0	2	✗	✗
001058	1994-01-05	15:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	63	E	GoAhead	DrivProp	Normal	40	2	0	0	0	0	0	0	0	3	✗	✗
009341	1994-02-03	12:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	28	E	GoAhead	DrivProp	Normal	27	2	0	0	0	0	0	0	0	3	✗	✗
012359	1994-02-15	12:05	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	68	E	GoAhead	DrivProp	Normal	38	2	0	0	0	0	0	0	0	2	✗	✗
013918	1994-02-22	18:30	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Other	Normal	55	E	TurnLeft	Other	Normal	54	2	0	0	0	0	0	0	0	3	✗	✗
015187	1994-02-27	13:11	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	22	N	GoAhead	DrivProp	Normal	30	2	0	0	2	1	2	0	0	0	✓	✗
019612	1994-03-19	13:59	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	37	E	GoAhead	DrivProp	Normal	24	2	0	0	0	0	0	0	0	2	✗	✗
027623	1994-04-29	23:10	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	Disobey	Normal	33	E	TurnLeft	DrivProp	Normal	16	2	0	0	0	0	0	0	0	3	✗	✗
028175	1994-05-02	13:45	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	Other	Normal	41	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	2	✓	✗
032158	1994-05-22	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	42	E	GoAhead	DrivProp	Normal	22	2	0	0	0	0	0	0	0	4	✗	✗
033102	1994-05-26	14:17	PI	TrafficSigna	Wet	Clear	Turning	E	TurnRigh	ImpropTn	Normal	61	E	GoAhead	DrivProp	Normal	34	2	0	0	3	1	0	0	0	1	✗	✗
035677	1994-06-06	09:45	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	38	E	GoAhead	DrivProp	Normal	55	2	0	0	2	0	0	0	0	0	✓	✗
037634	1994-06-15	13:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Normal	40	E	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✗
040464	1994-06-28	19:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Unknown	33	E	GoAhead	DrivProp	Unknown	51	2	0	0	0	0	0	0	0	2	✗	✗
040526	1994-06-28	07:56	PI	TrafficSigna	Dry	Clear	CyclistColl	E	GoAhead	DrivProp	Normal	45						1	0	1	1	1	0	0	0	1	✗	✗
044843	1994-07-20	22:40	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	37	E	GoAhead	DrivProp	Normal	61	3	0	0	8	1	0	0	0	1	✗	✗
046703	1994-07-27	21:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Inatten	25	E	GoAhead	DrivProp	Normal	26	2	0	0	0	0	0	0	0	2	✗	✗
052522	1994-08-27	12:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	53	E	TurnLeft	DrivProp	Unknown	27	2	0	0	2	0	0	0	0	0	✓	✗
053739	1994-09-02	02:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Inatten	35	E	GoAhead	DrivProp	Normal	19	2	0	0	2	0	0	0	0	1	✓	✗
053940	1994-09-04	09:29	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	42	E	GoAhead	DrivProp	Normal	35	2	0	0	0	0	0	0	0	2	✗	✗
058060	1994-09-24	17:32	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Inatten	18	W	GoAhead	DrivProp	Normal	59	2	0	0	4	0	1	0	0	2	✓	✗
058721	1994-09-26	12:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	68	E	GoAhead	DrivProp	Normal	41	2	0	0	1	0	0	0	0	1	✓	✗
061466	1994-10-09	19:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	25	E	GoAhead	DrivProp	Normal	19	2	0	0	0	0	0	0	0	2	✓	✗
064314	1994-10-22	19:05	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Other	Unknown	78	E	Stopped	DrivProp	Unknown	41	2	0	0	3	1	0	0	0	0	✓	✗
064651	1994-10-24	13:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	68	E	GoAhead	DrivProp	Normal	42	2	0	0	2	0	0	0	0	0	✗	✗
065606	1994-10-28	19:40	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	54	E	GoAhead	DrivProp	Normal	24	2	0	0	0	0	0	0	0	2	✗	✗

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
067390	1994-11-03	23:35	PD	TrafficSigna	Wet	Rain	Turning	E	ChgLane	ImpLaChg	Normal	21	E	GoAhead	DrivProp	Normal	20	2	0	0	2	0	0	0	0	2	✗	✗
069232	1994-06-11	20:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	38						1	0	0	2	0	0	0	0	2	✓	✗
069279	1994-11-11	16:45	PD	TrafficSigna	Dry	Clear	Angle	S	TurnLeft	FTY ROW	Normal	20	N	GoAhead	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✓	✗
071230	1994-11-20	13:50	PD	NoControl	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Inatten	51	S	GoAhead	DrivProp	Normal	31	2	0	0	0	0	0	0	0	2	✗	✗
074244	1994-12-02	11:20	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	47	E	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✓	✗
079886	1994-12-22	00:45	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Normal	32	N	Stopped	DrivProp	Normal	25	2	0	0	0	0	0	0	0	2	✗	✗
000153	1995-01-01	02:13	PI	TrafficSigna	LSnow	FZRAIN	Angle	S	GoAhead	Other	Normal	64	E	GoAhead	Other	Normal	29	2	0	0	4	1	0	0	0	0	✗	✓
005513	1995-01-25	12:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	40	E	GoAhead	DrivProp	Normal	52	2	0	0	0	0	0	0	0	2	✗	✓
006185	1995-01-28	11:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Normal	33	E	GoAhead	DrivProp	Normal	64	2	0	0	2	0	0	0	0	0	✗	✓
008106	1995-02-07	07:30	PD	TrafficSigna	Wet	Clear	RearEnd	E	TurnRigh	FTY ROW	Normal	29	E	GoAhead	DrivProp	Normal	30	2	0	0	0	0	0	0	0	3	✗	✓
009361	1995-02-10	13:56	PD	TrafficSigna	Wet	Snow	Turning	E	TurnLeft	ImpropTn	Normal	73	E	GoAhead	DrivProp	Normal	21	2	0	0	2	0	0	0	0	1	✗	✓
009588	1995-02-11	19:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	21	E	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
011155	1995-02-18	18:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	30	E	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	✗	✓
012220	1995-02-24	08:30	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	FTY ROW	Normal	36	E	TurnLeft	DrivProp	Normal	30	2	0	0	2	0	0	0	0	1	✗	✓
016165	1995-03-14	21:10	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	21	E	GoAhead	DrivProp	Normal	54	2	0	0	0	2	0	0	0	1	✗	✓
016263	1995-03-15	11:07	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	ImpropTn	Normal	40	E	TurnLeft	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
017267	1995-03-21	10:00	PI	TrafficSigna	Dry	Clear	CyclistColl	E	GoAhead	DrivProp	Normal	71						1	0	1	1	0	1	0	0	0	✗	✓
017720	1995-03-23	18:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	75	E	GoAhead	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
018361	1995-03-27	11:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	Passing	ImpropPa	Unknown	45	E	GoAhead	DrivProp	Unknown	30	2	0	0	1	1	0	0	0	1	✗	✓
034426	1995-06-11	10:25	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	36	E	GoAhead	DrivProp	Normal	31	2	0	0	1	1	0	0	0	0	✗	✓
037583	1995-06-25	03:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	ImpairAl	28	E	TurnLeft	ImpropTn	ImpairAl	28	4	0	0	0	0	0	0	0	5	✗	✓
037815	1995-06-26	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	Disobey	Normal	19	E	TurnLeft	DrivProp	Normal	30	2	0	0	0	0	0	0	0	2	✗	✓
039449	1995-07-04	11:15	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	43	E	GoAhead	DrivProp	Normal	39	2	0	0	1	2	0	0	0	1	✗	✓
041962	1995-07-16	18:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	50	E	GoAhead	DrivProp	Normal	31	2	0	0	0	1	1	0	0	1	✗	✓
043452	1995-07-23	13:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	55	E	GoAhead	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✗	✓
043811	1995-07-25	22:45	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropPa	Normal	43	E	GoAhead	DrivProp	Normal	23	2	0	0	0	0	0	0	0	3	✗	✓
045323	1995-08-01	00:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	21	E	GoAhead	DrivProp	Normal	22	2	0	0	0	0	0	0	0	3	✗	✓
046510	1995-08-06	11:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	20	E	GoAhead	DrivProp	Normal	33	2	0	0	3	2	0	0	0	0	✗	✓
049523	1995-06-02	10:40	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	45	S	GoAhead	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✗	✓
049561	1995-08-21	15:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	Other	Normal	31	E	Stopped	DrivProp	Normal	40	2	0	0	0	0	0	0	0	3	✗	✓
052309	1995-09-03	01:30	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead	DrivProp	Normal	18						1	0	0	2	0	0	0	0	1	✗	✓
055240	1995-09-17	14:20	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	50	E	GoAhead	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✗	✓
056219	1995-09-21	22:15	PD	TrafficSigna	Dry	Clear	Angle	E	TurnRigh	ImpropTn	Inatten	47	E	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
059186	1995-10-05	17:35	PI	TrafficSigna	Wet	Rain	CyclistColl	S	TurnLeft	FTY ROW	Unknown	53	S	TurnLeft	FTY ROW	Unknown	53	3	0	1	1	1	0	0	0	2	✗	✓
060104	1995-10-08	15:10	PD	TrafficSigna	Dry	Clear	Angle	N	TurnLeft	Disobey	Normal	43	E	GoAhead	DrivProp	Normal	23	2	0	0	2	0	0	0	0	1	✗	✓
063186	1995-10-20	07:36	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	24	N	TurnLeft	DrivProp	Normal	31	2	0	0	1	3	0	0	0	2	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
065810	1995-11-03	22:40	PD	TrafficSigna	Dry	Clear	Angle	E	ChgLane	ImpLaChg	Normal	41	E	GoAhead	DrivProp	Normal	34	2	0	0	0	0	0	0	0	3	✗	✓
066095	1995-11-04	14:30	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	27	N	GoAhead	DrivProp	Normal	43	2	0	0	1	1	0	0	0	0	✗	✓
066265	1995-11-05	13:30	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	ImpropTn	Normal	52	E	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	1	✗	✓
067828	1995-11-11	15:45	PD	TrafficSigna	Wet	Rain	Angle	E	GoAhead	Disobey	Normal	26	S	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	1	✗	✓
068786	1995-11-14	19:05	PD	TrafficSigna	Wet	Rain	Angle	E	ChgLane	ImpLaChg	Normal	45	E	TurnLeft	DrivProp	Normal	24	2	0	0	2	0	0	0	0	1	✗	✓
069324	1995-11-15	10:24	PD	TrafficSigna	Wet	Snow	Angle	S	GoAhead	Disobey	Normal	52	E	GoAhead	DrivProp	Normal	49	2	0	0	0	0	0	0	0	3	✗	✓
072262	1995-10-25	16:00	PD	YieldSign	Dry	Clear	SideSwip	E	Merging	FTY ROW	Normal	57	E	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✗	✓
079296	1995-11-30	19:30	PD	TrafficSigna	Wet	Rain	Angle	E	TurnLeft	Other	Fatigue	35	E	TurnLeft	DrivProp	Normal	67	2	0	0	2	0	0	0	0	1	✗	✓
018171	1996-01-06	19:30	PD	TrafficSigna	Dry	Clear	Other			DrivProp	Unknown		UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
021399	1996-01-22	08:40	PD	TrafficSigna	Dry	Clear	Other	E		FTY ROW		37					48	2	0	0	2	0	0	0	0	0	✗	✓
027144	1996-02-25	14:15	PI	TrafficSigna		Clear	Other	E	GoAhead				N	TurnLeft				2	0	0	0	0	0	0	0	2	✓	✓
029304	1996-03-08	23:15	PD	TrafficSigna	Dry	Clear	Other	E	TurnLeft			25	N	GoAhead			47	2	0	0	2	0	0	0	0	0	✓	✓
033607	1996-04-05	06:50	PI	TrafficSigna	Ice	Clear	Angle	S	GoAhead			36	E	GoAhead			70	2	0	0	1	1	0	0	0	0	✗	✓
034137	1996-04-10	11:30	PD	TrafficSigna	Dry	Clear	Other	N	ChgLane	ImpLaChg	Normal	58	S	GoAhead	DrivProp	Normal	29	3	0	0	2	0	0	0	0	1	✗	✓
048371	1996-06-30	00:01	PD	TrafficSigna	Dry	Clear	Other	E	GoAhead	DrivProp	Unknown	32	E	ChgLane	ImpLaChg	Unknown	28	2	0	0	2	0	0	0	0	0	✓	✓
048483	1996-06-30	11:00	PI	TrafficSigna	Dry	Clear	Other	E	GoAhead			44	E	TurnRigh			51	2	0	0	0	2	0	0	0	0	✓	✓
072698	1996-11-06	12:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	33	E	TurnLeft	FTY ROW	Normal	53	2	0	0	2	0	0	0	0	0	✓	✓
110695	1997-02-16	09:30	PD	TrafficSigna	LSnow	Snow	SideSwip	E	GoAhead			31	E	PullOnto			20	2	0	0	3	0	0	0	0	0	✓	✓
112973	1997-02-17	10:55	PI	TrafficSigna	Wet	Clear	Angle	E	GoAhead			51	N	GoAhead			37	2	0	0	4	0	0	0	0	0	✗	✓
115722	1997-02-24	14:40	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Inatten	46	N	GoAhead	DrivProp	Normal	39	2	0	0	1	2	0	0	0	0	✗	✓
120010	1997-03-31	08:05	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			39	E	ChgLane			59	2	0	0	2	0	0	0	0	0	✗	✓
121272	1997-04-05	19:30	PD	TrafficSigna	Wet	Rain	RearEnd	E	TurnLeft	DrivProp	Normal	44	UN	Unknown				2	0	0	1	0	0	0	0	1	✓	✓
121838	1997-04-08	08:45	PD			Clear	Turning	S	TurnLeft			27	S	Slowing			48	2	0	0	0	0	0	0	0	3	✗	✓
124985	1997-04-07	13:36	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	50	S	GoAhead	DrivProp	Normal	50	2	0	0	2	0	0	0	0	1	✗	✓
126108	1997-04-25	11:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Normal	48	E	TurnLeft	Other	Normal	35	2	0	0	4	0	0	0	0	0	✓	✓
126131	1997-04-30	15:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	30	E	GoAhead	DrivProp	Normal	29	3	0	0	3	1	0	0	0	0	✗	✓
126416	1997-05-01	11:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			28	E	TurnLeft			68	2	0	0	2	0	0	0	0	2	✗	✓
126965	1997-05-04	09:55	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			45	E	TurnLeft			32	2	0	0	2	0	0	0	0	0	✗	✓
130033	1997-05-19	16:20	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			44	E	GoAhead			21	2	0	0	2	0	0	0	0	1	✗	✓
130464	1997-04-27	12:06	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	69	E	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✗	✓
131906	1997-05-14	15:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	35	S	GoAhead	DrivProp	Normal	59	2	0	0	2	0	0	0	0	1	✗	✓
133419	1997-05-24	10:35	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	34	E	GoAhead			29	2	0	0	2	2	0	0	0	0	✗	✓
137491	1997-06-03	20:00	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft			69	N	GoAhead			33	2	0	0	1	0	1	0	0	1	✗	✓
140656	1997-07-02	11:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	39	E	GoAhead		Normal	39	2	0	0	2	0	0	0	0	2	✗	✓
142089	1997-06-23	23:00	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	FTY ROW	HadDrink	27	E	GoAhead	DrivProp	Normal	26	2	0	0	1	0	2	0	0	2	✓	✓
142588	1997-07-11	15:00	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	Other	Normal	21	N	TurnLeft	Other	Normal	52	2	0	0	1	1	0	0	0	1	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
142864	1997-07-12	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	ImpropTn	Normal	36		GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	✗	✓
144236	1997-07-19	22:00	PI			Clear	SideSwip	E	TurnLeft			20	E	Slowing			24	2	0	0	0	0	0	0	0	3	✗	✓
147406	1997-07-04	12:15	PD			Clear	Other	UN	Unknown			52	UN	Unknown			44	2	0	0	0	0	0	0	0	2	✗	✓
147963	1997-08-07	14:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	47	E	ChgLane	Other	Normal	62	2	0	0	3	0	0	0	0	0	✓	✓
148801	1997-08-11	16:00	PI	TrafficSigna	Wet	Rain	Turning	E	Slowing	DrivProp	Normal	38	E	TurnLeft	DrivProp	Normal	35	2	0	0	3	0	0	0	0	0	✗	✓
151034	1997-08-09	21:00	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead			42	E	GoAhead			27	2	0	0	0	3	1	0	0	0	✗	✓
154911	1997-09-06	23:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			45	N	TurnLeft			24	2	0	0	2	0	0	0	0	0	✗	✓
156458	1997-09-14	12:10	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	30	E	TurnRigh	FTY ROW	Normal	69	2	0	0	2	0	0	0	0	0	✗	✓
164763	1997-10-21	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	TurnLeft	DrivProp	Normal	43	E	TurnLeft	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✗	✓
168414	1997-11-06	17:15	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	28	E	TurnRigh	DrivProp	Normal	54	2	0	0	2	0	0	0	0	1	✓	✓
176481	1997-12-05	20:00	PI	YieldSign	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	55		Slowing	Foll2Cls	Normal	24	2	0	0	3	1	0	0	0	0	✗	✓
177603	1997-12-09	14:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp		30	E	TurnLeft	DrivProp		65	2	0	0	2	0	0	0	0	0	✓	✓
181753	1997-12-04	23:50	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Other	Normal	56	S	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✓	✓
190668	1998-02-07	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	48	E	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✗	✓
191856	1998-02-12	12:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	56	E	GoAhead	DrivProp	Normal	50	2	0	0	3	0	0	0	0	0	✗	✓
192893	1998-01-26	19:28	PI	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	32	E	GoAhead	DrivProp	Normal	24	2	0	0	2	1	1	0	0	0	✓	✓
193371	1998-02-19	10:00	PD	TrafficSigna	Wet	Rain	SideSwip	E	Slowing	DrivProp	Normal	35	E	GoAhead	DrivProp	Normal	23	2	0	0	2	0	0	0	0	0	✓	✓
193994	1998-02-23	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Over.08	37	E	TurnLeft	DrivProp	Normal	42	2	0	0	2	0	0	0	0	0	✗	✓
196071	1998-03-06	12:00	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	40	E	TurnLeft	ImpropTn	Normal	33	2	0	0	2	0	3	0	0	0	✗	✓
202099	1998-04-01	22:00	PD	YieldSign	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Inatten	23	E	Stopped	DrivProp	Normal	70	2	0	0	3	0	0	0	0	0	✗	✓
203285	1998-04-08	10:00	PD	YieldSign	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	37	E	Merging	ImpLaChg	Normal	59	2	0	0	2	0	0	0	0	0	✓	✓
205238	1998-04-19	10:00	PD	TrafficSigna	Dry	Clear	Angle	S	TurnRigh	ImpLaChg	Normal	67	E	GoAhead	DrivProp	Normal	30	2	0	0	3	0	0	0	0	0	✗	✓
206172	1998-04-23	15:45	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	FTY ROW	Normal	33	S	TurnLeft	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✗	✓
210720	1998-03-30	19:31	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	34	E	GoAhead	DrivProp	Normal	20	2	0	0	2	2	1	0	0	0	✗	✓
223206	1998-07-09	13:40	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	19	N	GoAhead			29	2	0	0	4	0	0	0	0	0	✗	✓
224864	1998-07-18	00:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft				E	ChgLane	Disobey	Normal	21	2	0	0	2	0	0	0	0	0	✓	✓
226043	1998-07-22	10:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			69	E	GoAhead	DrivProp	Normal	41	2	0	0	4	0	0	0	0	0	✗	✓
227341	1998-05-18	08:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Disobey	Normal	55	E	GoAhead	DrivProp	Normal	55	2	0	0	2	1	0	0	0	0	✗	✓
228563	1998-08-05	23:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			20	E	GoAhead			49	2	0	0	2	0	0	0	0	0	✓	✓
231030	1998-08-17	11:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	DrivProp	Normal	47						1	0	0	2	0	0	0	0	0	✗	✓
231952	1998-08-21	11:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	36	E	GoAhead	DrivProp	Normal	26	2	0	0	4	0	0	0	0	0	✗	✓
232746	1998-06-01	12:50	PI	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	49	E	GoAhead	DrivProp	Normal	33	2	0	0	2	0	1	0	0	0	✗	✓
235295	1998-09-05	17:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	48	E	ChgLane	DrivProp	Normal	56	2	0	0	3	0	0	0	0	0	✗	✓
239953	1998-07-03	12:20	PI	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	Disobey	Normal	51	E	GoAhead	DrivProp	Normal	65	2	0	0	2	3	0	0	0	0	✗	✓
242738	1998-10-03	10:35	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			37	E	TurnRigh	Disobey	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
248988	1998-10-25	18:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	19	E	GoAhead	DrivProp	Normal	84	3	0	0	3	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
252663	1998-11-05	14:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	28	E	ChgLane	ImpLaChg	Normal	44	2	0	0	3	0	0	0	0	0	✗	✓
255083	1998-11-14	08:30	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	51	E	TurnLeft	ImpropTn	Normal	76	2	0	0	2	1	0	0	0	0	✓	✓
255518	1998-09-04	21:19	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	57	E	GoAhead	DrivProp	Normal	40	2	0	0	2	2	0	0	0	0	✓	✓
257836	1998-11-24	16:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			43	S	GoAhead			22	2	0	0	2	0	0	0	0	0	✓	✓
260633	1998-12-06	18:55	PD	TrafficSigna	Wet	Rain	Turning	E	GoAhead	DrivProp	Normal	39	E	TurnRigh	ImpropTn	Normal	22	2	0	0	2	0	0	0	0	0	✓	✓
292347	1998-12-21	23:15	PI	TrafficSigna	Wet	Rain	Angle	S	GoAhead	Disobey	Normal	32	E	GoAhead	DrivProp	Normal	36	2	0	0	3	3	0	0	0	0	✗	✓
275453	1999-01-22	18:00	PD	TrafficSigna	Wet	Rain	Turning	E	TurnRigh			52	E	GoAhead			28	2	0	0	2	0	0	0	0	0	✗	✓
280464	1999-02-07	13:50	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft			45	E	GoAhead			33	2	0	0	2	0	0	0	0	0	✗	✓
282023	1999-02-12	10:58	PD	TrafficSigna	Wet	Snow	Turning	E	TurnLeft			36						1	0	0	2	0	0	0	0	0	✗	✓
291809	1999-03-19	14:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft			19	E	GoAhead			38	2	0	0	3	0	0	0	0	0	✓	✓
293783	1999-03-28	18:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			21	E	GoAhead			29	2	0	0	2	0	0	0	0	0	✓	✓
299169	1999-01-13	21:35	PD	TrafficSigna	LSnow	Snow	Angle	S	GoAhead			37	E	GoAhead			53	3	0	0	6	0	0	0	0	0	✓	✓
301280	1999-01-20	19:05	PI	TrafficSigna	Wet	Clear	Turning	E	TurnLeft			51	E	GoAhead			48	2	0	0	2	1	0	0	0	0	✓	✓
303028	1999-01-31	12:15	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh			21	N	GoAhead			34	2	0	0	3	0	0	0	0	0	✓	✓
314341	1999-06-12	10:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			43	UN	TurnLeft			51	3	0	0	3	0	0	0	0	0	✓	✓
314966	1999-06-17	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	ChgLane			34	UN					2	0	0	3	0	0	0	0	0	✓	✓
319021	1999-07-03	19:30	PD	TrafficSigna	Wet	OTHER	Other	S	TurnRigh			24	E	GoAhead			37	2	0	0	3	0	0	0	0	0	✗	✓
321948	1999-04-16	11:00	PD	TrafficSigna	Wet	Rain	Angle	E	GoAhead			46	N	GoAhead			97	3	0	0	4	0	0	0	0	0	✓	✓
322540	1999-04-18	01:28	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			20	E	GoAhead			21	3	0	0	3	1	1	0	0	0	✗	✓
325196	1999-07-27	20:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			40	E	TurnLeft			24	2	0	0	3	0	0	0	0	0	✗	✓
328005	1999-08-07	18:45	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft			62	E	GoAhead			48	2	0	0	3	0	0	0	0	0	✗	✓
328073	1999-08-08	04:30	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft			27	E	GoAhead			38	2	0	0	3	0	0	0	0	0	✓	✓
336039	1999-09-02	15:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			59	E	Slowing			45	2	0	0	2	0	0	0	0	0	✓	✓
344517	1999-09-06	00:15	PD	TrafficSigna	Dry	Clear	Approach	S	TurnLeft			44	N	GoAhead			24	2	0	0	3	0	0	0	0	0	✗	✓
355297	1999-10-05	10:20	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh			45	E	GoAhead			22	2	0	0	3	0	0	0	0	0	✗	✓
355327	1999-10-26	12:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	Merging			51	E	GoAhead			62	2	0	0	4	0	0	0	0	0	✗	✓
358256	1999-11-12	19:40	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			37	S	GoAhead			41	2	0	0	3	0	0	0	0	0	✓	✓
359258	1999-11-16	20:30	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			54	E	GoAhead			27	2	0	0	1	1	1	0	0	0	✓	✓
359526	1999-11-03	15:45	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead			20	E	GoAhead			35	2	0	0	3	0	1	0	0	0	✓	✓
364646	1999-11-26	15:00	PI	TrafficSigna	Wet	Rain	CyclistColl		Reverse									1	0	1	1	1	0	0	0	0	✗	✓
368831	1999-11-29	13:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			51	W	TurnLeft			30	2	0	0	3	0	0	0	0	0	✗	✓
368985	1999-12-29	09:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane			36	E	GoAhead			38	2	0	0	3	0	0	0	0	0	✓	✓
369797	1999-12-03	18:00	PD	TrafficSigna	Wet	Rain	RearEnd	E	Slowing			30	E	Slowing			40	4	0	0	4	0	0	0	0	0	✗	✓
371677	1999-11-06	14:45	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			31	E	GoAhead			33	2	0	0	1	2	1	0	0	0	✗	✓
372663	1999-12-13	07:55	PD	TrafficSigna	Wet	Snow	Turning	E	Merging			21	N	TurnLeft			33	2	0	0	3	0	0	0	0	0	✓	✓
373617	1999-12-25	13:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			39	E	GoAhead			17	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
370270	2000-01-03	21:45	PD	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	Other	Normal	39	E	GoAhead	DrivProp	Normal	31	2	0	0	4	0	0	0	0	0	✔	✔
370343	2000-01-02	01:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	ImpropTn	Normal	33	E	TurnRigh	DrivProp	Normal	27	2	0	0	3	0	0	0	0	0	✔	✔
373764	2000-01-16	00:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	19	E	TurnRigh	ImpropTn	Normal	28	2	0	0	2	0	0	0	0	0	✔	✔
380357	2000-02-05	21:45	PI	TrafficSigna	Wet	Snow	Turning	E	GoAhead	DrivProp	Normal	37	E	TurnRigh	ImpropTn	Normal	36	2	0	0	3	1	0	0	0	0	✔	✔
391505	2000-03-02	10:10	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	Other	Normal	77	N	GoAhead	DrivProp	Normal	27	2	0	0	3	0	0	0	0	0	✔	✔
394140	2000-03-13	17:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	24	E	GoAhead	DrivProp	Normal	28	2	0	0	2	1	0	0	0	0	✔	✔
394311	2000-03-28	06:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	66	E	TurnRigh	DrivProp	Normal	51	2	0	0	2	0	0	0	0	0	✔	✔
394546	2000-03-29	12:30	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	ImpropTn	Normal	32	E	TurnLeft	DrivProp	Normal	58	2	0	0	1	0	1	0	0	0	✔	✔
394620	2000-03-19	19:30	PI	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	ImpropTn	Normal	23	E	GoAhead	DrivProp	Normal	26	2	0	0	1	3	0	0	0	0	✔	✔
397963	2000-04-14	12:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	37	N	TurnLeft	ImpropTn	Normal	35	2	0	0	3	0	0	0	0	0	✔	✔
399256	2000-03-31	23:45	PI	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	36	S	TurnLeft	FTY ROW	Normal	43	2	0	0	2	0	2	0	0	0	✔	✔
399584	2000-04-21	12:10	PD	TrafficSigna	Wet	Rain	SideSwip	E	Merging	DrivProp	Normal	49	E	TurnRigh	ImpropTn	Normal	64	2	0	0	2	0	0	0	0	0	✔	✔
400091	2000-04-24	09:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	79	E	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✔	✔
400263	2000-04-02	12:25	PI	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	30	E	GoAhead	DrivProp	Normal	51	2	0	0	1	2	0	0	0	0	✔	✔
401001	2000-04-06	09:20	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Other	Inatten	28	E	Stopped	DrivProp	Normal	35	3	0	0	3	1	0	0	0	0	✔	✔
402573	2000-05-04	12:20	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	46	E	TurnRigh				2	0	0	2	0	0	0	0	0	✔	✔
405335	2000-05-15	23:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			31	N	TurnLeft	ImpropTn	Inatten	64	2	0	0	3	0	0	0	0	0	✔	✔
405364	2000-05-15	12:15	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Unknown	52	E	ChgLane	FTY ROW	Normal	21	2	0	0	1	2	0	0	0	0	✔	✔
411460	2000-06-09	22:00	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	30	E	TurnRigh	ImpropTn	Normal	33	2	0	0	2	0	1	0	0	0	✔	✔
413092	2000-06-16	04:00	PD	TrafficSigna	Dry	Clear	SMVOther	E	TurnLeft	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✔	✔
414275	2000-06-20	23:59	PD	TrafficSigna	Wet	Rain	SideSwip	E	GoAhead	ImpropTn	Inatten	29	E	TurnLeft	ImpropTn	Inatten	30	2	0	0	2	0	0	0	0	0	✔	✔
417363	2000-05-24	06:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	49	E	GoAhead	DrivProp	Normal	35	2	0	0	2	1	0	0	0	0	✔	✔
417588	2000-07-04	21:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	29	E	GoAhead	DrivProp	Normal	22	2	0	0	4	0	0	0	0	0	✔	✔
417854	2000-05-29	13:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	36	E	GoAhead	DrivProp	Normal	40	2	0	0	4	0	0	0	0	0	✔	✔
419268	2000-07-09	10:30	PD	TrafficSigna	Wet	Rain	Angle	N	GoAhead	DrivProp	Normal	41	E	GoAhead	Other	Normal	41	2	0	0	4	0	0	0	0	0	✔	✔
420214	2000-06-15	08:20	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	51	E	Stopped	DrivProp	Normal	36	2	0	0	3	0	0	0	0	0	✔	✔
420647	2000-07-13	13:15	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	ImpLaChg	Normal	48						1	0	0	1	0	0	0	0	0	✔	✔
424018	2000-07-08	07:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Normal	80	E	GoAhead	DrivProp	Normal	36	3	0	0	5	0	0	0	0	0	✔	✔
425410	2000-07-30	21:10	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	Other	Normal	20	W	TurnLeft	Other	Normal	29	2	0	0	3	0	0	0	0	0	✔	✔
425739	2000-07-31	00:30	PD	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	Disobey	Normal	36	E	GoAhead	DrivProp	Normal	45	2	0	0	2	0	0	0	0	0	✔	✔
426812	2000-07-17	00:38	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	46	E	GoAhead	DrivProp	Normal	34	2	0	0	3	1	1	0	0	0	✔	✔
428876	2000-08-13	11:55	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	ImpropTn	Normal	36	E	TurnLeft	ImpropTn	Normal	27	2	0	0	3	0	0	0	0	0	✔	✔
430303	2000-08-17	22:13	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	Other	Normal	26	E	GoAhead	Other	Normal	25	2	0	0	6	0	0	0	0	0	✔	✔
430342	2000-07-28	23:10	PI	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	Other	Normal	19	E	TurnLeft	DrivProp	Normal	57	2	0	0	4	1	0	0	0	0	✔	✔
431039	2000-08-21	12:45	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	36	E	TurnLeft	Other	Normal	53	2	0	0	2	0	0	0	0	0	✔	✔
431666	2000-08-23	13:45	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			37	E	GoAhead	DrivProp	Normal	26	2	0	0	2	2	0	0	0	0	✔	✔

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
434104	2000-09-03	00:15	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	DrivProp	Normal	45	N	TurnLeft	Other	Normal	30	2	0	0	4	0	0	0	0	0	✔	✔
438255	2000-09-17	08:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	49	E	TurnLeft	Disobey	Normal	64	2	0	0	2	0	0	0	0	0	✔	✔
440218	2000-09-23	21:10	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	DrivProp	Normal	22						2	0	0	2	0	0	0	0	0	✔	✔
444719	2000-10-10	09:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	31	E	TurnLeft	Other	Normal	44	2	0	0	3	0	0	0	0	0	✔	✔
445133	2000-10-12	13:40	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	43	W	Reverse	Other	Normal	49	2	0	0	3	0	0	0	0	0	✔	✔
450156	2000-10-21	21:55	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	DrivProp	Normal	38	E	GoAhead	Disobey	Unknown	29	2	0	0	2	0	0	0	0	0	✔	✔
451029	2000-10-27	02:20	PD	TrafficSigna	Dry	Fog	Angle	E	GoAhead	Disobey	Normal	23	S	GoAhead	DrivProp	Normal	37	2	0	0	4	0	0	0	0	0	✔	✔
455967	2000-11-08	09:50	PD	TrafficSigna	Dry	OTHER	Turning	E	TurnLeft	Disobey	Normal	38	E	GoAhead	DrivProp	Normal	46	2	0	0	3	0	0	0	0	0	✔	✔
456704	2000-11-22	15:20	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	DrivProp	Normal	38	S	Merging	Foll2Cls	Normal	31	2	0	0	3	0	0	0	0	0	✔	✔
512313	2001-05-05	18:59	PI	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	37	E	GoAhead	Foll2Cls	Inatten	23	2	0	0	1	3	0	0	0	0	✔	✔
515331	2001-05-13	21:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	37	E	GoAhead	DrivProp	Normal	51	2	0	0	3	0	0	0	0	0	✔	✔
517427	2001-05-24	16:04	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Normal	44	N	GoAhead	DrivProp	Normal	37	2	0	0	3	0	0	0	0	0	✔	✔
530909	2001-07-26	13:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	FTY ROW	Normal	48	E	TurnLeft	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✔	✔
541789	2001-09-09	18:20	PD	TrafficSigna	Dry	Clear	Turning	N	ChgLane	DrivProp	Normal	62	S	TurnLeft	FTY ROW	Inatten	39	2	0	0	4	0	0	0	0	0	✔	✔
547584	2001-10-10	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	21	E	GoAhead			53	2	0	0	2	0	0	0	0	0	✔	✔
548927	2001-09-26	23:45	PI	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	Disobey	Inatten	56	E	GoAhead	DrivProp	Normal	22	2	0	0	2	1	0	0	0	0	✔	✔
551853	2001-10-08	17:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	64	E	GoAhead	Disobey	Normal	27	2	0	0	2	0	0	0	0	0	✔	✔
554181	2001-10-16	08:35	PD	TrafficSigna	Wet	Clear	Angle	E	GoAhead	DrivProp	Normal	35	E	TurnRigh	Disobey	Normal	49	2	0	0	2	0	0	0	0	0	✔	✔
559260	2001-10-08	22:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	37	N	GoAhead	DrivProp	Normal	23	2	0	0	1	1	0	0	0	0	✔	✔
563582	2001-12-05	11:40	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	LostCtrl	Normal	61	E	Stopped	DrivProp	Normal	20	2	0	0	3	0	0	0	0	0	✔	✔
578079	2002-01-26	13:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	33	E	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✔	✔
582787	2002-01-16	10:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Inatten	22	E	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	✔	✔
588711	2002-02-12	16:10	PD	TrafficSigna	Wet	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	28	E	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✔	✔
602483	2002-04-05	09:06	PD	TrafficSigna	Wet	Snow	Turning	E	GoAhead	DrivProp	Normal	25	E	ChgLane	ImpLaChg	Inatten	44	2	0	0	3	0	0	0	0	0	✔	✔
607136	2002-05-19	16:10	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	39	E	ChgLane	ImpLaChg	Normal	38	3	0	0	3	1	0	0	0	1	✔	✔
609877	2002-05-04	15:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	58	E	ChgLane	ImpLaChg	Normal	27	2	0	0	2	0	0	0	0	0	✔	✔
610876	2002-05-08	18:30	PD	TrafficSigna	OTHER	OTHER	Turning	E	Slowing			31	E	TurnLeft			23	2	0	0	2	0	0	0	0	0	✔	✔
615657	2002-05-21	16:35	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	38	E	TurnLeft	ImpropTn	Normal	46	2	0	0	4	0	0	0	0	0	✔	✔
616037	2002-06-23	16:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			61	E	TurnRigh	ImpLaChg	Normal	34	2	0	0	3	0	0	0	0	0	✔	✔
618678	2002-06-22	14:30	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	26	E	TurnRigh	Disobey	Unknown	29	2	0	0	1	1	0	0	0	0	✔	✔
621237	2002-07-14	02:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	22	E	TurnLeft	ImpropTn	Normal	43	2	0	0	3	0	0	0	0	0	✔	✔
622170	2002-07-08	17:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Slowing	ImpLaChg	Normal	18	E	Slowing	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✔	✔
622693	2002-07-21	19:05	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	34	E	Stopped	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✔	✔
632482	2002-07-23	16:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	39	E	GoAhead	DrivProp	Normal	41	2	0	0	3	0	0	0	0	0	✔	✔
634594	2002-08-08	15:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	50	E	TurnRigh	ImpropTn	Normal	36	2	0	0	2	0	0	0	0	0	✔	✔
637748	2002-09-12	22:00	PD	PoliceContro	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	21	N	GoAhead	Disobey	Normal	24	2	0	0	2	0	0	0	0	0	✔	✔

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
646524	2002-08-15	14:05	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane			41	E	GoAhead			38	2	0	0	3	0	0	0	0	0	✗	✓
647272	2002-07-27	17:30	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	33	N	TurnLeft	ImpropTn	Normal	42	2	0	0	3	1	0	0	0	0	✓	✓
654894	2002-10-13	09:20	PI	TrafficSigna	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Normal	42	E	TurnLeft	ImpropTn	Normal	38	2	0	0	2	1	1	0	0	0	✓	✓
656618	2002-10-22	19:20	PI	TrafficSigna	Wet	Rain	Turning	N	TurnLeft	ImpropTn	Normal	50		Parked			34	5	0	0	7	1	1	0	0	0	✓	✓
657705	2002-12-04	09:30	PD	StopSign	Dry	Clear	Turning	E	TurnRigh	Other	Normal	31	E	Parked	Other	Normal	34	2	0	0	2	0	0	0	0	0	✓	✓
662423	2002-12-26	18:00	PD	TrafficSigna	Wet	Rain	Turning	E	GoAhead	DrivProp	Normal	33	N	TurnLeft	ImpropTn	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
674748	2003-01-01	03:55	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane			25	E	TurnLeft			21	2	0	0	2	0	0	0	0	0	✗	✓
698301	2003-01-30	17:09	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	22	E	GoAhead	DrivProp	Normal	26	3	0	0	4	2	0	0	0	0	✓	✓
704185	2003-05-17	00:23	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	56	E	TurnLeft	ImpropTn	Normal	22	2	0	0	2	0	1	0	0	0	✓	✓
704528	2003-06-07	09:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing			31	E	Slowing			26	2	0	0	3	0	0	0	0	0	✗	✓
712350	2003-06-19	16:57	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			31	E	TurnLeft			59	2	0	0	2	0	0	0	0	0	✗	✓
713938	2003-06-30	10:05	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh			31	E	GoAhead			42	3	0	0	4	0	0	0	0	0	✓	✓
713979	2003-07-01	14:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh			28	E	GoAhead			53	2	0	0	3	0	0	0	0	0	✗	✓
715781	2003-08-02	00:05	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			31	E	Stopped			47	3	0	0	4	0	0	0	0	0	✗	✓
716198	2003-07-15	12:21	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			46	E	TurnRigh			21	2	0	0	2	0	0	0	0	0	✗	✓
725232	2003-09-24	14:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			42	E	TurnLeft			64	2	0	0	2	0	0	0	0	0	✗	✓
726757	2003-09-30	23:08	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			40		Unknown			40	2	0	0	2	0	0	0	0	0	✗	✓
735059	2003-10-16	21:35	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			56	E	TurnRigh			59	2	0	0	4	0	0	0	0	0	✗	✓
735646	2003-10-21	18:45	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane			44	S	GoAhead			52	2	0	0	3	0	0	0	0	0	✗	✓
736398	2003-10-28	18:23	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Inatten	19	N	GoAhead	DrivProp	Normal	39	2	0	0	0	3	0	0	0	0	✓	✓
742651	2003-12-05	22:00	PI	TrafficSigna	Dry	Clear	Turning	E	Stopped	DrivProp	Normal	55	E	Slowing	Foll2Cls	Inatten	45	2	0	0	1	2	0	0	0	0	✓	✓
745107	2003-12-01	15:05	PD	TrafficSigna	Dry	Clear	SMVOther	N	GoAhead			50	E	GoAhead			39	2	0	0	4	0	0	0	0	0	✗	✓
747689	2003-12-07	02:10	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	17	N	GoAhead	DrivProp	Normal	36	2	0	0	1	3	0	0	0	0	✓	✓
752905	2004-01-09	20:27	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	27	E	TurnLeft	ImpropTn	Inatten	22	2	0	0	2	0	0	0	0	0	✓	✓
756923	2004-01-24	23:15	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			38	E	GoAhead			19	2	0	0	3	0	0	0	0	0	✓	✓
758295	2004-01-28	19:20	PI	TrafficSigna	Wet	Clear	PedestrianColl	E	GoAhead	FTY ROW	Unknown	38						1	1	0	2	1	0	0	0	0	✓	✓
764689	2004-03-24	21:20	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	20	E	TurnLeft	DrivProp	Normal	21	2	0	0	1	3	0	0	0	0	✓	✓
767671	2004-04-14	08:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	23	E	ChgLane		Unknown		2	0	0	2	0	0	0	0	0	✓	✓
785497	2004-07-22	15:50	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			41	N	TurnLeft			28	2	0	0	3	0	0	0	0	0	✗	✓
798319	2004-10-04	10:00	PI	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	21	E	GoAhead	DrivProp	Normal	43	2	0	0	3	1	0	0	0	0	✓	✓
799217	2004-09-20	09:33	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	36	S	Stopped	DrivProp	Normal	52	2	0	0	4	0	0	0	0	0	✓	✓
807687	2004-11-06	12:45	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	Other	Normal	36	E	TurnLeft	Other	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
808026	2004-11-10	11:55	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	22	E	TurnLeft	Disobey	Normal	63	2	0	0	1	1	0	0	0	0	✓	✓
812067	2004-12-17	19:20	PI	TrafficSigna	Dry	Clear	Approach	N	GoAhead	DrivProp	Normal	29	S	TurnLeft	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓
817987	2004-12-10	22:50	PI	TrafficSigna	Wet	Rain	Angle	S	GoAhead	DrivProp	Normal	36	E	GoAhead	Disobey	Normal	31	2	0	0	3	0	4	0	0	0	✓	✓
822961	2005-01-18	14:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Inatten	35	E	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
826874	2005-02-25	14:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	TooFast	Normal	41	E	GoAhead	DrivProp	Normal	58	2	0	0	3	0	0	0	0	0	✓	✓
828608	2005-03-09	19:50	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	25	S	GoAhead	DrivProp	Normal	64	2	0	0	2	1	1	0	0	0	✓	✓
832458	2005-04-03	09:45	PD	TrafficSigna	LSnow	Snow	Angle		Unknown				E	GoAhead			50	2	0	0	2	0	0	0	0	0	✗	✓
832865	2005-03-06	12:30	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft			53	E	TurnLeft			43	2	0	0	2	0	0	0	0	0	✗	✓
833208	2005-03-11	22:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Inatten	56	E	TurnLeft	DrivProp	Normal	58	2	0	0	3	0	0	0	0	0	✓	✓
834692	2005-04-12	09:30	PD	TrafficSigna	Dry	Clear	Angle	N	TurnLeft			40	E	GoAhead			36	2	0	0	2	0	0	0	0	0	✗	✓
836364	2005-04-10	19:00	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane			46	E	ChgLane			47	2	0	0	3	0	0	0	0	0	✗	✓
845237	2005-06-01	23:45	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	53	E	TurnRigh	Disobey	Normal	69	2	0	0	1	1	1	0	0	0	✓	✓
849904	2005-07-01	09:40	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			54	E	ChgLane	ImpLaChg		33	2	0	0	2	0	0	0	0	0	✗	✓
850109	2005-07-02	09:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			44	E	TurnLeft	ImpropTn		58	2	0	0	2	0	0	0	0	0	✗	✓
852321	2005-07-12	09:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls		47	E	Stopped			24	2	0	0	3	0	0	0	0	0	✗	✓
854539	2005-07-24	13:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			23	N	GoAhead			59	2	0	0	2	0	0	0	0	0	✗	✓
857004	2005-02-25	16:57	PD	TrafficSigna	Wet	Snow	SideSwip	E	TurnLeft			23	E	TurnLeft			52	2	0	0	3	0	0	0	0	0	✗	✓
872017	2005-10-30	13:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			23	E	GoAhead			40	2	0	0	3	0	0	0	0	0	✗	✓
882801	2006-01-11	09:10	PD	TrafCont	Dry	Clear	Turning	E	TurnLeft	Other	Normal	36	E	TurnLeft	Other	Normal	71	2	0	0	2	0	0	0	0	0	✓	✓
882997	2006-01-14	22:00	PD	NoControl	Dry	Clear	Angle	S	Stopped	DrivProp	Normal	48	E	Reverse	Other	Normal	35	2	0	0	4	0	0	0	0	0	✓	✓
885687	2006-01-29	22:15	PI	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	22	S	TurnLeft	FTY ROW	Unknown		2	0	0	2	1	0	0	0	0	✓	✓
888965	2006-02-18	18:15	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	28	S	GoAhead	FTY ROW	Normal	23	2	0	0	2	0	0	0	0	0	✓	✓
893812	2006-02-27	06:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	50	E	ChgLane	ImpLaChg	Inatten	42	2	0	0	2	0	0	0	0	0	✓	✓
898414	2006-04-10	22:00	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	29	E	TurnLeft	ImpropTn	Normal	21	2	0	0	2	1	0	0	0	0	✓	✓
899559	2006-04-01	10:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	41	E	TurnLeft	ImpropTn	Inatten	43	2	0	0	2	0	0	0	0	0	✓	✓
900223	2006-04-10	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	24	E	TurnLeft	Disobey	Inatten	43	2	0	0	2	0	0	0	0	0	✓	✓
900286	2006-04-30	16:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			25	S	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
903920	2006-05-02	19:32	PI	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	49	S	TurnLeft	ImpropTn	Inatten	17	2	0	0	1	6	0	0	0	0	✓	✓
909088	2006-05-29	10:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	DrivProp	Normal	83	E	TurnLeft	Other	Normal	52	2	0	0	3	0	0	0	0	0	✓	✓
915706	2006-06-30	18:45	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Inatten	29	E	GoAhead	DrivProp	Normal	64	2	0	0	0	1	1	0	0	0	✓	✓
919793	2006-07-28	19:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	27	E	ChgLane	ImpLaChg	Inatten	42	2	0	0	3	0	0	0	0	0	✓	✓
919981	2006-08-22	22:45	PI	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	34	E	TurnLeft	DrivProp	Normal	35	2	0	0	2	1	0	0	0	0	✓	✓
922170	2006-08-16	21:55	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	44	E	TurnRigh	Disobey	Inatten	50	2	0	0	1	0	2	0	0	0	✓	✓
932087	2006-10-11	09:55	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft			60	E	TurnLeft			28	2	0	0	3	0	0	0	0	0	✗	✓
940493	2006-12-05	19:15	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			61	S	TurnLeft			44	2	0	0	2	0	0	0	0	0	✗	✓
942076	2006-11-24	10:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			38	E	GoAhead			53	2	0	0	3	0	0	0	0	0	✗	✓
944398	2006-12-10	12:23	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			20	E	GoAhead	Disobey		43	2	0	0	2	0	0	0	0	0	✗	✓
1000762	2007-10-23	15:35	PD	TrafficSigna	Wet	Rain	Turning	E	GoAhead			38	E	TurnLeft	ImpropTn		27	2	0	0	4	0	0	0	0	0	✗	✓
1005019	2007-11-21	08:30	PD	TrafficSigna	Wet	Rain	Angle	E	GoAhead	FTY ROW	Unknown		N	GoAhead	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✓	✓
946737	2007-01-07	16:15	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane			58		Unknown				2	0	0	2	0	0	0	0	0	✗	✗

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
956959	2007-03-01	22:10	PD	TrafficSigna	Slush	Snow	SideSwip	E	TurnRigh	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
957640	2007-03-08	08:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	Unknown			31	E	GoAhead			32	2	0	0	3	0	0	0	0	0	✓	✓
964097	2007-03-19	11:15	PD	TrafficSigna	Wet	Snow	Turning	E	TurnLeft	ImpropTn	Inatten	42	E	TurnLeft	ImpropTn	Inatten	46	2	0	0	3	0	0	0	0	2	✓	✓
964721	2007-04-16	19:30	PD	NoControl	Dry	Clear	Turning	E	TurnLeft			37	E	GoAhead			21	2	0	0	3	0	0	0	0	0	✗	✓
968078	2007-04-17	15:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh			24	E	GoAhead			50	2	0	0	2	0	0	0	0	0	✗	✓
968303	2007-05-06	17:48	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	39	E	TurnLeft	ImpropTn	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
975792	2007-06-13	22:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	58	E	ChgLane	ImpLaChg	Normal	37	2	0	0	2	0	0	0	0	1	✓	✓
976499	2007-06-22	15:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	39	S	TurnLeft	FTY ROW	Normal	63	2	0	0	2	0	0	0	0	1	✓	✓
982414	2007-07-03	12:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn		83	E	GoAhead			21	2	0	0	2	0	0	0	0	0	✗	✓
982795	2007-07-05	09:24	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	49	E	ChgLane	Foll2Cls	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
984786	2007-08-10	13:15	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead			58	N	GoAhead			35	2	0	0	2	0	0	0	0	0	✓	✓
991136	2007-08-21	14:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			47	E	ChgLane	ImpLaChg		32	2	0	0	3	0	0	0	0	0	✗	✓
992502	2007-08-30	18:15	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Inatten	29	N	GoAhead	DrivProp	Normal	46	2	0	0	1	1	0	0	0	0	✓	✓
995285	2007-10-03	22:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	46	E	GoAhead	DrivProp	Normal	50	2	0	0	2	0	0	0	0	1	✓	✓
995866	2007-09-29	23:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			59	E	TurnLeft			22	3	0	0	3	0	0	0	0	0	✗	✓
999352	2007-10-04	20:06	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	ImpropTn	Inatten	46	N	GoAhead	DrivProp	Normal	18	2	4	0	2	0	4	0	0	1	✓	✓
999357	2007-10-07	11:40	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft			21	E	GoAhead			30	4	0	0	4	0	0	0	0	0	✗	✓
1013651	2008-01-07	07:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	21	S	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	1	✓	✓
1017344	2008-01-24	15:20	PD	TrafficSigna	Dry	Clear	RearEnd	E	TurnLeft	DrivProp	Normal	46	E	GoAhead	Foll2Cls	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
1020946	2008-02-12	15:50	PD	NoControl	PSnow	Snow	RearEnd	E	GoAhead			38	E	GoAhead			29	2	0	0	2	0	0	0	0	0	✗	✓
1048143	2008-06-22	14:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Inatten	37	E	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	1	✓	✓
1050545	2008-07-27	09:30	PD	NoControl	Dry	Clear	Turning	E	GoAhead			21	E	GoAhead			46	2	0	0	2	0	0	0	0	0	✗	✓
1053223	2008-07-19	16:25	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			33	E	TurnLeft			23	2	0	0	3	0	0	0	0	0	✗	✓
1053749	2008-07-17	21:40	PI	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	31	E	GoAhead	ImpropPa	Normal	48	2	0	0	1	1	1	0	0	0	✓	✓
1059561	2008-09-07	20:00	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg		22	E	GoAhead			52	2	0	0	3	0	0	0	0	0	✗	✓
1059576	2008-09-09	14:35	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn		23	E	GoAhead			58	2	0	0	2	0	0	0	0	0	✗	✓
1061295	2008-09-26	13:15	PD	TrafficSigna	Dry	Clear	SideSwip	N	TurnLeft			23	S	TurnLeft			22	2	0	0	3	0	0	0	0	0	✗	✓
1064742	2008-09-30	18:58	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	30	S	GoAhead	Disobey	Inatten	21	2	0	0	2	0	0	0	0	0	✓	✓
1068046	2008-11-03	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Unknown	44	E	Slowing	DrivProp	Normal	33	3	0	0	3	0	0	0	0	1	✓	✓
1084464	2008-12-26	09:34	PI	TrafficSigna	Wet	Rain	Angle	E	GoAhead	DrivProp	Normal	55	S	GoAhead	Disobey	Inatten	22	2	0	0	1	1	1	0	0	0	✓	✓
1086280	2009-01-04	17:10	PD	TrafficSigna	Wet	Clear	Turning	E	GoAhead			34	E	TurnLeft	ImpropTn		22	2	0	0	2	0	0	0	0	2	✗	✓
1086678	2009-02-03	14:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	28	E	GoAhead	DrivProp	Normal	73	2	0	0	2	0	0	0	0	1	✓	✓
1088018	2009-02-06	22:30	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			44	E	GoAhead			22	2	0	0	3	0	0	0	0	0	✗	✓
1093723	2009-03-10	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	62	E	Stopped	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
1097353	2009-03-12	06:40	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			24	S	TurnLeft	ImpropTn		41	2	0	0	2	0	0	0	0	0	✗	✓
1098203	2009-03-14	13:40	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			48	E	TurnLeft	ImpropTn		34	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1098418	2009-03-17	05:38	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			59	E	TurnLeft			56	2	0	0	5	0	0	0	0	0	✗	✓
1099782	2009-04-16	09:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	67	E	GoAhead	DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	✓	✓
1101333	2009-04-26	15:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	29	S	TurnLeft	FTY ROW	Normal	37	2	0	0	2	0	0	0	0	0	✓	✓
1102007	2009-03-26	10:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			64	E	TurnLeft	ImpropTn		39	2	0	0	2	0	0	0	0	0	✗	✓
1102836	2009-04-16	08:50	PD	NoControl	Dry	Clear	RearEnd	N	Slowing	Foll2Cls		50	N	Stopped			54	2	0	0	3	0	0	0	0	0	✗	✓
1102842	2009-03-29	16:45	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			29	E	TurnLeft			20	2	0	0	2	0	0	0	0	0	✗	✓
1103199	2009-05-02	07:40	PD	NoControl	Dry	Clear	Turning	E	GoAhead			34	E	ChgLane	ImpropTn			2	0	0	2	0	0	0	0	0	✗	✓
1103341	2009-04-11	14:14	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	39	E	TurnLeft	DrivProp	Normal	34	2	0	0	0	1	1	0	0	1	✓	✓
1103355	2009-04-17	18:27	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead			34	E	ChgLane	ImpLaChg		71	2	0	0	3	0	0	0	0	0	✗	✓
1111059	2009-05-19	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			36	E	TurnLeft			25	2	0	0	2	0	0	0	0	1	✗	✓
1116745	2009-04-03	19:36	PD	TrafficSigna	Wet	Rain	Turning	E	GoAhead			60	E	TurnLeft	ImpropTn		20	2	0	0	2	0	0	0	0	0	✗	✓
1122914	2009-08-08	11:20	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			54	W	TurnLeft	ImpropTn		46	2	0	0	4	0	0	0	0	0	✗	✓
1123617	2009-08-27	12:27	PD	TrafficSigna	Dry	Clear	Turning	N	Stopped	DrivProp	Normal	29	N	TurnRigh	ImpropTn	Unknown	46	2	0	0	2	0	0	0	0	2	✓	✓
1128286	2009-09-08	10:30	PD	TrafficSigna	Dry	Clear	Angle	N	ChgLane	ImpLaChg	Inatten	65	E	GoAhead	Other	Inatten	54	2	0	0	3	0	0	0	0	1	✓	✓
1131080	2009-09-19	14:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			45	E	GoAhead			54	2	0	0	2	0	0	0	0	0	✗	✓
1131504	2009-09-05	19:10	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	44	E	TurnLeft	ImpropTn	Inatten	44	2	0	0	1	1	0	0	0	0	✓	✓
1134919	2009-10-09	01:30	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft			21	E	GoAhead			58	2	0	0	2	0	0	0	0	0	✗	✓
1138665	2009-11-23	23:50	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead			31	E	GoAhead			30	2	0	0	3	0	0	0	0	0	✗	✓
1140738	2009-11-09	19:25	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Inatten	47	E	GoAhead	DrivProp	Normal	60	2	0	0	1	0	1	0	0	0	✓	✓
1141671	2009-12-09	16:00	PD	TrafficSigna	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Normal	26	E	Slowing	TooFast	Normal	38	2	0	0	2	0	0	0	0	1	✓	✓
1142077	2009-12-13	16:45	PI	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	39	E	ChgLane	ImpLaChg	Normal	44	2	0	0	1	2	0	0	0	0	✓	✓
1142854	2009-11-23	12:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			32	E	GoAhead	Foll2Cls		42	2	0	0	3	0	0	0	0	0	✗	✓
1157863	2009-12-25	12:40	PD	TrafficSigna	Dry	STRWND	Turning	E	GoAhead			53	E	TurnRigh			45	2	0	0	3	0	0	0	0	0	✗	✓
1146578	2010-01-07	16:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	52	E	TurnLeft	ImpropTn	Normal	19	2	0	0	2	0	0	0	0	1	✓	✓
1149314	2010-01-17	01:40	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	40	E	TurnLeft	ImpropTn	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1149483	2010-01-23	19:55	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	53	E	ChgLane	ImpLaChg	Normal	28	2	0	0	2	0	0	0	0	2	✓	✓
1150864	2010-01-30	14:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	40	E	ChgLane	ImpLaChg	Normal	47	2	0	0	2	0	0	0	0	1	✓	✓
1151377	2010-01-10	12:15	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Unknown	48	E	GoAhead	DrivProp	Normal	25	2	0	0	1	1	0	0	0	1	✓	✓
1152433	2010-01-28	08:15	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	40	E	ChgLane	ImpLaChg	Normal	27	2	0	0	2	0	0	0	0	2	✓	✓
1157750	2010-02-02	21:50	PD	TrafficSigna	LSnow	Snow	Turning	N	Stopped	DrivProp	Normal	39	E	TurnLeft	DrivProp	HadDrink	58	3	0	0	3	0	0	0	0	1	✓	✓
1158193	2010-02-09	17:58	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	27	E	TurnLeft	DrivProp	Normal	61	2	0	0	2	0	0	0	0	1	✓	✓
1162064	2010-03-12	10:00	PD	NoControl	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Inatten	22	E	Stopped	DrivProp	Normal	62	2	0	0	2	0	0	0	0	2	✗	✓
1171290	2010-05-09	13:05	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Inatten	64	E	GoAhead	DrivProp	Normal	22	2	0	0	2	0	0	0	0	1	✓	✓
1176801	2010-02-16	20:06	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	61	E	TurnRigh	ImpropTn	Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
1177107	2010-06-21	17:45	PD	NoControl	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	25	E	TurnLeft	ImpropTn	Normal	74	2	0	0	2	0	0	0	0	0	✓	✓
1177370	2010-05-28	18:10	PD	NoControl	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	24	E	GoAhead	Foll2Cls	Inatten	58	2	0	0	2	0	0	0	0	1	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1179255	2010-05-30	08:29	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	42	E	TurnLeft	ImpropTn	Inatten	24	2	0	0	2	0	0	0	0	0	✓	✓
1181666	2010-06-20	19:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	41	E	TurnRigh	ImpropTn	Inatten	29	2	0	0	2	0	0	0	0	1	✓	✓
1182193	2010-08-09	09:15	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	37	E	TurnLeft	ImpropTn	Normal	61	2	0	0	2	0	0	0	0	0	✓	✓
1184031	2010-07-11	18:46	PI	TrafficSigna	Dry	Clear	SideSwip	E	Merging	ImpLaChg	Normal	22	E	GoAhead	DrivProp	Normal	39	2	0	0	1	0	2	0	0	2	✓	✓
1184051	2010-07-26	10:50	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Normal	27	N	Stopped	DrivProp	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1184759	2010-04-23	10:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	30	E	GoAhead	Foll2Cls	Inatten	39	2	0	0	2	0	0	0	0	2	✓	✓
1185127	2010-08-22	18:00	PD	TrafficSigna	Wet	Rain	Turning	N	GoAhead	DrivProp	Normal	32	S	TurnLeft	FTY ROW	Normal	48	2	0	0	2	0	0	0	0	0	✓	✓
1185470	2010-07-19	15:20	PD	NoControl	Dry	Clear	CyclistColl	S	GoAhead	DrivProp	Normal	71						1	0	1	2	0	0	0	0	0	✓	✓
1185841	2010-07-21	20:11	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	24	E	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	1	✓	✓
1193099	2010-10-02	18:47	PD	NoControl	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Unknown	34	E	GoAhead	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✓	✓
1195937	2010-10-18	16:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	39	E	Merging	ImpLaChg	Normal	45	2	0	0	2	0	0	0	0	0	✓	✓
1199070	2010-10-30	22:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	28	E	GoAhead	DrivProp	Normal	22	2	0	0	1	1	0	0	0	0	✓	✓
1201573	2010-11-14	12:40	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	67	S	GoAhead	Disobey	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1202921	2010-10-24	12:55	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	48	E	TurnLeft	Disobey	Inatten	52	2	0	0	2	0	0	0	0	1	✓	✓
1203461	2010-11-03	14:52	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	38	E	TurnLeft	ImpropTn	Inatten	24	2	0	0	1	0	1	0	0	1	✓	✓
1204051	2010-10-17	06:42	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	44	E	GoAhead	DrivProp	Normal	61	2	0	0	2	0	0	0	0	1	✓	✓
1204379	2010-11-28	12:17	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	GoAhead	DrivProp	Normal	64	E	TurnLeft	ImpropTn	Normal	27	2	2	0	2	0	1	1	0	0	✓	✓
1205214	2010-11-15	09:21	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	45	E	Stopped	DrivProp	Normal	39	2	0	0	2	0	0	0	0	1	✓	✓
1209255	2010-11-08	11:42	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	30	E	TurnLeft	ImpropTn	Inatten	30	2	0	0	2	0	0	0	0	2	✓	✓
1213440	2010-11-26	07:00	PI	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	35	S	TurnLeft	ImpropTn	Normal	59	2	0	0	1	1	0	0	0	0	✓	✓
1217309	2011-02-08	18:05	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	32	E	Stopped	DrivProp	Normal	43	2	0	0	1	1	0	0	0	0	✓	✓
1225001	2011-01-21	11:57	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	60	E	TurnRigh	ImpropTn	Inatten	40	2	0	0	2	0	0	0	0	2	✓	✓
1225252	2011-01-23	19:35	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	53	E	TurnLeft	ImpropTn	Inatten	50	2	0	0	2	0	0	0	0	0	✓	✓
1232482	2011-03-10	10:59	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Inatten	24	E	GoAhead	DrivProp	Normal	38	2	0	0	2	0	0	0	0	0	✓	✓
1234574	2011-03-24	12:40	PI	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Inatten	44	E	GoAhead	DrivProp	Normal	50	2	0	0	0	2	0	0	0	0	✓	✓
1242527	2011-05-21	14:45	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	GoAhead	FTY ROW	Inatten	32						1	1	0	1	1	0	0	0	0	✓	✓
1247672	2011-06-23	19:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	44	E	GoAhead	DrivProp	Normal	42	2	0	0	2	0	0	0	0	2	✓	✓
1250744	2011-07-14	09:20	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	28	E	ChgLane	ImpLaChg	Inatten	83	2	0	0	3	0	0	0	0	1	✓	✓
1256287	2011-09-28	14:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	27	E	GoAhead	Foll2Cls	Normal	22	2	0	0	2	0	0	0	0	0	✓	✓
1259557	2011-08-01	03:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	25	E	GoAhead	DrivProp	Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
1265005	2011-11-18	12:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	45	E	GoAhead	ImpropPa	Normal	45	2	0	0	2	0	0	0	0	1	✓	✓
1267450	2011-12-03	08:20	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	26	E	GoAhead	DrivProp	Normal	49	2	0	0	2	0	0	0	0	1	✓	✓
1279467	2011-12-13	10:15	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	62	E	TurnLeft	Disobey	Inatten	37	2	0	0	2	0	0	0	0	1	✓	✓
1273524	2012-01-05	22:15	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	71	E	Stopped	DrivProp	Normal	55	2	0	0	1	1	0	0	0	1	✓	✓
1276008	2012-01-19	14:22	PD		OTHER	OTHER	Other	E	Unknown	FTY ROW		57	E	Unknown			32	2	0	0	2	0	0	0	0	2	✗	✓
1278851	2012-02-02	09:35	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	47	E	Stopped	DrivProp	Normal	60	2	0	0	2	0	0	0	0	1	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1279138	2012-02-05	02:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	31	E	Slowing	Foll2Cls	Normal	22	2	0	0	2	0	0	0	0	0	✓	✓
1287552	2012-01-31	21:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	ImpropPa	Inatten	46	E	GoAhead	DrivProp	Normal	47	2	0	0	2	0	0	0	0	2	✓	✓
1289112	2012-02-12	21:05	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Inatten	49	E	GoAhead	DrivProp	Normal	22	2	0	0	2	0	0	0	0	0	✓	✓
1290588	2012-02-26	17:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	47	E	GoAhead	DrivProp	Normal	51	2	0	0	2	0	0	0	0	0	✓	✓
1296154	2012-05-29	21:59	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Inatten	30	E	GoAhead	DrivProp	Normal	52	2	0	0	1	1	0	0	0	0	✓	✓
1299825	2012-06-15	22:05	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	61	E	TurnRigh	ImpropTn	Normal	18	2	0	0	2	0	0	0	0	2	✓	✓
1300694	2012-06-19	10:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	84	E	Stopped	DrivProp	Normal	50	2	0	0	2	0	0	0	0	1	✓	✓
1305661	2012-06-07	23:55	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	29	E	TurnRigh	ImpropTn	Normal	23	2	0	0	2	0	0	0	0	0	✓	✓
1309000	2012-08-04	11:55	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	21	E	TurnLeft	ImpropTn	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1310562	2012-07-21	10:18	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	39	E	TurnRigh	ImpropTn	Inatten	56	2	0	0	2	0	0	0	0	0	✓	✓
1311981	2012-08-24	12:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	49	E	TurnLeft	FTY ROW	Normal	47	2	0	0	2	0	0	0	0	0	✓	✓
1312508	2012-07-28	08:52	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Inatten	32	E	GoAhead	DrivProp	Normal	50	2	0	0	0	2	0	0	0	0	✓	✓
1313396	2012-09-01	17:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	FTY ROW	Normal	25	E	GoAhead	FTY ROW	Normal	35	2	0	0	2	0	0	0	0	0	✓	✓
1313887	2012-09-08	17:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	49	E	GoAhead	DrivProp	Normal	22	2	0	0	2	0	0	0	0	1	✓	✓
1317287	2012-08-20	19:35	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	29	S	GoAhead	Disobey	Inatten	28	2	0	0	0	3	2	0	0	0	✓	✓
1317465	2012-09-28	08:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	44	E	ChgLane	ImpLaChg	Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
1320354	2012-10-09	22:55	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	52	E	TurnRigh	ImpropTn	Unknown		2	0	0	1	0	1	0	0	0	✓	✓
1321533	2012-09-12	11:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	62	S	TurnLeft	FTY ROW	Normal	26	2	0	0	2	0	0	0	0	2	✓	✓
1323990	2012-11-05	00:40	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	18	E	GoAhead	DrivProp	Normal	42	2	0	0	2	0	0	0	0	1	✓	✓
1324470	2012-11-06	19:40	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	55	E	TurnRigh	ImpropTn	Normal	60	2	0	0	2	0	0	0	0	0	✓	✓
1325440	2012-11-12	16:20	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	28	E	ChgLane	Foll2Cls	Normal	26	2	0	0	2	0	0	0	0	1	✓	✓
1325473	2012-11-11	19:25	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	27	E	TurnRigh	ImpropTn	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1328613	2012-11-14	18:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	Other	Normal	33	E	Reverse	Other	Normal	26	2	0	0	2	0	0	0	0	1	✓	✓
1338893	2012-12-10	11:10	PI	TrafficSigna	Wet	Clear	SideSwip	E	ChgLane	ImpLaChg	Inatten	43	E	GoAhead	DrivProp	Normal	23	2	0	0	1	0	1	0	0	1	✓	✓
1342211	2012-12-24	17:53	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	27	E	GoAhead	DrivProp	Normal	44	2	0	0	0	3	0	0	0	0	✓	✓
1342264	2012-12-26	13:06	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	27	E	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	2	✓	✓
1335085	2013-01-10	08:40	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	51	E	TurnRigh	ImpropTn	Normal	25	2	0	0	2	0	0	0	0	1	✓	✓
1338398	2013-01-31	19:15	PD	TrafficSigna	LSnow	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	46	E	GoAhead	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✓	✓
1342457	2013-02-22	12:00	PD	TrafficSigna	Ice	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	23	E	Stopped	DrivProp	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1343984	2013-01-15	10:45	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Inatten	59	E	GoAhead	DrivProp	Normal	41	2	0	0	1	0	1	0	0	1	✓	✓
1345523	2013-01-27	05:50	PD	NoControl	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Inatten	37	S	GoAhead	DrivProp	Normal	28	2	0	0	2	0	0	0	0	1	✓	✓
1348412	2013-03-22	16:05	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	25	E	TurnLeft	ImpropTn	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1348443	2013-02-24	13:21	PD	TrafficSigna	Wet	Clear	Turning	E	GoAhead	DrivProp	Normal	30	E	TurnRigh	ImpropTn	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
1348791	2013-02-27	11:15	PI	TrafficSigna	Wet	FZRAIN	Turning	E	TurnRigh	ImpropTn	Inatten	47	E	GoAhead	DrivProp	Normal	25	2	0	0	1	1	0	0	0	1	✓	✓
1350094	2013-03-13	09:45	PD	TrafficSigna	Wet	Snow	RearEnd	E	ChgLane	Foll2Cls	Inatten	23	E	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	2	✓	✓
1350890	2013-03-22	08:40	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	30	E	Stopped	DrivProp	Normal	41	3	0	0	1	3	0	0	0	3	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1351271	2013-04-10	21:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	30	E	TurnLeft	ImpropTn	Unknown	35	2	0	0	2	0	0	0	0	1	✓	✓
1353849	2013-04-29	10:20	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	Other	Normal	57	S	GoAhead	DrivProp	Normal	52	2	0	0	1	0	0	0	0	1	✓	✓
1354247	2013-04-27	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	56	E	GoAhead	DrivProp	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1354752	2013-05-05	14:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	65	E	TurnLeft	ImpropTn	Normal	26	2	0	0	2	0	0	0	0	1	✓	✓
1354867	2013-05-03	14:50	PD	TrafficSigna	Dry	Clear	CyclistColl	E	TurnLeft	DrivProp	Normal	25						1	0	1	2	0	0	0	0	1	✓	✓
1363814	2013-07-03	19:00	PI	TrafficSigna	Dry	Clear	RearEnd	E	ChgLane	ImpLaChg	Normal	37	E	GoAhead	DrivProp	Normal	26	2	0	0	1	3	0	0	0	2	✓	✓
1365627	2013-05-24	22:25	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Inatten	52	E	GoAhead	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	✓	✓
1369044	2013-08-01	19:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	37	E	ChgLane	ImpLaChg	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1370566	2013-08-13	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	55	E	ChgLane	ImpLaChg	Normal	21	2	0	0	2	0	0	0	0	2	✓	✓
1374779	2013-07-01	16:04	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Inatten	43	E	GoAhead	DrivProp	Normal	27	2	0	0	2	1	1	0	0	0	✓	✓
1375907	2013-07-06	15:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	57	E	GoAhead	DrivProp	Normal	31	2	0	0	2	0	0	0	0	1	✓	✓
1377899	2013-09-27	18:10	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			32	E	GoAhead			28	3	0	0	4	0	0	0	0	0	✗	✓
1377972	2013-09-29	14:15	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			23	E	TurnRigh			45	2	0	0	2	0	0	0	0	0	✗	✓
1379896	2013-10-09	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	36	E	Slowing	Foll2Cls	Normal	17	2	0	0	2	0	0	0	0	2	✓	✓
138004615	2013-12-08	21:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	ChgLane	Foll2Cls	Normal	38	E	Slowing	DrivProp	Normal	31	2	0	0	2	0	0	0	0	0	✓	✓
1383589	2013-08-25	03:25	PI	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	Disobey	Inatten	68	E	GoAhead	DrivProp	Normal	40	2	0	0	1	1	0	0	0	1	✓	✓
148009328	2014-03-01	10:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	69	2	0	0	2	0	0	0	0	0	✓	✓
148013443	2014-03-31	22:27	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	61	E	TurnRigh	ImpropTn	Normal	45	2	0	0	3	0	0	0	0	0	✗	✓
148017177	2014-05-03	10:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	33	E	GoAhead	DrivProp	Normal	50	2	0	0	2	0	2	0	0	0	✓	✓
148023039	2014-06-17	18:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	46	E	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
148023783	2014-06-23	10:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Normal	35	E	GoAhead	DrivProp	Normal	56	2	0	0	6	0	0	0	0	0	✓	✓
148028047	2014-07-24	11:30	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	43						1	0	0	0	0	1	0	0	1	✗	✓
148029038	2014-08-04	04:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	51	E	TurnRigh	ImpropTn	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
148030454	2014-08-16	00:10	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	63	E	TurnRigh	FTY ROW	Normal	48	2	0	0	1	0	2	0	0	0	✓	✓
148033315	2014-09-07	17:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	45	E	GoAhead	DrivProp	Normal	33	2	0	0	3	0	0	0	0	0	✓	✓
148033900	2014-09-11	20:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	56	E	GoAhead	Foll2Cls	Normal	45	2	0	0	1	0	2	0	0	0	✓	✓
148039225	2014-10-20	16:10	PI	TrafficSigna	Wet	Rain	Turning	E	TurnRigh	ImpropTn	Normal	30	E	GoAhead	DrivProp	Normal	37	2	0	0	2	0	1	0	0	0	✓	✓
148043067	2014-11-14	23:55	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Normal	67	E	GoAhead	DrivProp	Normal	32	2	0	0	1	0	2	0	0	0	✓	✓
148044216	2014-11-20	22:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	50	E	GoAhead	DrivProp	Normal	58	2	0	0	4	0	1	0	0	0	✓	✓
148044477	2014-11-22	17:00	PI	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	48	S	ChgLane	ImpLaChg	Normal	45	2	0	0	1	0	1	0	0	0	✓	✓
148048853	2014-12-20	13:20	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	31	E	TurnRigh	ImpropTn	Normal	45	2	0	0	6	0	0	0	0	0	✓	✓
148049634	2014-12-27	11:45	PI	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	43	E	ChgLane	ImpLaChg	Inatten	55	2	0	0	5	0	1	0	0	0	✓	✓
4001374794	2014-01-19	20:05	PI	TrafficSigna	Wet	Snow	PedestrianColl	E	TurnLeft	FTY ROW	Normal	49						1	1	0	3	0	1	0	0	0	✓	✓
4001430820	2014-01-29	12:10	PI	NoControl	Dry	Clear	CyclistColl											0	0	1	0	0	1	0	0	0	✗	✓
4001540834	2014-02-16	13:21	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnLeft	ImpropTn	Normal	70	E	GoAhead	DrivProp	Normal	19	2	1	0	2	0	1	1	0	0	✓	✓
4002465433	2014-07-09	22:05	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	30	S	GoAhead	Disobey	HadDrink	47	2	0	0	1	1	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
4002800426	2014-08-29	14:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Inatten	27	E	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✗	✓
4002929784	2014-09-17	17:11	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpLaChg	Inatten	83	E	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	✗	✓
4003038182	2014-10-04	00:01	PD	TrafficSigna	Wet	Clear	Turning	E	GoAhead	DrivProp	Normal	45	E	TurnLeft	Disobey	Inatten	32	2	0	0	2	0	0	0	0	0	✓	✓
4003110754	2014-10-15	19:25	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	39	E	TurnLeft	ImpropTn	Inatten	46	2	0	0	2	0	0	0	0	0	✓	✓
4003210546	2014-10-31	10:30	PI	TrafficSigna	Wet	Rain	Angle	N	GoAhead	Disobey	Inatten	28	E	GoAhead	DrivProp	Normal	62	2	0	0	2	1	1	0	0	0	✓	✓
4003242962	2014-11-05	11:24	PD	TrafficSigna	Dry	Clear	RearEnd	E	ChgLane	ImpLaChg	Inatten	63	E	GoAhead	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	✗	✓
4003243819	2014-11-05	13:47	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Inatten	26	E	GoAhead	DrivProp	Normal	21	2	0	0	2	0	0	0	0	0	✓	✓
4003361566	2014-11-24	16:56	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropPa	Inatten	23	E	GoAhead	DrivProp	Normal	66	2	0	0	2	0	0	0	0	0	✗	✓
158003661	2015-01-26	10:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	Other	Normal	51	E	GoAhead	Other	Normal	46	2	0	0	2	0	0	0	0	0	✓	✓
158009751	2015-02-21	19:00	PD	TrafficSigna	Wet	Snow	Turning	E	TurnRigh	ImpropTn	Normal	30	E	GoAhead	DrivProp	Normal	67	2	0	0	3	0	0	0	0	0	✓	✓
158011457	2015-03-04	11:45	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	ImpropTn	Normal	52						1	0	0	1	0	0	0	0	0	✗	✓
158032270	2015-08-01	21:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	53	E	GoAhead	DrivProp	Normal	22	2	0	0	4	0	0	0	0	0	✓	✓
5000222049	2015-02-07	04:56	PD	TrafCont	Wet	Clear	Angle	E	GoAhead	Disobey	Normal	57	N	GoAhead	DrivProp	Normal	43	2	0	0	2	0	0	0	0	0	✗	✓
5000413835	2015-03-11	08:44	PI	TrafficSigna	Wet	Clear	Turning	E	TurnRigh	ImpropTn	Normal	39	E	GoAhead	DrivProp	Normal	37	2	0	0	1	1	0	0	0	0	✓	✓
5000993235	2015-06-13	16:50	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Inatten	31	E	GoAhead	DrivProp	Normal	46	2	0	0	2	0	1	0	0	0	✓	✓
5000999781	2015-06-14	19:35	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Inatten	49	E	GoAhead	DrivProp	Normal	27	2	0	0	5	1	0	0	0	0	✓	✓
5001411197	2015-08-16	23:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Inatten	37	E	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✓	✓
168009733	2016-03-07	20:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	45	E	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
168013966	2016-04-07	16:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Unknown	27	E	Stopped	DrivProp	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
168016988	2016-04-27	20:45	PD	NoControl	Dry	Clear	Turning	E	TurnLeft	DrivProp	Unknown	23	E	GoAhead	DrivProp	Unknown	46	2	0	0	2	0	0	0	0	0	✗	✓
168024974	2016-06-15	19:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	56	E	GoAhead	DrivProp	Unknown	69	2	0	0	2	0	0	0	0	0	✗	✓
168027805	2016-07-02	15:20	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	DrivProp	Unknown	64						1	0	0	1	0	0	0	0	0	✗	✓
168031941	2016-07-28	14:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	28	E	ChgLane	ImpLaChg	Normal	24	2	0	0	3	0	0	0	0	0	✗	✓
168035420	2016-08-19	15:15	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Normal	38	E	GoAhead	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
168038424	2016-09-07	20:15	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead	DrivProp	Unknown	32						1	0	0	1	0	0	0	0	0	✗	✓
168039449	2016-09-09	14:00	PD	TrafficSigna	Dry	Clear	Other	UN	Stopped	Other	Unknown	27						1	0	0	1	0	0	0	0	0	✗	✓
168040953	2016-09-18	09:00	PD	TrafficSigna	Wet	Clear	SideSwip	E	ChgLane	DrivProp	Unknown	52	E	GoAhead	DrivProp	Unknown	29	2	0	0	2	0	0	0	0	0	✗	✓
168043696	2016-10-07	14:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Other	Unknown	30						1	0	0	1	0	0	0	0	0	✗	✓
168047969	2016-10-31	15:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Unknown	54	E	TurnLeft	ImpropTn	Unknown	22	2	0	0	2	0	0	0	0	0	✗	✓
168055951	2016-12-13	08:25	PD	TrafficSigna	Ice	Snow	RearEnd	N	Stopped	DrivProp	Unknown	44	N	Slowing	Foll2Cls	Unknown	21	2	0	0	2	0	0	0	0	0	✗	✓
168057181	2016-12-17	02:00	PI	NoControl	LSnow	Snow	SideSwip	N	Stopped	Other	Unknown	22	E	GoAhead	Other	Unknown	58	2	0	0	1	1	0	0	0	0	✗	✓
168059606	2016-11-28	17:30	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnRigh	DrivProp	Unknown	29						1	0	0	1	0	0	0	0	0	✗	✓
6000235483	2016-02-09	00:09	PD	TrafficSigna	Wet	Rain	Angle	E	GoAhead	Disobey	Inatten	28	S	GoAhead	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
6000441768	2016-03-14	10:08	PI	TrafficSigna	Wet	Fog	PedestrianColl	E	TurnLeft	FTY ROW	Inatten	24						1	1	0	1	0	1	0	0	0	✓	✓
6001553958	2016-09-01	22:30	FA	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Inatten	66	N	GoAhead	DrivProp	Unknown	32	2	0	0	1	0	0	0	1	0	✓	✓
6002097020	2016-11-26	01:30	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Unknown	0	E	Stopped	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
178005696	2017-02-07	19:30	PD	TrafficSigna	Ice	FZRAIN	SideSwip	E	GoAhead	DrivProp	Unknown	52						1	0	0	1	0	0	0	0	0	✗	✓
178010606	2017-03-11	11:15	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Unknown	52						1	0	0	1	0	0	0	0	0	✗	✓
178012539	2017-03-23	14:40	PD	NoControl	Dry	Clear	RearEnd	E	Stopped	DrivProp	Unknown	38						1	0	0	1	0	0	0	0	0	✗	✓
178013561	2017-03-30	11:15	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Unknown	50	W	Stopped	DrivProp	Unknown	38	2	0	0	2	0	0	0	0	0	✗	✓
178013702	2017-03-31	13:40	PD	NoControl	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Unknown	22						1	0	0	1	0	0	0	0	0	✗	✓
178014076	2017-04-02	11:20	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	56						1	0	0	0	1	0	0	0	0	✗	✓
178018100	2017-04-27	10:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpLaChg	Unknown	45	E	GoAhead	DrivProp	Unknown	42	2	0	0	2	0	0	0	0	0	✗	✓
178033702	2017-07-12	13:30	PD	NoControl	Dry	Clear	SideSwip	E	Stopped	DrivProp	Unknown	77						1	0	0	1	0	0	0	0	0	✗	✓
178033933	2017-07-24	07:10	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Unknown	31	S	TurnLeft	ImpropTn	Unknown	59	2	0	0	2	0	0	0	0	0	✗	✓
178049729	2017-10-18	07:50	PD	NoControl	Dry	Clear	RearEnd	E	Slowing	DrivProp	Unknown	38	E	Stopped	DrivProp	Unknown	35	2	0	0	2	0	0	0	0	0	✗	✓
178054909	2017-11-10	17:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	DrivProp	Unknown	34						1	0	0	1	0	0	0	0	0	✗	✓
178055314	2017-11-11	17:45	PD	NoControl	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	24	N	TurnLeft	DrivProp	Unknown	68	2	0	0	2	0	0	0	0	0	✗	✓
178056532	2017-11-17	19:47	PD	NoControl	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	31	S	UTurn	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
178056637	2017-11-18	18:30	PD	TrafficSigna	Wet	Rain	RearEnd	W	Slowing	DrivProp	Unknown	20	E	GoAhead	DrivProp	Unknown	0	2	0	0	2	0	0	0	0	0	✗	✓
178057075	2017-11-21	20:45	PD	TrafficSigna	Dry	Clear	Other	E	Stopped	DrivProp	Unknown	34						1	0	0	1	0	0	0	0	0	✗	✓
178057296	2017-11-02	11:00	PD	NoControl	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Unknown	61						1	0	0	1	0	0	0	0	0	✗	✓
178060276	2017-12-08	10:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Unknown	52						1	0	0	1	0	0	0	0	0	✗	✓
7000235784	2017-02-07	10:12	PD	TrafCont	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Normal	20	N	Slowing	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	✗	✓
7001920740	2017-10-23	17:35	PD	TrafficSigna	Wet	Rain	SMVOther	E	GoAhead	DrivProp	Normal	69						1	0	0	1	0	0	0	0	0	✗	✓
7003123334	2017-12-03	15:42	PD	StopSign	Dry	Clear	RearEnd	W	Slowing	Foll2Cls	HadDrink	35	W	Stopped	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✗	✓
188009653	2018-02-14	22:20	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	59						1	0	0	1	0	0	0	0	0	✗	✓
188010998	2018-02-22	18:30	PD	TrafficSigna	Dry	Clear	Other	S	Stopped	DrivProp	Unknown	50						1	0	0	1	0	0	0	0	0	✗	✓
188036781	2018-07-16	15:00	PD	NoControl	Dry	Clear	Angle	E	GoAhead	DrivProp	Unknown	40						1	0	0	1	0	0	0	0	0	✗	✓
188037021	2018-07-17	19:15	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Unknown	32	W	Stopped	DrivProp	Unknown	33	2	0	0	2	0	0	0	0	0	✗	✓
188043800	2018-08-24	16:10	PD	TrafficSigna	Dry	Clear	Turning	E	ChgLane	DrivProp	Unknown	40	N	Slowing	DrivProp	Unknown	41	2	0	0	2	0	0	0	0	0	✗	✓
188045889	2018-09-06	08:25	PD	NoControl	Wet	Rain	Turning	N	UTurn	DrivProp	Unknown	41	N	GoAhead	DrivProp	Unknown	34	2	0	0	2	0	0	0	0	0	✗	✓
188050318	2018-09-27	13:00	PI	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	35	E	GoAhead	Foll2Cls	Normal	23	2	0	0	1	1	0	0	0	0	✓	✓
188051141	2018-10-01	08:30	PD	NoControl	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Unknown	43	E	ChgLane	DrivProp	Unknown	25	2	0	0	2	0	0	0	0	0	✗	✓
188060537	2018-11-16	10:55	PD	TrafficSigna	Dry	Snow	RearEnd	N	Stopped	Other	Unknown	31						1	0	0	1	0	0	0	0	0	✗	✓
188062330	2018-11-21	19:00	PD	NoControl	Dry	Clear	SideSwip	E	Stopped	DrivProp	Unknown	37						1	0	0	1	0	0	0	0	0	✗	✓
8001315303	2018-07-19	02:47	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	59	N	GoAhead	DrivProp	Normal	51	2	0	0	2	0	0	0	0	0	✗	✓
8001944561	2018-10-21	17:23	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	20	E	GoAhead	DrivProp	Normal	51	2	0	0	2	0	0	0	0	0	✗	✓
198005438	2019-01-26	15:40	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	59						1	0	0	1	0	0	0	0	0	✗	✓
198005954	2019-01-28	16:30	PD	TrafficSigna	PSnow	Snow	RearEnd	E	Stopped	DrivProp	Normal	28						1	0	0	1	0	0	0	0	0	✗	✓
198008418	2019-02-05	06:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	Slowing	DrivProp	Normal	31						1	0	0	1	0	0	0	0	0	✗	✓
198013420	2019-02-27	09:30	PD	TrafficSigna	Slush	Snow	CyclistColl	E	GoAhead	DrivProp	Normal	32						1	0	0	1	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
198013895	2019-02-28	23:00	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead	DrivProp	Normal	63						1	0	0	1	0	0	0	0	0	✗	✓
198014588	2019-03-02	15:15	PD	TrafficSigna	Wet	Snow	SideSwip	E	GoAhead	DrivProp	Normal	55						1	0	0	1	0	0	0	0	0	✗	✓
198020476	2019-03-30	22:50	PD	TrafficSigna	Wet	Rain	Turning	W	GoAhead	DrivProp	Normal	26						1	0	0	1	0	0	0	0	0	✗	✓
198025169	2019-04-23	12:45	PD	TrafficSigna	Dry	Clear	CyclistColl											0	0	0	1	0	0	0	0	0	✗	✓
198026555	2019-04-27	23:40	PD	TrafCont	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	38						1	0	0	1	0	0	0	0	0	✗	✓
198028829	2019-05-11	14:10	PI	TrafficSigna	Dry	Clear	CyclistColl	S	Slowing	DrivProp	Normal	34	S	Slowing	DrivProp	Normal	29	2	0	0	1	1	0	0	0	0	✗	✓
198030176	2019-05-17	11:05	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	21						1	0	0	1	0	0	0	0	0	✗	✓
198030572	2019-05-15	08:37	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
198030728	2019-05-21	23:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	Slowing	DrivProp	Normal	28	E	ChgLane	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
198031333	2019-05-24	14:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	49						1	0	0	1	0	0	0	0	0	✗	✓
198034190	2019-06-05	17:30	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead	DrivProp	Normal	21						1	0	0	1	0	0	0	0	0	✗	✓
198035022	2019-06-09	17:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
198045140	2019-07-26	21:10	PD	TrafficSigna	Dry	Clear	Angle	N	Stopped	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	✗	✓
198045326	2019-07-28	15:15	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	59						1	0	0	1	0	0	0	0	0	✗	✓
198047294	2019-08-07	11:00	PI	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	41	N	Stopped	DrivProp	Normal	26	2	0	0	1	1	0	0	0	0	✗	✓
198050635	2019-08-19	18:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	TurnLeft	DrivProp	Normal	25						1	0	0	1	0	0	0	0	0	✗	✓
198051576	2019-08-29	16:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	56	S	Stopped	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
198057779	2019-10-01	12:30	PD	TrafficSigna	Dry	Clear	SideSwip											0	0	0	1	0	0	0	0	0	✗	✓
198060962	2019-10-16	07:35	PD	TrafficSigna	Wet	Rain	SideSwip	E	ChgLane	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
198062473	2019-10-19	07:40	PD	TrafficSigna	Dry	Clear	Turning											0	0	0	1	0	0	0	0	0	✗	✓
198062869	2019-10-25	18:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	46						1	0	0	1	0	0	0	0	0	✗	✓
198065116	2019-11-05	07:00	PD	TrafficSigna	Dry	Clear	Other	E	Stopped	DrivProp	Normal	49						1	0	0	1	0	0	0	0	0	✗	✓
198071973	2019-11-28	15:45	PD	TrafficSigna	Dry	Clear	CyclistColl	E	Stopped	Other	Normal	35	E	ChgLane	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✗	✓
198072692	2019-12-09	23:00	PD	TrafficSigna	Dry	Clear	Approach	E	GoAhead	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
198075355	2019-12-21	17:30	PD	TrafficSigna	Wet	Clear	SideSwip	E	ChgLane	DrivProp	Normal	40	E	GoAhead	DrivProp	Normal	36	2	0	0	2	0	0	0	0	0	✗	✓
198075480	2019-12-22	06:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	32						1	0	0	1	0	0	0	0	0	✗	✓
9001483346	2019-08-06	12:29	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnLeft	ImpropTn	Normal	24						1	1	0	1	0	1	0	0	0	✗	✓
0000900123	2020-05-15	09:17	PD	TrafficSigna	Wet	Rain	Angle	E	GoAhead	Disobey	Normal	49	S	GoAhead	DrivProp	Normal	40	2	0	0	2	0	0	0	0	0	✗	✓
0001272217	2020-07-09	18:00	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnRigh	ImpropTn	Inatten	31						1	0	1	2	1	0	0	0	0	✗	✓
0002339631	2020-12-12	00:41	PD	NoControl	Dry	Clear	Other	S	Reverse	Other	Inatten	36	N	Parked		Normal	25	2	0	0	2	0	0	0	0	0	✗	✓
208000984	2020-01-08	19:55	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	36						1	0	0	1	0	0	0	0	0	✗	✓
208002535	2020-01-17	21:42	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
208005077	2020-01-31	07:40	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	40						1	0	0	0	1	0	0	0	0	✗	✓
208008809	2020-02-21	17:00	PD	TrafficSigna	Dry	Clear	CyclistColl	S	GoAhead	DrivProp	Normal	28						1	0	0	2	0	0	0	0	0	✗	✓
208012862	2020-03-15	12:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	48	E	TurnLeft	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✗	✓
208013930	2020-04-03	19:35	PD	TrafficSigna	Wet		SideSwip	E	GoAhead	DrivProp	Normal	65						1	0	0	1	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
208016779	2020-05-29	16:45	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
208026609	2020-08-31	01:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Normal	32						1	0	0	0	1	0	0	0	0	✗	✓
208033085	2020-11-08	14:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	32						1	0	0	1	0	0	0	0	0	✗	✓
1002133540	2021-11-05	19:41	PD	TrafCont	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Unknown	0	E	Slowing	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✗	✓
218007844	2021-04-22	08:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	DrivProp	Normal	27	E	GoAhead	DrivProp	Normal	57	2	0	0	2	0	0	0	0	0	✗	✓
218010243	2021-05-26	13:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	28	E	GoAhead	DrivProp	Normal	38	2	0	0	2	0	0	0	0	0	✗	✓
218015514	2021-07-21	12:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	54						1	0	0	1	0	0	0	0	0	✗	✓
218015610	2021-07-22	13:00	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	37	N	GoAhead	Other	Normal	35	2	0	0	1	1	0	0	0	0	✗	✓
218019534	2021-08-26	10:48	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	50	E	GoAhead	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✗	✓
218020930	2021-09-07	23:42	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	48						1	0	0	1	0	0	0	0	0	✗	✓
218022880	2021-09-23	19:25	PI	TrafficSigna	Wet	Clear	SideSwip	E	PullAway	DrivProp	Normal	25						1	0	0	1	1	0	0	0	0	✗	✓
218024491	2021-10-07	10:35	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	28	S	Slowing	DrivProp	Normal	39	2	0	0	2	0	0	0	0	0	✗	✓
218025249	2021-10-13	22:00	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead	DrivProp	Normal	66						1	0	0	1	0	0	0	0	0	✗	✓
218030663	2021-11-24	10:45	PD	TrafficSigna	Dry	Clear	Turning	S	UTurn	DrivProp	Normal	37	S	Slowing	DrivProp	Normal	32	2	0	0	2	0	0	0	0	0	✗	✓
218031613	2021-11-30	13:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	35						1	0	0	1	0	0	0	0	0	✗	✓

Directory Report

Amount	KSI	Validated
245	2	46

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
002231	1985-01-16	08:00	PD	NoControl	Dry	Clear	Turning	W	ChgLane	ImpropPa	Normal	34	W	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
002466	1985-01-10	07:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	×	×
003532	1985-01-23	09:00	PD	TrafficSigna	Wet	Clear	Angle	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	64	2	0	0	3	0	0	0	0	0	×	×
011110	1985-03-15	12:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	54	S	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	×	×
013451	1985-04-02	07:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	54	E	GoAhead	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
015233	1985-04-25	10:00	PD	TrafficSigna	Wet	Clear	Turning	S	TurnLeft	FTY ROW	Normal	34	N	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
015926	1985-04-27	13:00	PI	TrafficSigna	Dry	Clear		E	ChgLane	LostCtrl	Normal	54						1	0	0	0	0	0	1	0	0	×	×
021351	1985-06-12	17:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	24	W	GoAhead	DrivProp	Normal	24	2	0	0	2	1	0	0	0	0	×	×
026671	1985-07-16	21:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	4	1	0	0	0	0	×	×
028068	1985-07-31	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	44	3	0	0	4	0	0	0	0	0	×	×
030403	1985-08-14	23:00	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	ImpropTn	HadDrink	64	E	GoAhead	DrivProp	Normal	34	2	0	0	6	0	0	0	0	0	×	×
036281	1985-10-04	18:00	PI	TrafficSigna	Dry	Clear	CyclistColl	S	ChgLane	Other		54	S	GoAhead	DrivProp	Normal	44	2	0	1	1	0	1	0	0	0	×	×
036710	1985-10-09	09:00	PD	NoControl	Wet	Rain	RearEnd	E	GoAhead	Other	Normal	44	E		DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
037250	1985-10-04	15:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	×	×
041854	1985-11-01	11:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Normal	19	N	GoAhead	DrivProp	Normal	19	2	0	0	8	0	0	0	0	0	×	×
045351	1985-11-19	17:00	PD	TrafficSigna	Wet	Clear	Angle	S	Merging	FTY ROW	Normal	65	S	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
046324	1985-12-13	21:00	PD	TrafficSigna	LSnow	Snow	Turning	W	TurnRigh	FTY ROW	Normal	54	W		DrivProp	Normal	54	2	0	0	2	0	0	0	0	0	×	×
047992	1985-12-18	15:00	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	54	S	GoAhead	DrivProp	Normal	24	2	0	0	3	0	0	0	0	0	×	×
002011	1986-01-23	09:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	54	S		DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
004404	1986-02-04	10:00	PI	TrafficSigna	Wet	Clear	Angle	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	24	2	0	0	2	1	0	0	0	0	×	×
010436	1986-03-15	01:00	PI	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	24	E	GoAhead	DrivProp	Normal	54	2	0	0	1	0	2	0	0	0	×	×
027601	1986-08-06	13:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	GoAhead	DrivProp	Normal	64						1	1	0	1	1	0	0	0	0	×	×
036233	1986-10-21	12:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Other	Normal	54	E	GoAhead	DrivProp	Normal	24	2	0	0	5	0	0	0	0	0	×	×
036518	1986-08-03	21:00	PD	TrafficSigna	Dry	Clear	Angle	S	TurnRigh	ImpropTn		0	W	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
048437	1986-12-24	13:00	PD	TrafficSigna	Dry	Clear	Angle	S	TurnRigh	ImpropTn	Normal	44	S	GoAhead	DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
018546	1987-05-06	11:00	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	DrivProp	Normal	64						1	0	1	1	1	0	0	0	0	×	×
030296	1987-07-08	07:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Other	Normal	44	W	TurnRigh	DrivProp	Normal	34	2	0	0	7	0	0	0	0	0	×	×
035715	1987-08-15	11:00	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	FTY ROW	Normal	24	E	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
042385	1987-09-07	16:00	PI	NoControl	Dry	Clear	PedestrianColl	W	Reverse	DrivProp	Normal	34						1	1	0	1	1	0	0	0	0	×	×
048847	1987-11-03	19:00	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	24	N	GoAhead	DrivProp	Normal	34	2	0	0	0	1	1	0	0	0	×	×
050474	1988-10-24	15:00	PI	TrafficSigna			RearEnd	W		Other	Normal	23	W		DrivProp	Normal	42	2	0	0	1	1	0	0	0	0	×	×
003040	1989-01-18	17:00	PD	TrafficSigna			SideSwip	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
014547	1989-04-01	20:00	PD	TrafficSigna			Turning	W		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
030600	1989-06-30	17:00	PI	TrafficSigna			CyclistColl	E		ImpropTn	Normal	40						1	0	1	1	1	0	0	0	0	✕	✕
038841	1989-08-18	13:00	PD	TrafficSigna			RearEnd	S		Foll2Cls	Normal		W		DrivProp	Normal		3	0	0	0	0	0	0	0	3	✕	✕
038908	1989-07-20	18:00	PI	TrafficSigna			CyclistColl	S		DrivProp	Normal	28						1	0	1	3	0	1	0	0	0	✕	✕
042343	1989-09-08	16:00	PD	TrafficSigna			Turning	E		Other	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
047189	1989-09-28	23:00	PD	TrafficSigna			Turning	S		ImpropTn	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
061579	1989-12-14	15:00	PD	TrafficSigna			SideSwip	N		ImpropTn	Normal		W		DrivProp	Normal		3	0	0	0	0	0	0	0	3	✕	✕
001353	1990-01-13	12:00	PI	TrafficSigna			Angle	E		Disobey	Normal	27	N		DrivProp	Normal	48	2	0	0	2	0	1	0	0	0	✕	✕
005742	1990-01-23	14:00	PD	TrafficSigna			Angle	E		Disobey	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
024728	1990-06-09	11:00	PD	TrafficSigna			Turning	S		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
028627	1990-07-01	22:00	PD	TrafficSigna			Angle	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
033452	1990-07-25	17:00	PD	NoControl			RearEnd	S		Other	Inatten		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
039825	1990-08-13	16:00	PD	TrafficSigna			RearEnd	S		Foll2Cls	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
047030	1990-10-13	00:00	PD	NoControl			Turning	W		ImpropPa	Unknown		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
050041	1990-09-19	08:00	PD	TrafficSigna			RearEnd	E		Other	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
058270	1990-08-12	11:00	PD	TrafficSigna			Turning	S		ImpropTn	Normal		N		Other	Unknown		2	0	0	0	0	0	0	0	2	✕	✕
019801	1991-05-23	19:00	PD	TrafficSigna			CyclistColl	W		DrivProp	Normal							1	0	1	0	0	0	0	0	2	✕	✕
007571	1992-01-16	15:15	PI	TrafficSigna	Dry	Clear	PedestrianColl											0	1	0	0	1	0	0	0	2	✕	✕
013209	1992-03-25	18:50	PI	TrafficSigna	Wet	Rain	PedestrianColl	E	GoAhead	DrivProp	Normal	76						1	1	0	4	0	1	0	0	0	✕	✕
029072	1992-06-16	07:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	48	E	Stopped	DrivProp	Normal	36	2	0	0	0	0	0	0	3	✕	✕
039438	1992-08-16	13:00	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnLeft	FTY ROW	Normal	23						1	0	1	1	0	1	0	0	0	✕	✕
057956	1992-11-17	18:19	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	46	E	GoAhead	DrivProp	Normal	55	2	0	0	0	0	0	0	2	✕	✕
009215	1993-02-17	08:30	PD	TrafficSigna	Ice	Clear	SideSwip	E	GoAhead	DrivProp	Normal	25	E	Stopped	DrivProp	Normal	39	2	0	0	0	0	0	0	2	✕	✕
009306	1993-02-17	08:32	PD	TrafficSigna	Ice	Clear	RearEnd	E	Slowing	LostCtrl	Normal	27	E	Stopped	DrivProp	Normal	24	3	0	0	0	0	0	0	4	✕	✕
009311	1993-02-17	08:31	PD	TrafficSigna	Ice	Clear	SideSwip	E	Slowing	LostCtrl	Normal	24	E	Stopped	DrivProp	Normal	39	3	0	0	0	0	0	0	3	✕	✕
016813	1993-03-25	19:53	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	Other	Unknown	37						1	1	0	1	1	0	0	0	1	✕	✕
018289	1993-04-02	11:15	PD	TrafficSigna	Wet	Rain	Angle	S	GoAhead	Disobey	Normal	19	W	GoAhead	DrivProp	Normal	30	2	0	0	0	0	0	0	2	✕	✕
027703	1993-05-26	08:20	PI	TrafficSigna	Dry	Clear	CyclistColl	E	Stopped	Other	Unknown	39						1	0	1	1	1	0	0	0	1	✕	✕
031900	1993-06-18	20:55	PD	TrafficSigna	Dry	Clear	SideSwip	E	Parked	Other	Normal	32	E	GoAhead	DrivProp	Normal	45	2	0	0	0	0	0	0	4	✕	✕
060385	1993-11-11	11:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	56	W	GoAhead	DrivProp	Normal	57	2	0	0	0	0	0	0	3	✕	✕
060415	1993-11-11	13:20	PD	TrafficSigna		Clear		W	Reverse	FTY ROW	Normal	32	S	GoAhead	DrivProp	Normal	38	2	0	0	0	0	0	0	4	✕	✕
067975	1993-12-15	11:44	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	35	W	GoAhead	DrivProp	Normal	45	2	0	0	0	0	0	0	2	✕	✕
010595	1994-02-08	11:20	PD	TrafficSigna	PSnow	Snow	Angle	N	Slowing	LostCtrl	Normal	66	E	GoAhead	DrivProp	Normal	50	2	0	0	0	0	0	0	4	✕	✕
059902	1994-10-02	23:45	PI	TrafficSigna	Dry	Clear	SMVOther	W	GoAhead	LostCtrl	Normal	36						1	0	0	0	0	2	0	0	0	✕	✕
078218	1994-12-15	03:42	PD	TrafficSigna	Dry	Clear	SMVOther	S	GoAhead	LostCtrl	Other	26	S	GoAhead	LostCtrl	Other	26	3	0	0	0	0	0	0	4	✕	✕
082002	1994-09-11	16:00	PI	StopSign	Dry	Clear	CyclistColl											0	0	1	0	1	0	0	0	1	✕	✕
011373	1995-02-19	15:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	FTY ROW	Normal	49	S	GoAhead	DrivProp	Normal	18	2	0	0	2	0	0	0	0	0	✕	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
061485	1995-10-14	18:30	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	Other	Unknown	99	N	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✓
068117	1995-11-12	10:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	23	N	GoAhead	DrivProp	Normal	19	2	0	0	0	0	0	0	0	3	✗	✓
079867	1995-12-26	20:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Inatten	54	W	GoAhead	DrivProp	Normal	41	2	0	0	0	0	0	0	0	2	✗	✓
090881	1996-12-23	10:00	PD	TrafficSigna	Wet	Clear	Turning	N	GoAhead			56	S	TurnLeft			36	2	0	0	2	0	0	0	0	0	✗	✓
092206	1996-08-25	14:20	PD	TrafficSigna	Dry	Clear	CyclistColl	E	PullOnto	DrivProp	Normal	29	E	GoAhead	ImpropTn	Normal	33	2	0	1	2	0	0	0	0	0	✓	✓
094723	1996-07-03	08:59	PD	NoControl	Dry	Clear	PedestrianColl	E	TurnRigh	Other	Normal	52						1	2	0	3	0	0	0	0	1	✗	✓
101939	1996-11-09	02:15	PI	TrafficSigna	Wet	Rain	SideSwip	E	TurnLeft	Other	HadDrink	40	E	ChgLane			34	2	0	0	3	0	0	0	0	2	✗	✓
120168	1997-03-31	07:45	PD	TrafficSigna	Ice	Clear	RearEnd	E	Slowing			37	E				31	2	0	0	2	0	0	0	0	1	✗	✓
120181	1997-03-31	01:00	PD	TrafficSigna	Ice	Snow	SideSwip	E	Parked			21					27	2	0	0	2	0	0	0	0	0	✗	✓
120914	1997-03-21	23:27	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead		HadDrink	36	E	TurnRigh			39	2	0	0	1	1	0	0	0	2	✗	✓
124875	1997-04-22	21:50	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			57	S				34	2	0	0	2	0	0	0	0	0	✗	✓
134852	1997-06-07	16:12	PD			Clear	SideSwip	UN	Stopped				UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✗
138333	1997-06-22	19:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			51	W	GoAhead			28	2	0	0	2	0	0	0	0	0	✗	✓
138404	1997-06-21	23:10	PD	TrafficSigna	Wet	Rain	SideSwip	E	GoAhead			39	E				44	2	0	0	4	0	0	0	0	0	✗	✓
144009	1997-07-17	11:25	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			37	E	GoAhead			26	2	0	0	2	0	0	0	0	0	✓	✓
180053	1997-11-01	23:17	PI	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead			37	W	Stopped			29	2	0	0	0	0	1	0	0	2	✓	✓
182614	1998-01-03	23:00	PD			Clear	SMVUnatd	E	Parked				UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
192730	1998-02-17	20:15	PI	TrafficSigna	Wet	Rain	RearEnd		Stopped			35	UN	TurnLeft			59	2	0	0	1	1	0	0	0	0	✗	✓
199566	1998-03-21	19:45	PD	TrafficSigna	Slush	Snow	Angle	S	Slowing			26	S	GoAhead			32	2	0	0	2	0	0	0	0	0	✗	✓
207695	1998-04-24	15:15	PI	NoControl	Dry	Clear	SMVOther	W	GoAhead			23						1	0	0	0	1	0	0	0	0	✗	✓
213234	1998-05-25	23:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			39	S	Slowing			28	3	0	0	4	0	0	0	0	0	✗	✓
220853	1998-06-28	10:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			35						2	0	0	3	0	0	0	0	0	✓	✓
288464	1999-03-08	21:25	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			34	E	TurnLeft			30	2	0	0	2	0	0	0	0	0	✓	✓
300398	1999-04-23	16:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			59	E	TurnLeft			42	2	0	0	3	0	0	0	0	0	✗	✓
313281	1999-03-13	15:20	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	60	E	GoAhead	DrivProp	Normal	33	2	0	0	1	2	0	0	0	0	✓	✓
341255	1999-08-02	12:30	PI	TrafficSigna	Dry	Clear	SideSwip	E	Stopped			60	E	GoAhead			35	2	0	0	2	1	0	0	0	0	✓	✓
411114	2000-05-08	14:05	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Normal	43						1	1	0	1	1	0	0	0	1	✓	✓
437427	2000-09-13	17:10	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead			53	W	ChgLane			43	2	0	0	3	0	0	0	0	0	✓	✓
484707	2001-02-22	09:45	PD	NoControl	Dry	Clear	Angle	E	Parked			28		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
492197	2001-03-20	11:10	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead			18		Unknown				3	0	0	5	0	0	0	0	0	✗	✓
501521	2001-04-28	14:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing			64	W	Slowing			39	2	0	0	2	0	0	0	0	0	✗	✓
502001	2001-03-26	14:35	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing			41	W	GoAhead			37	2	0	0	4	0	0	0	0	0	✗	✓
511991	2001-06-07	18:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			57	N	ChgLane			62	2	0	0	2	0	0	0	0	0	✗	✓
512015	2001-06-07	17:05	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			34	W	ChgLane			19	2	0	0	3	0	0	0	0	0	✗	✓
512319	2001-05-05	01:15	PD	NoControl	Dry	Clear	SMVUnatd	E	GoAhead			54						1	0	0	3	0	0	0	0	0	✗	✓
530171	2001-07-28	12:10	PD	TrafficSigna	Dry	Clear	Turning	E	UTurn			21	E	GoAhead			46	2	0	0	3	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
563734	2001-11-15	23:30	PD	NoControl	Dry	Clear	Turning	S	TurnRigh			36	E	TurnRigh			42	2	0	0	4	0	0	0	0	0	✗	✓
567890	2001-12-18	22:30	PD	NoControl	Dry	Clear	RearEnd	W	Stopped			31	W	GoAhead		HadDrink	25	2	0	0	2	0	0	0	0	0	✗	✓
584383	2002-01-22	18:40	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			40	E	ChgLane			32	2	0	0	3	0	0	0	0	0	✗	✓
591092	2002-03-16	18:15	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			32		Unknown			49	2	0	0	2	0	0	0	0	0	✗	✓
601120	2002-04-26	08:30	PD	NoControl	Dry	Clear	Approach	W	Stopped			53	E	Reverse			40	2	0	0	3	0	0	0	0	0	✗	✓
603585	2002-04-08	11:15	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane			38	E	ChgLane			38	2	0	0	3	0	0	0	0	0	✗	✓
627796	2002-08-09	09:40	PD	NoControl	Dry	Clear	Turning	E	TurnRigh			34	E	Parked			60	2	0	0	3	0	0	0	0	0	✗	✓
638928	2002-09-19	16:45	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead			32	N	GoAhead			41	2	0	0	3	0	0	0	0	0	✗	✓
640169	2002-08-30	17:41	PI	TrafficSigna	Dry	Clear	CyclistColl	W	Stopped	DrivProp	Normal	40						1	0	1	1	1	0	0	0	0	✓	✓
645859	2002-10-17	22:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing			45	W	Slowing			55	2	0	0	2	0	0	0	0	0	✗	✓
654524	2002-11-24	16:00	PD	NoControl	Dry	Clear	RearEnd	E	Slowing			28	E	Stopped			33	2	0	0	2	0	0	0	0	0	✗	✓
671201	2002-12-12	10:00	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft			42	W	GoAhead			52	2	0	0	4	0	0	0	0	0	✗	✓
672213	2003-01-28	21:40	PI	TrafficSigna	LSnow	Snow	RearEnd	W	Stopped	DrivProp	Normal	31	W	Slowing	Foll2Cls	Normal	23	2	0	0	1	2	0	0	0	0	✓	✓
673399	2003-01-27	09:20	PD		Dry	Clear	SideSwip	E	Stopped			36		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
674851	2003-02-04	17:00	PD	NoControl	LSnow	Snow	RearEnd	E	Stopped			25	E	Stopped			23	3	0	0	3	0	0	0	0	0	✗	✓
688192	2003-02-21	20:24	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			56						1	0	0	2	0	0	0	0	0	✗	✓
696255	2003-04-21	23:05	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnLeft	FTY ROW	HadDrink	45						1	1	0	1	0	1	0	0	1	✓	✓
705119	2003-05-24	01:00	PI	TrafficSigna	Wet	Rain	CyclistColl	N	GoAhead	Other	Other							1	0	1	1	0	1	0	0	0	✓	✓
711614	2003-06-15	21:25	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			48	E	TurnRigh			31	2	0	0	4	0	0	0	0	0	✗	✓
738539	2003-11-18	14:30	PD	NoControl	Dry	Clear	Turning	S	Slowing			50	S	TurnLeft			60	2	0	0	3	0	0	0	0	0	✗	✓
746112	2003-12-20	22:30	PD	PedCrossing	Dry	Clear	RearEnd	E	TurnLeft			38	E	Slowing			36	2	0	0	2	0	0	0	0	0	✗	✓
747924	2003-12-24	11:30	PD	NoControl	Dry	Clear	SideSwip	W	TurnRigh			45	W	GoAhead			37	2	0	0	3	0	0	0	0	0	✗	✓
749453	2004-01-13	08:30	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead		Unknown	46	E	GoAhead	DrivProp	Normal	42	2	0	0	2	0	0	0	0	0	✓	✓
776596	2004-05-15	10:32	PI	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	83	E	Stopped	Other	Inatten	30	2	0	0	1	0	0	1	0	0	✓	✓
778712	2004-06-12	12:57	PI	TrafficSigna	Dry	Clear	CyclistColl	W	Stopped	DrivProp	Inatten	44						1	0	1	2	0	1	0	0	0	✓	✓
779411	2004-06-14	07:35	PD	TrafficSigna	Dry	Clear	Approach	N	Stopped	DrivProp	Normal	54	S	Reverse	Other	Normal	43	2	0	0	2	0	0	0	0	0	✓	✓
823085	2005-01-20	08:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	46	E	TurnLeft	ImpropTn	Normal	48	2	0	0	3	0	0	0	0	0	✓	✓
829254	2005-03-13	11:20	PD	TrafficSigna	Dry	Clear	Turning	S	Slowing	DrivProp	Normal	39	S	TurnLeft	ImpropTn	Normal	23	2	0	0	3	0	0	0	0	0	✓	✓
838249	2005-04-17	02:30	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	ImpLaChg	Unknown		S	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
852841	2005-07-30	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft	Other	Normal	47	E	GoAhead	Other	Normal	41	2	0	0	2	0	0	0	0	1	✓	✓
858717	2005-09-02	23:18	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Other	59	W	GoAhead	Other		46	2	0	0	2	0	0	0	0	0	✓	✓
861324	2005-09-04	06:00	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			39						1	0	0	3	0	0	0	0	0	✗	✓
862215	2005-09-23	09:35	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	36	E	TurnRigh	ImpropTn	Normal	32	2	0	0	1	1	0	0	0	0	✓	✓
885440	2005-11-15	08:30	PD	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead	Foll2Cls	Normal	30	S	Stopped	DrivProp	Normal	46	2	0	0	3	0	0	0	0	0	✓	✓
894256	2005-12-06	22:10	PD	TrafficSigna	Wet	Clear	Turning	S	TurnRigh			26	S	TurnRigh			50	2	0	0	4	0	0	0	0	0	✗	✗
899375	2006-04-21	15:30	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnLeft	FTY ROW	Normal	50						1	0	1	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
900422	2006-04-08	14:50	PD	TrafficSigna	Dry	Clear	CyclistColl	E	GoAhead	Disobey	Inatten	23						1	0	1	2	0	0	0	0	1	✓	✓
901601	2006-04-13	00:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	28	E	GoAhead	DrivProp	Normal	48	2	0	0	3	0	0	0	0	0	✓	✓
944655	2006-12-29	17:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Other	Normal	37	N	GoAhead	Other	Normal	40	2	0	0	2	0	0	0	0	0	✓	✓
959658	2007-02-17	07:02	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	26	E	GoAhead	DrivProp	Normal	21	2	0	0	1	0	1	0	0	0	✓	✓
981287	2007-07-18	16:06	PI	TrafficSigna	Dry	Clear	CyclistColl	E	GoAhead	ImpropPa	Unknown	46						1	0	1	1	1	0	0	0	0	✓	✓
990695	2007-08-03	17:20	PI	TrafficSigna	Dry	Clear	CyclistColl	W	TurnRigh	FTY ROW	Inatten	45						1	0	1	1	1	0	0	0	1	✓	✓
1019049	2008-02-04	20:45	PD	TrafficSigna	Wet	Rain	SideSwip	W	ChgLane			62	W	GoAhead			56	2	0	0	2	0	0	0	0	0	✗	✓
1019206	2008-02-05	09:45	PD	NoControl	Dry	Clear	RearEnd		Unknown			54	N	Stopped			35	2	0	0	2	0	0	0	0	0	✗	✓
1021206	2008-02-12	16:45	PD	TrafficSigna	Wet	Snow	RearEnd	W	GoAhead			48	W	Stopped			24	2	0	0	3	0	0	0	0	0	✗	✓
1025753	2008-02-29	15:15	PD	NoControl	Dry	Clear	RearEnd	W	Stopped			32		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1031711	2008-04-01	23:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh			24		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1048855	2008-07-17	18:50	PD	NoControl	Dry	Clear	SideSwip		Unknown				W	GoAhead			45	2	0	0	2	0	0	0	0	0	✗	✓
1059497	2008-09-15	12:45	PD	NoControl	Dry	Clear	RearEnd	S	Stopped			44		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1062849	2008-10-04	09:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			29	E	GoAhead			45	2	0	0	2	0	0	0	0	0	✗	✓
1074262	2008-12-02	18:05	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead			58		Unknown			45	2	0	0	2	0	0	0	0	0	✗	✓
1081664	2008-12-13	01:15	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Inatten	25	N	GoAhead	ImpropTn	Normal	36	2	0	0	1	0	1	0	0	1	✓	✓
1091021	2009-01-22	01:36	PD	TrafficSigna	Wet	Clear	Turning	W	GoAhead			47	W	TurnLeft	ImpropTn		25	2	0	0	4	0	0	0	0	0	✗	✓
1110899	2009-06-20	13:30	PD	NoControl	Wet	Rain	Approach	E	PullOnto			31	E	GoAhead			46	2	0	0	4	0	0	0	0	0	✗	✓
1113028	2009-05-27	15:35	PI	NoControl	Dry	Clear	CyclistColl	E	GoAhead	DrivProp	Normal	34						1	0	1	1	1	0	0	0	1	✓	✓
1120957	2009-08-22	18:50	PD	NoControl	Dry	Clear	SMVUnatd		Unknown			56						1	0	0	2	0	0	0	0	0	✗	✓
1124288	2009-09-11	02:15	PD	NoControl	Dry	Clear	Turning	E	ChgLane			26	E	GoAhead			28	2	0	0	2	0	0	0	0	0	✗	✓
1124572	2009-09-10	07:35	PD	NoControl	Dry	Clear	RearEnd	W	Stopped			45		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1131202	2009-10-15	17:45	PD	NoControl	Dry	Clear	SMVUnatd	E	Parked			55		Unknown			54	2	0	0	3	0	0	0	0	0	✗	✓
1134774	2009-09-27	01:43	PD	NoControl	Wet	Rain	SMVUnatd	N	GoAhead	LostCtrl	Over.08	21						1	0	0	2	0	0	0	0	1	✓	✓
1137427	2009-10-25	00:40	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Inatten	58						1	1	0	1	1	0	0	0	1	✓	✓
1140895	2009-11-12	12:23	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn		44	E	TurnLeft			50	2	0	0	3	0	0	0	0	0	✗	✓
1147401	2009-12-15	13:00	PD	NoControl	Dry	Clear	RearEnd	E	Stopped			51	E	Reverse			56	2	0	0	3	0	0	0	0	0	✗	✓
1148534	2010-01-15	13:30	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead			61		Unknown				2	0	0	4	0	0	0	0	0	✗	✓
1155533	2010-02-26	21:20	PD	TrafficSigna	Wet	Snow	RearEnd	E	Stopped			32	W	Reverse			47	2	0	0	4	0	0	0	0	0	✗	✓
1160843	2010-04-03	22:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			26		TurnLeft	ImpropTn		23	2	0	0	3	0	0	0	0	0	✗	✓
1176579	2010-05-23	12:30	PI	NoControl	Dry	Clear	CyclistColl	W	Stopped	Other	Normal	29						1	0	1	1	0	1	0	0	0	✓	✓
1193971	2010-10-01	21:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			27	E	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓
1200245	2010-11-04	12:00	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead			64	N	ChgLane			37	2	0	0	2	0	0	0	0	0	✗	✓
1209554	2010-11-28	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane			48	E	ChgLane			66	2	0	0	2	0	0	0	0	0	✗	✓
1228791	2011-02-17	07:59	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn		44	W	GoAhead			38	2	0	0	2	0	0	0	0	0	✗	✓
1228906	2011-04-08	14:50	PD	NoControl	Dry	Clear	Other		Unknown			40	W	Parked			48	2	0	0	2	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1229336	2011-04-21	16:00	PD	NoControl	Dry	Clear	Turning	E	GoAhead			52		GoAhead			36	3	0	0	3	0	0	0	0	0	✗	✓
1230210	2011-04-27	21:10	PD	TrafficSigna	Dry	Clear	Angle	S	Slowing			34	E	GoAhead			31	2	0	0	2	0	0	0	0	0	✗	✓
1233293	2011-05-13	19:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			26		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1236863	2011-03-31	18:45	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Inatten	41						1	1	0	1	0	1	0	0	0	✓	✓
1249559	2011-07-04	13:15	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnRigh	FTY ROW	Inatten	33						1	0	1	1	1	0	0	0	1	✓	✓
1250258	2011-08-19	09:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			29	N	GoAhead			30	2	0	0	2	0	0	0	0	0	✗	✓
1250803	2011-07-14	21:25	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnLeft			38						1	0	0	1	0	0	0	0	2	✗	✓
1250928	2011-07-16	10:55	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			39	E	TurnLeft			56	2	0	0	3	0	0	0	0	0	✗	✓
1252992	2011-09-06	22:45	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			36	S	Slowing			56	2	0	0	3	0	0	0	0	0	✗	✓
1265224	2011-11-19	19:50	PD	TrafficSigna	Dry	Clear	Approach	E	Slowing			26	E	Slowing			36	2	0	0	3	0	0	0	0	0	✗	✓
1266656	2011-11-27	17:55	PD	TrafficSigna	Wet	Rain	Angle	N	GoAhead			34	E	GoAhead			55	2	0	0	2	0	0	0	0	0	✗	✓
1268165	2011-12-06	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			28	E	TurnLeft			68	2	0	0	3	0	0	0	0	0	✗	✓
1269297	2011-12-13	16:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			29	E	GoAhead			47	2	0	0	3	0	0	0	0	0	✗	✓
1276885	2011-12-01	16:00	PD		Dry	Clear	Turning	W	GoAhead			69	W	UTurn			54	2	0	0	3	0	0	0	0	0	✗	✓
1280748	2011-12-21	21:39	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			42	E	GoAhead	Disobey		38	2	0	0	4	0	0	0	0	0	✗	✓
1274852	2012-01-13	08:30	PD	TrafficSigna	LSnow	Snow	Angle	W	GoAhead	Disobey	Normal	39	S	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	✓	✓
1278894	2012-02-02	18:30	PD	TrafficSigna	Dry	Clear	Approach	W	Reverse			20	W	Stopped			51	2	0	0	2	0	0	0	0	0	✗	✓
1280619	2012-02-15	21:30	PD	TrafficSigna	Dry	Clear	Approach	E	TurnRigh			50	E	GoAhead			34	2	0	0	3	0	0	0	0	0	✗	✓
1283168	2012-01-03	09:13	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			52	E	ChgLane			38	2	0	0	3	0	0	0	0	0	✗	✓
1287725	2012-04-05	20:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft			38	E	GoAhead			61	2	0	0	2	0	0	0	0	0	✗	✓
1290086	2012-04-20	10:30	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane			59	E	GoAhead			47	2	0	0	3	0	0	0	0	0	✗	✓
1300039	2012-06-17	14:00	PD	NoControl	Dry	Clear	Turning	N	ChgLane			26	E	GoAhead			35	2	0	0	3	0	0	0	0	0	✗	✓
1300681	2012-05-24	15:00	PD	NoControl	Dry	Clear	RearEnd	E	Stopped			27	E	GoAhead			25	2	0	0	3	0	0	0	0	0	✗	✓
1302599	2012-07-07	18:40	PD	NoControl	Dry	Clear	SideSwip	S	TurnRigh			52		Unknown				2	0	0	4	0	0	0	0	0	✗	✓
1302845	2012-07-09	11:15	PD	NoControl	Dry	Clear	SideSwip	S	ChgLane			51	S	GoAhead			52	2	0	0	4	0	0	0	0	0	✗	✓
1309717	2012-07-15	20:35	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	Reverse	Other	Inatten	56						1	1	0	1	1	0	0	0	0	✓	✓
1310055	2012-08-14	14:30	PD	NoControl	Wet	Rain	RearEnd	W	Stopped			33	W	Slowing			48	3	0	0	5	0	0	0	0	0	✗	✓
1315351	2012-09-15	07:50	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			39	E	Slowing			23	2	0	0	2	0	0	0	0	0	✗	✓
1318506	2012-10-04	17:30	PD	TrafficSigna	Dry	Clear	Angle		Stopped			33	E	GoAhead			66	2	0	0	3	0	0	0	0	0	✗	✓
1320365	2012-09-25	09:05	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Unknown							1	1	0	1	1	0	0	0	1	✓	✓
1321043	2012-10-18	18:45	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			34	W	TurnLeft			27	2	0	0	4	0	0	0	0	0	✗	✓
1323046	2012-10-05	12:00	PD	TrafficSigna	Dry	Clear	SideSwip		GoAhead			67	E	GoAhead			17	2	0	0	2	0	0	0	0	0	✗	✓
1324669	2012-10-01	18:42	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			22	E	TurnLeft			55	2	0	0	2	0	0	0	0	0	✗	✓
1327821	2012-10-17	09:45	PI	TrafficSigna	Wet	Rain	CyclistColl	W	UTurn	FTY ROW	Inatten	57						1	0	1	1	1	0	0	0	0	✓	✓
1355679	2013-05-09	19:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	50	E	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	1	✓	✓
1377404	2013-07-11	12:35	PD	NoControl	Dry	Clear	SMVUnatd	S	GoAhead			42						1	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
3001004933	2013-11-20	08:55	PI	TrafficSigna	Dry	Clear	CyclistColl	S	TurnLeft	FTY ROW	Inatten	42						1	0	1	1	0	1	0	0	0	✓	✓
158000075	2014-12-31	19:30	PD	NoControl	Dry		SideSwip	N	GoAhead	DrivProp	Normal	64	N	GoAhead	DrivProp	Normal	36	2	0	0	5	0	0	0	0	0	✗	✓
5001525780	2015-09-04	09:46	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnRigh	FTY ROW	Normal	68						1	0	1	1	1	0	0	0	0	✓	✓
168037387	2016-09-01	09:45	PD	NoControl	Dry	Clear	SMVOther	S	PullAway	Other	Unknown	64						1	0	0	1	0	0	0	0	0	✗	✓
168041669	2016-09-23	18:00	PD	NoControl	Dry	Clear	Turning	W	TurnLeft	DrivProp	Unknown	48						1	0	0	1	0	0	0	0	0	✗	✓
168054981	2016-12-08	19:12	PD	NoControl	Dry	Clear	SideSwip	E	Stopped	Other	Unknown	63	E	Stopped	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
168056900	2016-12-17	06:15	PD	TrafficSigna	Dry	Clear	Other	N	Slowing	DrivProp	Unknown	74						1	0	0	1	0	0	0	0	0	✗	✓
168058283	2016-12-22	17:30	PD	NoControl	Dry	Clear	Angle	E	GoAhead	DrivProp	Unknown	58						1	0	0	1	0	0	0	0	0	✗	✓
168059449	2016-12-22	19:00	PD	NoControl	Dry	Clear	SideSwip	E	TurnLeft	DrivProp	Unknown	44						1	0	0	1	0	0	0	0	0	✗	✓
6001484477	2016-08-22	06:49	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnRigh	FTY ROW	Normal	48						1	1	0	1	0	1	0	0	0	✓	✓
178046556	2017-10-02	17:45	PI	NoControl	Dry	Clear	Turning	E	TurnLeft	DrivProp	Unknown	41	E	GoAhead	DrivProp	Unknown	69	2	0	0	1	1	0	0	0	0	✗	✓
178052919	2017-10-31	16:45	PD	TrafficSigna	Dry	Clear	Turning	W	ChgLane	DrivProp	Unknown	51	W	GoAhead	DrivProp	Unknown	50	2	0	0	2	0	0	0	0	0	✗	✓
198012949	2019-02-26	17:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	45						1	0	0	1	0	0	0	0	0	✗	✓
198017937	2019-03-18	08:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	✗	✓
198020068	2019-03-29	11:25	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
198023019	2019-04-13	14:35	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	56	W	Stopped	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	✗	✓
198033364	2019-06-02	19:05	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	53	E	GoAhead	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✗	✓
198036989	2019-06-18	15:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	50						1	0	0	1	0	0	0	0	0	✗	✓
198040393	2019-07-04	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	58	W	Stopped	DrivProp	Normal	38	2	0	0	2	0	0	0	0	0	✗	✓
198041462	2019-07-08	18:35	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	67						1	0	0	2	0	0	0	0	0	✗	✓
198049418	2019-08-16	15:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Slowing	DrivProp	Normal	66						1	0	0	1	0	0	0	0	0	✗	✓
198051980	2019-08-31	22:30	PD	TrafficSigna	Dry		CyclistColl	E	GoAhead	DrivProp	Normal	49	E	Slowing	ImpLaChg	Normal	74	2	0	0	2	0	0	0	0	0	✗	✓
198056975	2019-09-26	16:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	FTY ROW	Normal	40						1	0	0	1	0	0	0	0	0	✗	✓
198058375	2019-10-03	03:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	39						1	0	0	1	0	0	0	0	0	✗	✓
198061257	2019-10-17	19:10	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	34						1	0	0	1	0	0	0	0	0	✗	✓
208022546	2020-08-01	10:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	38	W	TurnRigh	FTY ROW	Normal	46	2	0	0	2	0	0	0	0	0	✗	✓
208027775	2020-09-17	18:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	27						1	0	0	1	0	0	0	0	0	✗	✓
218008068	2021-04-25	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	29						1	0	0	1	0	0	0	0	0	✗	✓
218009667	2021-05-18	17:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	27						1	0	0	1	0	0	0	0	0	✗	✓
218012084	2021-06-15	15:50	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	50	E	GoAhead	DrivProp	Normal	55	2	0	0	2	0	0	0	0	0	✗	✓
218016210	2021-07-27	15:30	PD	TrafficSigna	Wet	Clear	CyclistColl											0	0	0	1	0	0	0	0	0	✗	✓
218016736	2021-08-02	15:45	PD	TrafficSigna	Dry	Clear	SMVUnatd	E	TurnRigh	DrivProp	Normal	23	E	Parked	Other	Other	47	2	0	0	2	0	0	0	0	0	✗	✓

Amount	KSI	Validated
228	2	53

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
002469	1985-01-12	01:00	PD	NoControl	Wet	Clear	Angle	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	44	2	0	0	5	0	0	0	0	0	×	×
002474	1985-01-19	11:00	PI	NoControl	Slush	Clear	SideSwip	E	ChgLane	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	34	2	0	0	3	1	0	0	0	0	×	×
006748	1985-02-02	17:00	PD	TrafficSigna	Slush	Clear	SideSwip	E	TurnLeft	ImpropTn	Normal	19	E	TurnLeft	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	×	×
009007	1985-02-23	19:00	PD	NoControl	Wet	Rain	Turning	E	ChgLane	Other	Normal	24	E	GoAhead	DrivProp	Normal	19	2	0	0	3	0	0	0	0	0	×	×
013011	1985-03-14	11:00	PD	StopSign	Dry	Clear	Angle	S	TurnLeft	FTY ROW	Normal	34	W	GoAhead	DrivProp	Normal	24	2	0	0	5	0	0	0	0	0	×	×
013445	1985-03-11	16:00	PD	StopSign	Wet	Rain	Angle	E	GoAhead	Other	Normal	24	E	TurnLeft	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
022689	1985-06-13	14:00	PD	NoControl	Dry	Clear	Angle	E	TurnLeft	FTY ROW	Normal	64	W	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
031842	1985-08-30	15:00	PI	NoControl	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	7	0	1	0	0	0	×	×
031919	1985-09-01	21:00	PD	NoControl	Wet	Rain	SideSwip	E	TurnLeft	FTY ROW	Normal	44	S	GoAhead	DrivProp	Normal	24	2	0	0	6	0	0	0	0	0	×	×
032394	1985-09-07	21:00	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	Other	Normal	34	E	GoAhead	DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
036791	1985-09-14	02:00	PI	StopSign	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	44	E	GoAhead	DrivProp	Normal	44	2	0	0	4	1	0	0	0	0	×	×
042050	1985-11-09	12:00	PD	NoControl	Wet	Rain	Angle	E	ChgLane	Other	Normal	54	E	GoAhead	DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
004753	1987-02-07	03:00	PD	NoControl	Wet	Clear	Turning	E	TurnLeft	ImpropTn	Normal	34	E	GoAhead	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	×	×
017654	1988-04-15	15:00	PD	StopSign			Angle	S		FTY ROW	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
025867	1988-06-07	09:00	PD	StopSign			Angle	S		FTY ROW	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
033736	1988-07-21	16:00	PD	StopSign			Angle	S		FTY ROW	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
033810	1988-07-22	16:00	PI	StopSign			CyclistColl	E		ImpropTn	Normal	38						1	0	1	1	0	1	0	0	0	×	×
036222	1988-07-17	16:00	PI	StopSign			CyclistColl	E		FTY ROW	Normal	24						1	0	1	2	0	1	0	0	0	×	×
036511	1988-08-10	23:00	PI	TrafficSigna			RearEnd	N		TooFast	Fatigue	30	N		DrivProp	Normal	46	2	0	0	2	1	0	0	0	0	×	×
044427	1988-09-23	12:00	PD	NoControl			Turning	E		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
053501	1988-11-06	10:00	PD	StopSign			Angle	S		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
056050	1988-11-12	16:00	PI	PedCrossing			PedestrianColl	E		Other	Unknown	0						1	1	0	1	1	0	0	0	0	×	×
014410	1989-03-23	00:00	PD	StopSign			SMVUnatd	S		Other	Normal							3	0	0	0	0	0	0	0	3	×	×
028570	1989-06-18	18:00	PD	NoControl			SideSwip	W		Other	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
030778	1989-06-19	23:00	PD	StopSign			Turning	S		FTY ROW	Normal		S		FTY ROW	Normal		2	0	0	0	0	0	0	0	2	×	×
032315	1989-07-02	23:00	PD	StopSign			Angle	E		Other	HadDrink		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
038681	1989-07-01	13:00	PD	NoControl			Turning	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
041776	1989-08-28	00:00	PD	StopSign			Angle	S		ImpropTn	HadDrink		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
056778	1989-11-19	14:00	PD	TrafficSigna			RearEnd	S		Foll2Cls	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×
020283	1990-03-17	00:00	PD	TrafficSigna			Turning	W		DrivProp	Normal		N		Foll2Cls	Normal		3	0	0	0	0	0	0	0	3	×	×
039520	1990-09-07	13:00	PI	TrafficSigna			Turning	E		ImpropTn	Normal	27	W		DrivProp	Normal	46	2	0	1	1	0	0	1	0	0	×	×
042077	1990-08-07	09:00	PI	TrafficSigna			CyclistColl	S		FTY ROW	Normal	26						1	0	1	1	1	0	0	0	0	×	×
051044	1990-11-08	10:00	PD	TrafficSigna			Angle	E		ImpLaChg	Normal		E		DrivProp	Normal		3	0	0	0	0	0	0	0	3	×	×

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
020326	1991-05-28	15:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
032005	1991-08-10	13:00	PI	TrafficSigna			CyclistColl	E		FTY ROW	Normal	42						1	0	1	1	0	1	0	0	0	✗	✗
033478	1991-08-04	19:00	PD	TrafficSigna			Turning	E		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
050694	1991-11-25	19:00	PI	TrafficSigna			PedestrianColl	N		FTY ROW	Normal	22						1	1	0	1	0	1	0	0	0	✗	✗
052892	1991-12-13	03:00	PD	TrafficSigna			Turning	S		FTY ROW	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
030712	1992-06-26	15:00	PD	TrafficSigna	Wet	Rain	RearEnd	S	TurnLeft	Other	Normal	47	S	TurnLeft	DrivProp	Normal	45	2	0	0	0	0	0	0	0	3	✗	✗
032373	1992-07-06	13:15	PI	TrafficSigna	Dry	Clear	CyclistColl											0	0	1	0	1	0	0	0	1	✗	✗
035800	1992-07-24	15:00	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnLeft	ImpropTn	Normal	18	E	TurnLeft	ImpropTn	Normal	18	2	0	1	3	0	1	0	0	1	✗	✗
003534	1993-01-21	17:20	PI	TrafficSigna	Wet	Rain	PedestrianColl	N	TurnLeft	FTY ROW	Normal	42						1	1	0	2	1	0	0	0	1	✗	✗
027250	1993-05-21	14:15	PI	TrafficSigna	Wet	Rain	RearEnd	W	TurnRigh	Foll2Cls	Normal	27	W	GoAhead	DrivProp	Normal	38	2	0	0	1	1	0	0	0	0	✗	✗
043078	1993-08-02	18:40	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	FTY ROW	Unknown	29						1	1	0	1	1	0	0	0	0	✗	✗
072418	1993-09-03	13:00	PD	NoControl	Wet	Rain	Turning	W	Reverse	FTY ROW	Normal	25	W	TurnLeft	DrivProp	Normal	30	2	0	0	0	0	0	0	0	3	✗	✗
000295	1994-01-01	01:15	PD	TrafficSigna	Wet	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	30	W	Stopped	DrivProp	Normal	34	2	0	0	0	0	0	0	0	3	✗	✗
009571	1994-02-04	23:10	PD	NoControl	Dry	Clear	Turning	E	ChgLane	ImpLaChg	Normal	37	E	TurnRigh	DrivProp	Normal	32	2	0	0	0	0	0	0	0	3	✗	✗
016236	1994-01-02	20:15	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Unknown	20	W	Stopped	DrivProp	Normal	31	4	0	0	0	0	0	0	0	6	✗	✗
041767	1994-07-05	10:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	48	W	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	4	✗	✗
039108	1995-06-30	13:20	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	24	E	Slowing	DrivProp	Normal	38	2	0	0	0	0	0	0	0	3	✗	✓
019985	1996-01-15	01:45	PD	NoControl		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
033187	1996-04-03	14:00	PD	NoControl		Snow	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
035909	1996-04-19	19:00	PD			OTHER	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
037894	1996-03-25	16:10	PD			OTHER	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
045891	1996-06-16	09:00	PD	NoControl		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
053437	1996-07-29	22:00	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
113121	1997-02-26	15:00	PD			Clear	Other	W	TurnRigh			40	UN	GoAhead			50	2	0	0	0	0	0	0	0	3	✗	✓
117748	1997-03-18	22:44	PD			Clear	Angle	W	Stopped			38	UN	Unknown			35	2	0	0	0	0	0	0	0	2	✗	✓
121708	1997-04-08	09:05	PD			Clear	Turning	E	GoAhead			47	E	UTurn			42	2	0	0	0	0	0	0	0	3	✗	✓
123086	1997-04-14	09:30	PD			Clear	SMVUnatd											0	0	0	0	0	0	0	0	2	✗	✓
135673	1997-06-11	19:45	PD			Clear	Other	N	GoAhead			27	UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✓
141852	1997-07-08	16:15	PD			Rain	Angle	N	GoAhead			37	E	TurnLeft			35	2	0	0	0	0	0	0	0	3	✗	✓
141906	1997-07-08	16:30	PD			Rain	Angle	E	TurnLeft			35						1	0	0	0	0	0	0	0	1	✗	✗
148866	1997-08-09	00:30	PD			Clear	SMVUnatd	UN	Parked			54	UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✓
151714	1997-08-17	22:05	PI			Clear	RearEnd	S	TurnRigh			41	UN	Unknown			61	2	0	0	0	0	0	0	0	2	✗	✓
192268	1998-02-13	13:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			20	UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
201043	1998-03-27	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh			27	E	Slowing			29	2	0	0	2	0	0	0	0	0	✗	✓
205131	1998-04-18	16:30	PD	TrafficSigna	Dry	Clear	Angle	UN	GoAhead			33	UN	Unknown			49	2	0	0	2	0	0	0	0	0	✗	✓
236811	1998-06-18	14:00	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	FTY ROW	Normal	37						1	1	0	2	1	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
236846	1998-06-18	20:10	PD	TrafficSigna	Dry	Clear	RearEnd	E	TurnLeft			47	E	TurnLeft			27	2	0	0	4	0	0	0	0	0	✗	✓
239552	1998-09-22	12:30	PD	NoControl	Wet	Rain	SMVUnatd	UN	Unknown									1	0	0	2	0	0	0	0	0	✗	✓
246786	1998-07-31	21:20	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead			40	W	GoAhead			29	2	0	0	3	2	0	0	0	0	✗	✓
252583	1998-11-06	20:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			24	E	UTurn			23	2	0	0	2	0	0	0	0	0	✗	✓
253601	1998-11-10	08:00	PI	PedCrossing	Wet	Rain	PedestrianColl	E	Stopped	FTY ROW	Normal	28						1	1	0	1	1	0	0	0	0	✗	✓
276786	1999-01-27	19:50	PD		Wet	Clear	Approach	W	GoAhead			38	S	TurnLeft			25	2	0	0	3	0	0	0	0	0	✗	✓
290181	1999-03-14	11:15	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead			37	W	ChgLane			39	2	0	0	3	0	0	0	0	0	✗	✓
299027	1999-04-19	18:45	PD	TrafficSigna	Wet	Rain	RearEnd	S	TurnLeft			33	E	TurnLeft			45	2	0	0	2	0	0	0	0	0	✗	✓
314802	1999-06-14	14:50	PD	NoControl	Dry	Clear	RearEnd	W	Reverse			26	S	Stopped			30	2	0	0	2	0	0	0	0	0	✗	✓
323340	1999-07-19	16:30	PI	PoliceContro	Wet	Rain	RearEnd	S	GoAhead			22	W	Slowing			28	2	0	0	1	1	0	0	0	0	✗	✓
335455	1999-06-29	18:25	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			53	E	Stopped			39	2	0	0	2	1	0	0	0	0	✓	✓
336571	1999-09-06	19:30	PD	NoControl	Dry	Clear	Turning	E	GoAhead			18	S	TurnLeft			23	2	0	0	3	0	0	0	0	0	✗	✓
339356	1999-09-15	20:30	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead			48	W	TurnRigh			45	2	0	0	1	2	0	0	0	0	✓	✓
340099	1999-09-17	17:35	PD	NoControl	Dry	Clear	Angle	W	TurnLeft			23	N	PullOnto			34	2	0	0	2	0	0	0	0	0	✗	✓
348291	1999-09-29	21:30	PI	TrafficSigna	Wet	Rain	PedestrianColl	E	TurnLeft	FTY ROW	Normal	40						1	1	0	2	0	1	0	0	0	✓	✓
358570	1999-11-17	22:15	PD	NoControl	Dry	Clear	Angle	S	Stopped			54	UN	Unknown			54	2	0	0	2	0	0	0	0	0	✗	✓
362689	1999-12-05	17:45	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft			27	UN	GoAhead			44	3	0	0	5	0	0	0	0	0	✗	✓
363754	1999-12-09	13:45	PD	TrafficSigna	Dry	Clear	Other	S	Stopped			55	UN	Unknown				3	0	0	3	0	0	0	0	0	✗	✓
378247	2000-01-29	21:50	PI	StopSign	Dry	Clear	RearEnd	E	Slowing			42	E	Stopped			45	2	0	0	2	2	0	0	0	0	✗	✓
382453	2000-02-13	15:30	PI	TrafficSigna	Ice	Snow	RearEnd	S	Slowing			27	S	Slowing			24	2	0	0	1	0	1	0	0	0	✗	✓
392069	2000-03-19	19:45	PD	TrafficSigna	Wet	Rain	RearEnd	E	Stopped			39	E	Slowing			22	2	0	0	2	0	0	0	0	0	✗	✓
401158	2000-04-28	07:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			32	E	TurnLeft			64	2	0	0	2	0	0	0	0	0	✗	✓
420845	2000-06-22	22:55	PI		Dry	Clear	SideSwip	E	ChgLane			35	E	GoAhead			45	3	0	0	3	0	3	0	0	0	✗	✓
423299	2000-07-22	01:40	PD	NoControl	Dry	Clear	Turning	S	Slowing			25	S	TurnRigh			21	2	0	0	2	0	0	0	0	0	✗	✓
425827	2000-07-31	20:00	PD	TrafficSigna	Dry	Clear	Other	E	TurnRigh			55	S	TurnRigh			52	2	0	0	3	0	0	0	0	0	✗	✓
431829	2000-08-22	22:00	PD	NoControl	Dry	Clear	Turning	E	Slowing			20	E	GoAhead			33	2	0	0	3	0	0	0	0	0	✗	✓
432790	2000-08-06	00:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane			19	E	GoAhead			32	2	0	0	3	0	0	0	0	0	✗	✓
433676	2000-08-30	22:00	PD	NoControl	Dry	Clear	RearEnd	E	ChgLane			24	E	Stopped			27	2	0	0	3	0	0	0	0	0	✗	✓
437371	2000-09-14	17:51	PD	NoControl	Wet	Rain	Angle	N	Stopped			25	E	Slowing			30	2	0	0	2	0	0	0	0	0	✗	✓
458514	2000-11-29	08:00	PD	NoControl	Dry	Clear	Turning	E	TurnRigh			31	E	Stopped			45	2	0	0	3	0	0	0	0	0	✗	✓
459868	2000-11-20	08:52	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Normal	25						1	1	0	2	1	0	0	0	0	✓	✓
462804	2000-12-14	07:30	PD	NoControl	Wet	Snow	RearEnd	N	Reverse			39	N	Stopped			28	2	0	0	3	0	0	0	0	0	✗	✓
484788	2001-02-22	17:30	PD	TrafficSigna	Wet	Snow	Turning	W	GoAhead			32	W	ChgLane			36	2	0	0	2	0	0	0	0	0	✗	✓
502292	2001-05-01	18:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft			23	E	ChgLane			23	2	0	0	2	0	0	0	0	0	✗	✓
506354	2001-04-14	02:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			24	E	ChgLane			62	2	0	0	3	0	0	0	0	0	✗	✓
507242	2001-05-22	01:00	PD	TrafficSigna	Wet	Rain	RearEnd		Unknown			40	W	Stopped			32	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
529977	2001-08-08	15:40	PI	NoControl	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	67	W	GoAhead	Foll2Cls	Normal	34	2	0	0	1	1	0	0	0	0	✓	✓
551566	2001-10-07	11:15	PD	NoControl	Dry	Clear	Turning	E	TurnRigh			48	E	PullAway			38	2	0	0	3	0	0	0	0	0	✗	✓
568115	2001-11-29	07:15	PI	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead			38	W	Stopped			53	2	0	0	0	0	2	0	0	0	✗	✓
579130	2002-01-31	18:05	PD	TrafficSigna	LSnow	Snow	Angle	S	TurnLeft			53		Unknown			18	2	0	0	2	0	0	0	0	0	✗	✓
586918	2002-02-03	07:30	PI	TrafficSigna	Wet	Clear	Turning	W	GoAhead	DrivProp	Normal	36	E	TurnLeft	ImpropTn	Inatten	31	2	0	0	1	1	0	0	0	3	✓	✓
604941	2002-05-12	12:30	PD	NoControl	Wet	Clear	Turning	S	TurnLeft			45						1	0	0	2	0	0	0	0	0	✗	✓
614961	2002-05-16	23:25	PI	TrafficSigna	Wet	Rain	PedestrianColl	S	TurnLeft	FTY ROW	Unknown							1	1	0	1	0	1	0	0	0	✓	✓
616117	2002-06-23	15:00	PD	NoControl	Dry	Clear	Other		Unknown			46		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
622197	2002-07-19	19:20	PD	NoControl	Dry	Clear	Angle	E	Parked			56		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
627797	2002-08-09	12:45	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead			74		Unknown			20	2	0	0	2	0	0	0	0	0	✗	✓
629217	2002-07-06	18:24	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead			34	E	ChgLane			48	2	0	0	3	0	0	0	0	0	✗	✓
629273	2002-07-05	08:00	PD	NoControl	Dry	Clear	Turning	E	GoAhead			52	E	UTurn			29	2	0	0	3	0	0	0	0	0	✗	✓
646149	2002-10-18	12:20	PD	NoControl	Dry	Clear	SideSwip	S	Slowing			37	S	GoAhead			42	2	0	0	4	0	0	0	0	0	✗	✓
653315	2002-11-16	18:25	PI	TrafficSigna	Wet	Snow	Angle	S	TurnLeft				W	GoAhead				2	0	0	2	1	1	0	0	0	✓	✗
705388	2003-05-30	11:43	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			63	S	GoAhead			42	2	0	0	3	0	0	0	0	0	✗	✓
716385	2003-08-02	14:33	PI	TrafficSigna	Wet	Rain	RearEnd	S	Stopped	DrivProp	Normal	25	S	Slowing	TooFast	Normal	31	2	0	0	2	2	0	0	0	0	✓	✓
728980	2003-08-09	04:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft		HadDrink	27	S	Stopped			28	2	0	0	3	0	0	0	0	0	✗	✓
735567	2003-10-24	20:35	PI	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	49	E	GoAhead	LostCtrl	Inatten	43	2	0	0	3	1	0	0	0	0	✓	✓
755212	2004-01-13	12:49	PD	TrafficSigna	Dry	Clear	SMVUnatd	S	TurnRigh	ImpropTn	Inatten	32						1	0	0	3	0	0	0	0	0	✓	✓
758523	2004-02-13	13:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	53	E	Stopped	DrivProp	Normal	59	2	0	0	4	0	0	0	0	0	✓	✓
765218	2004-03-07	15:30	PI	TrafficSigna	Wet	Snow	Turning	E	GoAhead	DrivProp	Normal	47	N	TurnLeft	ImpropTn	Inatten	61	5	0	0	4	1	0	0	0	0	✓	✓
787784	2004-08-06	11:02	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	GoAhead	DrivProp	Unknown	53						1	1	0	2	0	0	1	0	0	✓	✓
790637	2004-08-02	15:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	Disobey	Normal	59						1	0	0	2	0	0	0	0	0	✓	✓
792638	2004-09-07	22:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	35	E	TurnLeft	FTY ROW	Normal	43	2	0	0	2	0	0	0	0	0	✓	✓
836287	2005-04-10	18:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Over.08	63	W	Stopped	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✓	✓
839595	2005-04-26	10:34	PI	TrafficSigna	Wet	Rain	PedestrianColl	E	TurnLeft	FTY ROW	Normal	29						1	1	0	1	1	0	0	0	0	✓	✓
855142	2005-08-15	08:30	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	DrivProp	Normal	57	W	TurnRigh	ImpropTn	Normal	51	2	0	0	3	0	0	0	0	0	✓	✓
857906	2005-08-24	18:35	PD	TrafficSigna	Dry	Clear	SideSwip		Unknown				W	Stopped	DrivProp	Normal	41	2	0	0	3	0	0	0	0	0	✓	✓
863903	2005-10-01	05:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Normal	40	E	GoAhead	DrivProp	Normal	64	2	0	0	2	0	0	0	0	0	✓	✓
864228	2005-10-06	08:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	TooFast	Normal	63	W	Stopped	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	✓	✓
883999	2006-01-19	10:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	TurnRigh	ImpropTn	Normal	35	S	Stopped	DrivProp	Normal	31	2	0	0	3	0	0	0	0	0	✓	✓
910850	2006-06-12	05:25	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	36	E	TurnLeft	ImpropTn	Inatten	50	2	0	0	1	0	2	0	0	0	✓	✓
917258	2006-08-04	03:51	PI	TrafficSigna	Dry	Clear	SMVOther	E	Slowing	LostCtrl	Normal	27						1	0	0	0	1	0	0	0	0	✓	✓
924674	2006-08-26	23:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropPa	Normal	30	E	TurnRigh	Other	Normal	35	2	0	0	3	0	0	0	0	0	✓	✓
925256	2006-09-17	13:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	35	W	Slowing	Foll2Cls	Normal	41	2	0	0	2	2	0	0	0	0	✓	✓
939117	2006-11-22	12:45	PD	PoliceContro	Dry	Clear	Approach	S	TurnLeft	DrivProp	Normal	51	W	GoAhead	Other	Normal	73	2	0	0	2	0	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
945859	2006-12-22	10:22	PI	TrafficSigna	Wet	Rain	PedestrianColl	S	TurnLeft	DrivProp	Normal	49						1	1	0	1	0	1	0	0	1	✓	✓
1000665	2007-11-04	18:00	PD	NoControl	Dry	Clear	RearEnd	E	Stopped			34		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1001024	2007-10-24	12:54	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn		50	S	TurnRigh			35	2	0	0	4	0	0	0	0	0	✗	✓
1001035	2007-11-01	12:00	PD	NoControl	Dry	Clear	Angle	N	Reverse			38	E	TurnLeft			48	2	0	0	2	0	0	0	0	0	✗	✓
1005611	2007-11-29	07:15	PD	NoControl	Dry	Clear	Angle	S	GoAhead			37	S	GoAhead			25	2	0	0	3	0	0	0	0	0	✗	✓
989960	2007-08-17	21:52	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnRigh	Foll2Cls	Normal	21	W	TurnRigh	DrivProp	Normal	48	2	1	0	3	1	0	0	0	0	✓	✓
1015898	2008-01-18	21:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			59	W	GoAhead			43	2	0	0	2	0	0	0	0	0	✗	✓
1018133	2008-01-25	19:07	PD	NoControl	Dry	Clear	Turning	W	GoAhead			51	W	TurnRigh			33	2	0	0	4	0	0	0	0	0	✗	✓
1026160	2008-02-22	18:05	PD	TrafficSigna	Dry	Clear	Turning		ChgLane			38		Stopped			46	2	0	0	4	0	0	0	0	0	✗	✓
1033281	2008-03-31	10:20	PD	NoControl	Wet	Rain	Turning	W	TurnLeft	ImpropTn		43	W	GoAhead			51	2	0	0	3	0	0	0	0	0	✗	✓
1038968	2008-05-17	17:00	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead			37	E	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓
1043033	2008-06-13	15:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing			51	E	Stopped			28	2	0	0	3	0	0	0	0	0	✗	✓
1045093	2008-06-18	17:10	PD	NoControl	Dry	Clear	Angle	N	Reverse			20	N	Stopped			55	2	0	0	4	0	0	0	0	0	✗	✓
1049386	2008-07-01	10:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh			30	S	TurnRigh			56	2	0	0	2	0	0	0	0	0	✗	✓
1050456	2008-07-09	12:59	PI	TrafficSigna	Dry	Clear	CyclistColl	N	ChgLane	ImpLaChg	Normal	46						1	0	1	1	1	0	0	0	1	✓	✓
1069657	2008-08-31	03:15	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			52	W	UTurn			22	2	0	0	3	0	0	0	0	0	✗	✗
1070485	2008-10-25	07:20	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn		29	W	GoAhead			35	2	0	0	4	0	0	0	0	0	✗	✓
1103684	2009-03-30	13:55	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	Foll2Cls		50	W	Slowing			61	2	0	0	3	0	0	0	0	0	✗	✓
1103689	2009-05-08	08:30	PD	NoControl	Dry	Clear	RearEnd	N	Parked			57		Parked			34	2	0	0	2	0	0	0	0	0	✗	✓
1144694	2009-12-25	02:30	PD	NoControl	Dry	Clear	SMVUnatd	N	Parked			19		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1165025	2010-04-15	12:52	PD	TrafficSigna	Dry	Clear	RearEnd	S	Reverse			48	N	Parked			52	2	0	0	3	0	0	0	0	0	✗	✓
1228354	2011-04-16	12:30	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Normal	24	E	Stopped	DrivProp	Normal	31	2	0	0	2	0	0	0	0	1	✓	✓
1231065	2011-04-27	17:50	PI	TrafficSigna	Wet	Clear	CyclistColl	W	TurnRigh	ImpropTn	Normal	46						1	0	1	1	1	0	0	0	1	✓	✓
1267152	2011-09-26	13:40	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Disabil	23						1	1	0	1	1	0	0	0	1	✓	✓
1279714	2011-12-13	09:38	PD	NoControl	Dry	Clear	SideSwip	N	PullAway	ImpLaChg	Inatten	45	N	GoAhead	DrivProp	Normal	56	2	0	0	2	0	0	0	0	1	✓	✓
1291243	2012-04-25	07:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	53	W	GoAhead	Foll2Cls	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1311421	2012-07-22	19:40	PD	TrafficSigna	Wet	Clear	Turning	E	UTurn	FTY ROW	Normal	45	W	GoAhead	DrivProp	Normal	32	3	0	0	3	0	0	0	0	2	✓	✓
1319019	2012-08-28	06:45	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	FTY ROW	Inatten	26						1	1	0	1	0	1	0	0	1	✓	✓
1342688	2013-02-22	14:15	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	24	W	GoAhead	DrivProp	Normal	43	2	0	0	2	0	0	0	0	1	✓	✓
1349293	2013-03-28	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	ChgLane	ImpLaChg	Normal	53	S	Stopped	DrivProp	Normal	78	2	0	0	2	0	0	0	0	1	✓	✓
1365003	2013-05-20	07:25	PD	TrafficSigna	Dry	Clear	RearEnd	S	Reverse	Other	Inatten	40	S	Stopped	Other	Normal	61	2	0	0	2	0	0	0	0	2	✓	✓
138000310	2013-11-06	00:00	PD	TrafficSigna	Wet	Rain	Turning	S	TurnLeft	DrivProp	Normal	21	E	GoAhead	Disobey	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
1380607	2013-10-12	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnLeft	DrivProp	Normal	38	S	TurnLeft	Foll2Cls	Normal	27	2	0	0	2	0	0	0	0	1	✓	✓
148016281	2014-04-25	16:15	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	30	E	GoAhead	Foll2Cls	Unknown	56	2	0	0	2	0	0	0	0	1	✓	✓
4002763743	2014-08-23	11:02	PI	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	FTY ROW	Inatten	62	W	GoAhead	DrivProp	Normal	47	2	0	0	3	1	0	0	0	0	✓	✓
158035795	2015-08-27	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Slowing	DrivProp	Normal	56	W	ChgLane	ImpLaChg	Normal	57	2	0	0	2	0	0	0	0	0	✓	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2				#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
158037143	2015-09-08	08:30	PD	TrafficSigna	Wet	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	46	S	Stopped	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✓	✓
158039548	2015-09-23	08:20	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnLeft	Foll2Cls	Normal	46	S	TurnLeft	DrivProp	Normal	35	2	0	0	3	0	0	0	0	0	✓	✓
5001223854	2015-07-18	20:08	PI	NoControl	Dry	Clear	CyclistColl	E	TurnRigh	ImpropTn	Other	24						1	0	1	1	1	0	0	0	0	✓	✓
168041700	2016-09-25	13:05	PD	NoControl	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	40						1	0	0	1	0	0	0	0	0	✗	✓
168057318	2016-12-18	23:20	PD	NoControl	Ice	Clear	Angle	S	GoAhead	DrivProp	Unknown	49						1	0	0	1	0	0	0	0	0	✗	✓
6002090938	2016-11-25	05:57	PI	TrafficSigna	Wet	Rain	CyclistColl	S	TurnLeft	FTY ROW	Normal	60						1	0	1	1	1	0	0	0	0	✓	✓
178011247	2017-03-14	22:55	PD	TrafficSigna	Wet	Clear	Turning	W	GoAhead	DrivProp	Unknown	56	E	TurnLeft	DrivProp	Unknown	24	2	0	0	2	0	0	0	0	0	✗	✓
178023877	2017-05-29	16:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	DrivProp	Unknown	34	W	GoAhead	DrivProp	Unknown	85	3	0	0	3	0	0	0	0	0	✗	✓
178028194	2017-06-20	20:45	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	DrivProp	Unknown	48						1	0	0	1	0	0	0	0	0	✗	✓
178045665	2017-09-28	10:45	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	54	S	Stopped	DrivProp	Unknown	68	2	0	0	2	0	0	0	0	0	✗	✓
178057641	2017-11-24	16:05	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Unknown	38						1	0	0	1	0	0	0	0	0	✗	✓
178059131	2017-12-01	19:25	PD	TrafficSigna	Dry	Clear	Other	E	Stopped	DrivProp	Unknown	54						1	0	0	1	0	0	0	0	0	✗	✓
7002011439	2017-11-06	17:14	PI	NoControl	Dry	Clear	CyclistColl	N	TurnRigh	FTY ROW	Normal	28						1	0	1	3	0	1	0	0	0	✓	✓
188016206	2018-03-26	17:15	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Unknown	58	W	GoAhead	DrivProp	Unknown	58	2	0	0	2	0	0	0	0	0	✗	✓
188036653	2018-07-15	20:15	PD	TrafficSigna	Dry	Clear	Turning	E	Stopped	DrivProp	Unknown	44	E	TurnLeft	DrivProp	Unknown	50	2	0	0	2	0	0	0	0	0	✗	✓
188055573	2018-10-24	16:50	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	DrivProp	Unknown	46						1	0	0	1	0	0	0	0	0	✗	✓
188057387	2018-11-01	14:25	PD	NoControl	Wet	Rain	RearEnd	S	Slowing	DrivProp	Unknown	49	S	Stopped	DrivProp	Unknown	35	2	0	0	2	0	0	0	0	0	✗	✓
188060048	2018-11-14	13:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Unknown	58	E	GoAhead	DrivProp	Unknown	34	2	0	0	2	0	0	0	0	0	✗	✓
8000817019	2018-05-06	16:50	PI	NoControl	Wet	Rain	CyclistColl	E	TurnRigh	FTY ROW	Inatten	27						1	0	1	1	0	1	0	0	0	✓	✓
8001470392	2018-08-10	12:30	PI	TrafficSigna	Dry	Clear	CyclistColl											0	0	1	0	0	1	0	0	0	✗	✓
198006843	2019-01-30	20:50	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	32						1	0	0	2	0	0	0	0	0	✗	✓
198013456	2019-02-28	07:35	PI	TrafficSigna	Ice	Clear	CyclistColl	W	ChgLane	DrivProp	Normal	30						1	0	0	0	1	0	0	0	0	✗	✓
198017067	2019-03-13	17:05	PD	TrafficSigna	Dry	Clear	CyclistColl	W	Stopped	DrivProp	Normal	35	W	Merging	DrivProp	Normal	28	2	0	0	2	0	0	0	0	0	✗	✓
198025103	2019-04-24	15:45	PD	TrafficSigna	Dry	Clear	Turning	E	Stopped	DrivProp	Normal	23						1	0	0	1	0	0	0	0	0	✗	✓
198026226	2019-04-30	02:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	24						1	0	0	1	0	0	0	0	0	✗	✓
198026421	2019-05-01	09:30	PD	StopSign	Wet	Clear	SideSwip	W	GoAhead	DrivProp	Normal	31	W	ChgLane	DrivProp	Normal	23	2	0	0	2	0	0	0	0	0	✗	✓
198026569	2019-04-30	15:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	33						1	0	0	0	1	0	0	0	0	✗	✓
198027115	2019-05-04	05:45	PD	TrafficSigna	Wet	Fog	Angle	S	GoAhead	DrivProp	Normal	40						1	0	0	1	0	0	0	0	0	✗	✓
198028372	2019-05-10	08:19	PD	TrafficSigna	Wet	Rain	CyclistColl	S	Stopped	DrivProp	Normal	61						1	0	0	2	0	0	0	0	0	✗	✓
198043378	2019-07-18	14:20	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	34	W	GoAhead	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✗	✓
198049581	2019-08-19	15:50	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	46						1	0	0	2	0	0	0	0	0	✗	✓
198052064	2019-09-01	16:45	PD	TrafficSigna	Wet	Rain	Turning	E	UTurn	DrivProp	Normal	44	W	Stopped	DrivProp	Normal	29	2	0	0	2	0	0	0	0	0	✗	✓
198056393	2019-09-24	12:00	PD	TrafficSigna	Dry	Clear	CyclistColl	E	GoAhead	DrivProp	Normal	57						1	0	0	2	0	0	0	0	0	✗	✓
198058522	2019-10-04	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	DrivProp	Normal	55	E	GoAhead	DrivProp	Normal	38	2	0	0	2	0	0	0	0	0	✗	✓
9000413660	2019-03-06	12:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	TurnRigh	FTY ROW	Inatten	47						1	1	0	1	1	0	0	0	0	✓	✓
0001121047	2020-06-18	12:45	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnRigh	ImpropTn	Unknown	0						1	0	0	1	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
0001179386	2020-06-26	17:58	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnRigh	FTY ROW	Normal	26						1	0	1	1	0	1	0	0	0	✗	✓
208015326	2020-05-07	09:35	PD	TrafficSigna	Dry	Clear	Turning	S	UTurn	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
208021839	2020-07-25	15:55	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	20	W	GoAhead	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
208023366	2020-08-09	03:10	PD	TrafficSigna	Dry	Clear	Turning											0	0	0	1	0	0	0	0	0	✗	✓
208030397	2020-10-13	15:00	PI	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	43	W	GoAhead	DrivProp	Normal	41	2	0	0	1	1	0	0	0	0	✗	✓
218012464	2021-06-19	20:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	38						1	0	0	1	0	0	0	0	0	✗	✓
218013327	2021-06-28	15:10	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	51	S	ChgLane	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✗	✓
218016677	2021-07-31	18:55	PD	TrafficSigna	Dry	Clear	Angle	N	Stopped	DrivProp	Normal	68						1	0	0	1	0	0	0	0	0	✗	✓
218019471	2021-08-26	16:15	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	36						1	0	0	1	0	0	0	0	0	✗	✓
218020609	2021-09-05	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	31						1	0	0	1	0	0	0	0	0	✗	✓
218020649	2021-09-06	11:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	39	E	ChgLane	DrivProp	Normal	67	2	0	0	2	0	0	0	0	0	✗	✓
218022943	2021-09-24	13:20	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	42						1	0	0	1	0	0	0	0	0	✗	✓
218025173	2021-10-11	15:40	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	Foll2Cls	Normal	19						1	0	0	1	0	0	0	0	0	✗	✓
218030152	2021-11-19	01:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	61						1	0	0	1	0	0	0	0	0	✗	✓
218030876	2021-11-25	07:20	PD	TrafficSigna	Dry	Clear	SideSwip	W	Slowing	DrivProp	Normal	41						1	0	0	1	0	0	0	0	0	✗	✓

Amount
153

KSI
1

Validated
54

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
016293	1991-04-26	16:00	PD	TrafficSigna			Other	S		Other	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✓	✗
020338	1991-05-15	16:00	PD	TrafficSigna			Turning	W		DrivProp	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✓	✗
023429	1991-04-27	16:00	PD	TrafficSigna			CyclistColl	E		FTY ROW	Normal							1	0	1	0	0	0	0	0	2	✓	✗
030337	1991-08-06	18:00	PI	TrafficSigna			CyclistColl	N		ImpropTn	Normal	49						1	0	1	1	1	0	0	0	0	✓	✗
012651	1992-03-12	09:45	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnLeft	ImpropTn	Normal	17	N	TurnLeft	ImpropTn	Normal	17	3	0	0	0	0	0	0	0	4	✓	✗
014578	1992-03-29	00:08	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Other	ImpairAl	53	E	GoAhead	Other	ImpairAl	53	2	0	0	0	0	0	0	0	2	✓	✗
025997	1992-05-30	13:10	PI	TrafficSigna	Wet	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	29	E	Slowing	DrivProp	Normal	33	2	0	0	1	2	0	0	0	0	✓	✗
040656	1992-08-23	15:45	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	TooFast	Inatten	36	E	Stopped	DrivProp	Normal	19	2	0	0	2	1	0	0	0	0	✓	✗
058965	1992-11-21	00:40	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	19						1	0	0	0	0	0	0	0	2	✓	✗
040202	1993-08-02	16:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	31	E	Stopped	DrivProp	Normal	45	3	0	0	0	0	0	0	0	4	✓	✗
051243	1993-09-25	23:20	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Normal	20	E	TurnLeft	DrivProp	Normal	38	2	0	0	0	0	0	0	0	2	✓	✗
029818	1994-05-11	15:10	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	39	W	GoAhead	DrivProp	Normal	62	2	0	0	0	0	0	0	0	3	✓	✗
036840	1994-06-11	20:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	LostCtrl	Normal	40	W	Stopped	DrivProp	Normal	36	2	0	0	0	0	0	0	0	2	✓	✗
036868	1994-06-11	17:40	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	ImpropTn	Normal	60	W	GoAhead	Speeding	Normal	29	3	0	0	0	0	0	0	0	5	✓	✗
041461	1994-07-03	00:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Unknown	18	E	TurnLeft	DrivProp	Unknown	57	2	0	0	0	0	0	0	0	2	✓	✗
016160	1995-03-14	15:25	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	34	E	Stopped	DrivProp	Normal	60	2	0	0	1	0	0	0	0	1	✗	✓
016949	1995-03-19	00:05	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Other	Unknown	22	E	Slowing	DrivProp	Normal	17	2	0	0	0	0	0	0	0	2	✓	✓
044889	1995-06-27	17:00	PI	TrafficSigna	Wet	Rain	CyclistColl	E	TurnLeft	FTY ROW	Unknown	22	E	TurnLeft	FTY ROW	Unknown	22	3	0	0	1	0	0	0	0	2	✓	✓
024618	1996-02-10	21:45	PD			OTHER	Other											1	0	0	0	0	0	0	0	1	✗	✓
087755	1996-12-15	12:00	PD	TrafficSigna		Clear	Angle		GoAhead				UN	TurnLeft				2	0	0	0	0	0	0	0	2	✗	✓
100890	1996-11-05	19:10	PD	TrafficSigna		Clear	RearEnd	E	Stopped									1	0	0	0	0	0	0	0	3	✗	✓
124085	1997-04-18	21:45	PD			Clear	RearEnd	UN	Reverse			43	UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✓
133342	1997-06-01	03:00	PD			Clear	RearEnd	W	Stopped				UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
140990	1997-07-04	17:30	PD			Clear	SideSwip	W	GoAhead			31	E	TurnLeft			60	2	0	0	0	0	0	0	0	2	✗	✓
145241	1997-07-22	07:30	PD			Clear	SMVUnatd	S	Parked			36	UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✓
151683	1997-08-22	22:50	PI			Clear	RearEnd	E	Other			38	UN	Unknown			51	2	0	0	0	0	0	0	0	4	✗	✓
155097	1997-08-30	17:00	PD			Clear	RearEnd	UN	Stopped			30	UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
158332	1997-09-21	05:30	PD			Clear	Other	UN	Parked			53	UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
167315	1997-11-02	04:30	PD			Rain	Turning	E	Slowing			47	E	GoAhead			32	2	0	0	0	0	0	0	0	3	✗	✓
181920	1997-12-30	11:00	PD	NoControl	Dry	Clear	Turning	S	UTurn				E	Reverse			29	2	0	0	3	0	0	0	0	0	✗	✓
200436	1998-03-25	11:46	PD	TrafficSigna	Dry	OTHER	RearEnd	E	GoAhead			34	E	Stopped			43	2	0	0	3	0	0	0	0	0	✗	✓
201299	1998-03-28	03:22	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft			25	UN	Stopped			40	2	0	0	3	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
207332	1998-03-14	11:30	PI	TrafCont	Wet	Clear	RearEnd	E	GoAhead			21	E	Stopped			33	2	0	0	2	2	0	0	0	0	✗	✓
210075	1998-05-10	18:00	PD	NoControl	Wet	Rain	Angle	UN	GoAhead			33	UN	Stopped			35	2	0	0	3	0	0	0	0	0	✗	✓
211585	1998-05-18	19:50	PD	NoControl	Dry	Clear	RearEnd	UN	Stopped			48	W	Slowing			17	2	0	0	2	0	0	0	0	0	✗	✓
215464	1998-06-03	22:30	PI	TrafficSigna	Dry	Clear	Angle	W	TurnLeft			23	W	GoAhead			34	2	0	0	1	3	0	0	0	0	✗	✓
216919	1998-06-05	20:00	PD	NoControl	Dry	Clear	RearEnd	S	Stopped			35	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
223011	1998-07-08	18:30	PD	NoControl	Wet	Rain	RearEnd	E	Slowing			27	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
225384	1998-05-10	14:30	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			51	S	Stopped			29	2	0	0	3	1	0	0	0	0	✗	✓
232102	1998-08-22	08:15	PD	NoControl	Dry	Clear	Approach	N	Stopped			57	S	TurnRigh			34	2	0	0	3	0	0	0	0	0	✗	✓
239121	1998-09-21	14:50	PI	NoControl	Dry	Clear	RearEnd	E	Stopped			48	E	GoAhead			24	2	0	0	1	2	0	0	0	0	✗	✓
260377	1998-12-04	16:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh			34	W	TurnRigh			36	2	0	0	2	0	0	0	0	0	✗	✓
284203	1998-11-12	18:02	PI	TrafficSigna	Wet	Rain	Turning	E	TurnLeft			32	E	GoAhead			31	2	0	0	2	1	0	0	0	0	✗	✓
268078	1999-01-04	21:00	PD	NoControl	PSnow	Clear	SideSwip	S	TurnLeft			56	W	GoAhead			19	2	0	0	2	0	0	0	0	0	✗	✓
284395	1999-02-21	03:15	PD	PedCrossing	Dry	Clear	RearEnd	S	Stopped			31	UN	Unknown			40	2	0	0	2	0	0	0	0	0	✗	✓
284445	1999-02-22	19:45	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead			30	S	Slowing			59	2	0	0	4	0	0	0	0	0	✗	✓
291178	1999-03-17	11:15	PD	NoControl	Dry	Clear	Turning	N	TurnLeft			36	N	GoAhead			60	2	0	0	3	0	0	0	0	0	✓	✓
319295	1999-03-31	16:36	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			21	W	GoAhead			34	2	0	0	3	1	0	0	0	0	✗	✓
321705	1999-04-13	22:11	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead			24	W	TurnRigh			51	2	0	0	3	0	0	0	0	0	✗	✓
325807	1999-07-29	22:00	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			19	W	GoAhead			54	2	0	0	1	2	0	0	0	0	✗	✓
334466	1999-06-14	11:40	PI	TrafficSigna	Wet	Clear	RearEnd	E	GoAhead			43	E	Stopped			66	2	0	0	1	1	0	0	0	0	✗	✓
335470	1999-08-30	11:00	PD	NoControl	Dry	Clear	SMVUnatd	N	Parked			27	UN	Unknown			35	2	0	0	5	0	0	0	0	0	✗	✓
341344	1999-08-04	18:35	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnLeft	Other	Other	32						1	1	0	1	0	1	0	0	0	✓	✓
371017	1999-12-09	22:00	PI	TrafficSigna	Wet	Clear	RearEnd	E	Stopped			24	E	GoAhead			28	2	0	0	2	0	1	0	0	0	✗	✓
391480	2000-03-15	20:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			40	UN	Unknown			30	2	0	0	3	0	0	0	0	0	✗	✓
399817	2000-04-23	03:45	PD	NoControl	Dry	Clear	Angle	W	Stopped			20	E	Slowing			52	2	0	0	3	0	0	0	0	0	✗	✓
403770	2000-05-08	15:15	PD	NoControl	Dry	Clear	SideSwip	N	Parked			47	UN	Unknown			47	2	0	0	2	0	0	0	0	0	✗	✓
404284	2000-04-19	09:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	UTurn			44	W	GoAhead			24	2	0	0	3	0	0	0	0	0	✗	✓
409292	2000-05-28	15:00	PD	NoControl	Dry	Clear	SMVUnatd	UN	Unknown			49						1	0	0	3	0	0	0	0	0	✗	✓
448364	2000-10-12	15:45	PD	NoControl	Dry	Clear	Approach	S	Reverse			56	S	Stopped			53	2	0	0	3	0	0	0	0	0	✗	✓
474000	2000-12-16	02:00	PI	NoControl	Wet	Clear	PedestrianColl	S	Reverse	Other	Inatten	26						1	1	0	2	1	0	0	0	0	✓	✓
486773	2001-02-03	17:05	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	36	W	GoAhead	DrivProp	Normal	32	3	0	0	2	1	1	0	0	1	✓	✓
501133	2001-04-26	17:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead			53	E	ChgLane			24	2	0	0	3	0	0	0	0	0	✗	✓
508347	2001-05-22	22:30	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead			39	E	Slowing			46	2	0	0	2	0	0	0	0	0	✗	✓
515248	2001-06-19	13:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			41		Unknown				3	0	0	3	0	0	0	0	0	✗	✓
524989	2001-07-21	22:30	PD	NoControl	Dry	Clear	Approach	S	TurnLeft			22	E	Reverse			39	2	0	0	2	0	0	0	0	0	✗	✓
527009	2001-07-29	02:25	PD	TrafficSigna	Dry	Clear	RearEnd		Unknown				S	Stopped			38	2	0	0	2	0	0	0	0	0	✓	✓
528838	2001-07-22	14:50	PI	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls	Normal	20	E	Stopped	DrivProp	Normal	35	2	0	0	2	1	0	0	0	0	✓	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
532466	2001-08-07	14:20	PD	NoControl	Dry	Clear	Turning	E	TurnLeft			36	W	GoAhead			48	2	0	0	4	0	0	0	0	0	✗	✓
534470	2001-08-15	17:15	PI	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			30	E	GoAhead			45	2	0	0	1	1	0	0	0	0	✗	✓
561978	2001-11-08	08:00	PD	TrafficSigna	Wet	Rain	RearEnd	E	Stopped			41	E	GoAhead			50	2	0	0	2	0	0	0	0	0	✗	✓
561979	2001-11-08	07:50	PD	TrafficSigna	Wet	Rain	SMVOther	W	GoAhead			26						1	0	0	2	0	0	0	0	0	✗	✓
606327	2002-04-19	23:10	PD	TrafficSigna	Dry	Clear	Other	S	GoAhead			47	W	Stopped			38	2	0	0	5	0	0	0	0	0	✓	✓
638060	2002-09-14	23:00	PD	NoControl	Wet	Rain	Turning	E	TurnLeft			24		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
653353	2002-11-16	18:15	PD	NoControl	PSnow	Snow	Approach	E	Stopped			38	W	GoAhead			33	2	0	0	2	0	0	0	0	0	✗	✓
655218	2002-10-18	13:47	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing			57	E	Stopped			29	2	0	0	3	0	0	0	0	0	✗	✓
659405	2002-12-14	23:30	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead			22	W	GoAhead			27	2	0	0	3	0	0	0	0	0	✗	✓
674779	2002-12-30	18:00	PI	TrafficSigna	Wet	Rain	Turning	S	TurnLeft	DrivProp	Normal	58	W	GoAhead	Disobey	Inatten	20	2	0	0	2	1	0	0	0	0	✓	✓
699714	2003-05-14	11:40	PD	TrafficSigna	Dry	Clear	Approach		Unknown			54	E	Stopped			48	2	0	0	3	0	0	0	0	0	✗	✓
716417	2003-08-04	05:00	PD	TrafficSigna	Dry	Clear	Turning	W	Reverse			30	W	Stopped			25	2	0	0	4	0	0	0	0	0	✓	✓
719270	2003-08-24	15:00	PD	NoControl	Dry	Clear	SideSwip	S	Stopped			27		Unknown			18	2	0	0	4	0	0	0	0	0	✗	✓
725314	2003-08-09	03:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			23	W	GoAhead			24	2	0	0	2	0	0	0	0	0	✗	✓
733730	2003-10-04	02:30	PD	NoControl	Wet	Rain	Angle	S	UTurn			50	E	GoAhead			22	2	0	0	3	0	0	0	0	0	✗	✓
739632	2003-11-16	02:35	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped			31	W	GoAhead			23	2	0	0	2	0	0	0	0	0	✗	✓
742266	2003-12-10	00:37	PD	NoControl	Dry	Clear	SMVUnatd		Unknown									1	0	0	3	0	0	0	0	0	✗	✓
749107	2003-12-03	20:15	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			41	N	TurnRigh			34	2	0	0	4	0	0	0	0	0	✗	✓
758069	2004-01-31	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	FTY ROW	Inatten	45	E	Stopped	DrivProp	Normal	29	2	0	0	3	0	0	0	0	0	✓	✓
772398	2004-05-08	11:55	PD	TrafficSigna	Wet	Rain	Turning	E	UTurn			29	S	Reverse			60	2	0	0	2	0	0	0	0	0	✗	✓
842635	2005-05-16	17:00	PI	TrafficSigna	Dry	Clear	CyclistColl	S	TurnLeft	FTY ROW	Normal	36						1	0	1	1	1	0	0	0	0	✓	✓
843825	2005-06-10	12:15	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	51	W	GoAhead	DrivProp	Normal	31	2	0	0	3	1	0	0	0	0	✓	✓
878059	2005-11-28	09:20	PD	TrafficSigna	Wet	Clear	Turning	W	GoAhead	DrivProp	Normal	36	E	TurnLeft	FTY ROW	Normal	39	2	0	0	2	0	0	0	0	0	✓	✓
894876	2006-03-25	03:00	PD	TrafficSigna	Dry	Clear	SideSwip		Unknown				W	Stopped	DrivProp	Normal	22	2	0	0	2	0	0	0	0	0	✓	✓
933569	2006-10-27	20:55	PD	TrafficSigna	Wet	Rain	Turning	E	TurnLeft	Other	Normal	25	W	Slowing	Other	Normal	39	2	0	0	3	0	0	0	0	0	✓	✓
1006139	2007-12-01	09:30	PD	NoControl	Dry	Clear	RearEnd		Unknown				E	TurnLeft			27	2	0	0	3	0	0	0	0	0	✗	✓
994531	2007-09-29	12:00	PD	NoControl	Dry	Clear	SMVUnatd	N	Parked			44		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1015873	2008-01-16	09:00	PD	NoControl	Dry	Clear	Angle	E	GoAhead			45	E	UTurn			42	2	0	0	4	0	0	0	0	0	✗	✓
1046343	2008-07-04	11:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			46	W	Slowing			41	2	0	0	2	0	0	0	0	0	✗	✓
1051657	2008-07-30	18:30	PD	NoControl	Dry	Clear	SMVUnatd	S	Parked			45		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1092927	2009-02-04	16:30	PD	NoControl	Dry	Clear	RearEnd	S	Other			41	S	GoAhead			33	2	0	0	2	0	0	0	0	1	✓	✓
1110897	2009-06-20	19:30	PD	NoControl	Dry	Clear	RearEnd	N	GoAhead			21		Unknown			23	2	0	0	3	0	0	0	0	0	✗	✓
1120031	2009-08-20	00:15	PD	NoControl	Dry	Clear	SideSwip	W	Stopped			31		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1120243	2009-07-08	15:44	PD	TrafficSigna	Dry	Clear	SMVUnatd	S	ChgLane			41						1	0	0	3	0	0	0	0	0	✗	✓
1135370	2009-11-04	10:55	PD	NoControl	Dry	Clear	SMVUnatd		Parked			68		Unknown			71	2	0	0	2	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1187584	2010-08-30	14:15	PD	NoControl	Dry	Clear	SMVUnatd	N	Parked			54		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1210438	2010-12-22	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	Foll2Cls	Normal	71	W	Stopped	DrivProp	Normal	58	2	0	0	2	0	0	0	0	0	✓	✓
1211584	2011-01-05	10:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	ImpLaChg	Normal	26	W	Stopped	DrivProp	Normal	49	2	0	0	2	0	0	0	0	1	✓	✓
1220550	2011-02-26	23:30	PD	TrafficSigna	Slush	Snow	Turning	E	TurnLeft	FTY ROW	Normal	59	W	GoAhead	DrivProp	Normal	33	2	0	0	2	0	0	0	0	1	✓	✓
1223329	2011-03-14	02:45	PI	NoControl	Dry	Clear	PedestrianColl	W	GoAhead	LostCtrl	Unknown							1	1	0	1	0	1	0	0	0	✓	✓
1225977	2011-04-01	08:34	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	61	E	TurnLeft	FTY ROW	Normal	28	2	0	0	2	0	0	0	0	0	✓	✓
1242148	2011-07-04	09:00	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	ImpropPa	Unknown		S	TurnRigh	DrivProp	Normal	43	2	0	0	2	0	0	0	0	1	✓	✓
1250359	2011-08-19	17:35	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	41	E	GoAhead	Foll2Cls	Normal	58	2	0	0	2	0	0	0	0	0	✓	✓
1258652	2011-08-13	03:45	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	29	W	TurnRigh	ImpropTn	Inatten	29	2	0	0	2	0	0	0	0	2	✓	✓
1269797	2011-10-14	15:21	PD	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	27	W	GoAhead	Foll2Cls	Inatten	24	2	0	0	2	0	0	0	0	1	✓	✓
1278238	2012-01-31	09:15	PD	TrafficSigna	Slush	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	42	W	Slowing	DrivProp	Normal	44	2	0	0	2	0	0	0	0	1	✓	✓
1287158	2012-04-02	10:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	47	E	TurnLeft	FTY ROW	Normal	34	2	0	0	2	0	0	0	0	1	✓	✓
1289714	2012-04-17	23:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	47	E	TurnLeft	ImpropTn	Normal	52	2	0	0	2	0	0	0	0	1	✓	✓
1295606	2012-04-01	12:20	PI	TrafficSigna	Wet	Rain	Turning	W	GoAhead	DrivProp	Normal	33	E	TurnLeft	ImpropTn	Normal	29	2	0	0	1	0	1	0	0	2	✓	✓
1295889	2012-04-01	08:59	PD	TrafficSigna	Wet	Rain	Turning	W	GoAhead	DrivProp	Normal	47	E	TurnLeft	FTY ROW	Normal	32	2	0	0	2	0	0	0	0	1	✓	✓
1301748	2012-06-30	17:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	Stopped	Other	Normal	34	S	Stopped	DrivProp	Normal	51	2	0	0	2	0	0	0	0	2	✓	✓
1309459	2012-08-08	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	52	W	GoAhead	Foll2Cls	Unknown	45	2	0	0	2	0	0	0	0	1	✓	✓
1338435	2013-02-01	12:55	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	61	S	GoAhead	Foll2Cls	Normal	33	2	0	0	2	0	0	0	0	1	✓	✓
1340612	2013-02-12	18:05	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	52	E	Slowing	Foll2Cls	Normal	60	2	0	0	2	0	0	0	0	1	✓	✓
1360542	2013-05-06	14:55	PD	NoControl	Dry	Clear	RearEnd	W	Slowing			37	W	GoAhead			30	2	0	0	2	0	0	0	0	1	✗	✓
1375838	2013-07-04	14:44	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnLeft	FTY ROW	Normal	31						1	0	1	1	0	0	1	0	0	✓	✓
148038652	2014-10-11	03:40	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	26						1	0	0	4	0	0	0	0	0	✗	✓
4001344547	2014-01-14	21:16	PI	TrafficSigna	Dry	Clear	CyclistColl	E	TurnLeft	FTY ROW	Normal	55						1	0	1	1	1	0	0	0	0	✓	✓
4003312668	2014-11-16	15:53	PD	TrafficSigna	Wet	Snow	Turning	E	TurnLeft	ImpropTn	Inatten	49	W	Stopped	DrivProp	Normal	69	2	0	0	2	0	0	0	0	0	✗	✓
5000744916	2015-05-05	09:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	ImpropTn	Inatten	73						1	1	0	2	0	1	0	0	0	✓	✓
168017112	2016-04-28	16:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	Foll2Cls	Normal	33	S	Stopped	DrivProp	Normal	49	2	0	0	4	0	0	0	0	0	✗	✓
168042544	2016-09-30	16:00	PD	NoControl	Dry	Clear	SideSwip	N	ChgLane	DrivProp	Unknown	26	N	GoAhead	DrivProp	Unknown	29	2	0	0	2	0	0	0	0	0	✗	✓
168043831	2016-10-08	08:30	PI	TrafficSigna	Wet	Rain	Turning	W	Stopped	DrivProp	Unknown	25	W	TurnRigh	Foll2Cls	Unknown	25	2	0	0	1	1	0	0	0	0	✗	✓
168051986	2016-11-22	17:10	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Unknown	59	E	Stopped	DrivProp	Unknown	56	2	0	0	2	0	0	0	0	0	✗	✓
178003794	2017-01-26	09:30	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Unknown	63	W	Slowing	Foll2Cls	Unknown	41	2	0	0	2	0	0	0	0	0	✗	✓
178011728	2017-03-16	18:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Unknown	28						1	0	0	1	0	0	0	0	0	✗	✓
178063065	2017-12-18	14:00	PD	TrafficSigna	Dry	Clear	SMVUnatd	S	TurnRigh	Other	Unknown	59						1	0	0	1	0	0	0	0	0	✗	✓
188064919	2018-12-04	17:55	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Unknown	20	W	Slowing	DrivProp	Unknown	40	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
198020294	2019-03-28	12:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	34						1	0	0	1	0	0	0	0	0	✗	✓
198023867	2019-04-17	18:00	PD	TrafficSigna	Dry	Clear	CyclistColl	E	Stopped	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	✗	✓
198037133	2019-06-19	17:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	60						1	0	0	1	0	0	0	0	0	✗	✓
198039490	2019-06-29	19:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	48						1	0	0	1	0	0	0	0	0	✗	✓
198042871	2019-07-16	11:40	PI	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	DrivProp	Normal	27						1	0	0	1	1	0	0	0	0	✗	✓
198063365	2019-10-28	19:15	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	26	W	GoAhead	ImpropTn	Normal	51	2	0	0	2	0	0	0	0	0	✗	✓
198066267	2019-11-08	14:25	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	53						1	0	0	1	0	0	0	0	0	✗	✓
198067358	2019-11-14	14:45	PD	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	DrivProp	Normal	65						1	0	0	2	0	0	0	0	0	✗	✓
198072908	2019-12-11	13:55	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	32	N	ChgLane	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	✗	✓
0001137968	2020-06-20	20:45	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	Foll2Cls	Normal	76						1	0	1	1	0	1	0	0	0	✗	✓
208015569	2020-05-13	12:55	PD	TrafficSigna	Dry	Clear	Turning	W	UTurn	DrivProp	Normal	23	W	GoAhead	DrivProp	Normal	37	2	0	0	2	0	0	0	0	0	✗	✓
208019501	2020-06-30	14:50	PD	TrafficSigna	Dry	Clear	SMVUnatd	N	Stopped	DrivProp	Normal	87	S	Parked	Other	Other	52	2	0	0	2	0	0	0	0	0	✗	✓
208030250	2020-10-11	15:25	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	DrivProp	Normal	45	E	Stopped	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✗	✓
208035575	2020-12-03	08:20	PD	TrafficSigna	Dry	Clear	SMVUnatd	N	Parked	Other	Other	71	N	Parked	Other	Other	71	2	0	0	2	0	0	0	0	0	✗	✓
208035881	2020-12-07	06:50	PI	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	75	E	Stopped	DrivProp	Normal	75	2	0	0	2	2	0	0	0	0	✗	✓
218020248	2021-09-02	12:00	PD	TrafficSigna	Dry	Clear	CyclistColl	S	Stopped	DrivProp	Normal	39						1	0	0	2	0	0	0	0	0	✗	✓
218028404	2021-11-07	10:00	PD	TrafficSigna	Dry	Clear	Turning	S	Stopped	DrivProp	Normal	35						1	0	0	1	0	0	0	0	0	✗	✓

Directory Report

Amount	KSI	Validated
71	0	16

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
005302	1992-02-05	00:25	PD	StopSign	Ice	Snow	SMVOther	S	Slowing	TooFast	Inatten	41	S	Slowing	TooFast	Inatten	41	2	0	0	0	0	0	0	0	3	✓	✗
022737	1992-05-13	16:30	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead	LostCtrl	Inatten	26	E	Stopped	DrivProp	Normal	57	2	0	0	0	0	0	0	0	3	✓	✗
039383	1993-07-29	18:48	PI	StopSign	Wet	Rain	CyclistColl	S	TurnRigh	FTY ROW	Inatten	53						1	0	1	1	0	1	0	0	0	✓	✗
065175	1993-12-03	00:30	PD	TrafficSigna	Wet	Rain	Turning	S	TurnRigh	ImpropTn	Normal	49	S	GoAhead	DrivProp	Normal	24	2	0	0	0	0	0	0	0	2	✓	✗
003267	1994-01-14	08:12	PD	StopSign	PSnow	Snow	Angle	S	Slowing	Disobey	Normal	35	W	GoAhead	DrivProp	Normal	34	2	0	0	0	0	0	0	0	4	✗	✗
035951	1995-06-17	17:31	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	48	E	Stopped	DrivProp	Normal	21	2	0	0	0	0	0	0	0	2	✓	✓
036920	1995-06-22	18:20	PD	StopSign	Dry	Clear	Angle	S	TurnLeft	FTY ROW	Normal	46	W	GoAhead	DrivProp	Normal	21	2	0	0	0	0	0	0	0	2	✗	✓
038781	1995-07-30	01:48	PI	StopSign	Dry	Clear	Turning	S	TurnRigh	Other	Normal	25	E	GoAhead	DrivProp	Normal	19	2	0	0	0	0	7	0	0	1	✓	✓
055373	1996-07-27	17:00	PI	NoControl		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
075817	1996-02-13	01:45	PI			Clear	SMVOther	E	GoAhead									1	0	0	0	0	0	0	0	2	✗	✓
092171	1996-08-25	08:44	PI	StopSign		Clear	SMVOther	S	GoAhead									1	0	0	0	0	0	0	0	1	✗	✓
115866	1997-03-06	11:25	PD			OTHER	Other	UN	Unknown				UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
141771	1997-06-23	19:35	PI			Clear	Turning	E	UTurn			44	E	GoAhead			40	2	0	0	0	0	0	0	0	3	✗	✓
144057	1997-07-18	16:15	PD			Clear	RearEnd	E	GoAhead			55	E	GoAhead			32	2	0	0	0	0	0	0	0	3	✗	✓
150723	1997-07-03	15:44	PI			Clear	Turning	N	TurnLeft			47	W	GoAhead			34	2	0	0	0	0	0	0	0	3	✗	✓
157448	1997-08-30	19:19	PI			Clear	Turning	E	TurnLeft			43	E	GoAhead			38	2	0	0	0	0	0	0	0	4	✗	✓
174390	1997-10-27	19:45	PD			Clear	RearEnd	UN	Stopped				W	Stopped			20	2	0	0	0	0	0	0	0	3	✗	✓
184792	1998-01-12	12:00	PD			Clear	Angle	E	Parked				UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
208021	1998-05-01	16:30	PI	StopSign	Dry	Clear	CyclistColl	S	Stopped		Normal	41						1	0	1	1	1	0	0	0	0	✗	✓
228512	1998-08-02	12:00	PD	NoControl	Dry	Clear	SMVUnatd	UN	Unknown				UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
346005	1999-09-19	16:50	PI	StopSign	Dry	Clear	CyclistColl	S	GoAhead	FTY ROW	Normal	42						1	0	1	1	0	1	0	0	0	✓	✓
371785	1999-12-09	13:40	PD	NoControl	Dry	Clear	Angle	N	GoAhead			54	E	GoAhead			35	2	0	0	3	0	0	0	0	0	✗	✓
450250	2000-10-29	01:00	PD	NoControl	Dry	Clear	SideSwip	S	Stopped			18	S	GoAhead			44	2	0	0	3	0	0	0	0	0	✗	✓
493860	2001-02-25	16:10	PI	StopSign	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	36	N	GoAhead	FTY ROW	Normal	59	2	0	0	1	1	0	0	0	1	✓	✓
499073	2001-03-16	10:12	PD	StopSign	Dry	Clear	Other	S	TurnRigh			43		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
521209	2001-06-13	12:50	PI	NoControl	Dry	Clear	RearEnd	E	Slowing			36	E	Stopped			53	2	0	0	1	1	0	0	0	0	✗	✓
599628	2002-04-20	13:30	PD		Dry	Clear	SMVOther	N	Reverse			22						1	0	0	2	0	0	0	0	0	✗	✓
601444	2002-04-28	16:00	PD	NoControl	Wet	Rain	RearEnd	E	TurnLeft			39	E	GoAhead			26	2	0	0	2	0	0	0	0	0	✗	✓
685650	2003-02-20	08:20	PD	StopSign	Dry	Clear	Turning	S	TurnLeft			33	N	GoAhead			39	2	0	0	2	0	0	0	0	0	✗	✓
734287	2003-10-09	19:18	PI	StopSign	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Inatten	60	E	GoAhead	DrivProp	Normal	63	2	0	0	2	1	0	0	0	0	✓	✓
783526	2004-06-25	08:50	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Disobey		48	N	GoAhead			32	2	0	0	3	0	0	0	0	0	✗	✓
792159	2004-09-03	21:45	PD	NoControl	Dry	Clear	Turning	W	TurnLeft			69	E	GoAhead			25	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
830936	2005-03-24	17:30	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	38	E	TurnLeft	FTY ROW	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
849635	2005-06-26	09:00	PI	NoControl	Dry	Clear	SMVOther	W	GoAhead	LostCtrl	Unknown	20						1	0	0	2	0	1	0	0	0	✓	✓
857458	2005-08-25	20:00	PD	StopSign	Dry	Clear	Turning	W	GoAhead			39	E	TurnLeft		Over.08	58	2	0	0	2	0	0	0	0	0	✗	✓
874426	2005-11-11	10:57	PD	NoControl	Dry	Clear	SMVOther	N	GoAhead			19						1	0	0	4	0	0	0	0	0	✗	✓
929399	2006-09-30	18:00	PD	NoControl	Dry	Clear	SMVUnatd		Parked			36		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
930697	2006-09-29	16:15	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			37	W	TurnLeft	ImpropTn		64	2	0	0	3	0	0	0	0	0	✗	✓
941518	2006-11-19	15:10	PD	NoControl	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg		55						1	0	0	3	0	0	0	0	0	✗	✓
1010576	2007-12-12	14:45	PI	NoControl	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	56	N	GoAhead	FTY ROW	Unknown	63	2	0	0	1	0	1	0	0	0	✓	✓
949542	2007-01-24	08:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh			50	S	Stopped			46	2	0	0	2	0	0	0	0	0	✗	✓
950492	2007-01-28	16:00	PD	NoControl	Dry	Clear	SMVUnatd		Parked			52		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
957022	2007-02-03	12:10	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			54	E	GoAhead			61	2	0	0	3	0	0	0	0	0	✗	✓
975958	2007-06-20	20:00	PD	NoControl	Dry	Clear	SMVUnatd	N	Parked			54		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1113070	2009-07-02	13:50	PD	StopSign	Dry	Clear	Angle	S	GoAhead			23	E	GoAhead			27	2	0	0	4	0	0	0	0	0	✗	✓
1160812	2010-02-26	19:45	PD	NoControl	Wet	Snow	SideSwip	W	Stopped	DrivProp	Normal	46	W	GoAhead	ImpropPa	Inatten	50	2	0	0	2	0	0	0	0	1	✓	✓
1165162	2010-04-25	16:10	PD	NoControl	Dry	Clear	Angle	E	GoAhead			51	S	Stopped			61	2	0	0	3	0	0	0	0	0	✗	✓
1175973	2010-07-04	20:30	PD	NoControl	Dry	Clear	SMVUnatd		Unknown									1	0	0	2	0	0	0	0	0	✗	✓
1187713	2010-07-03	18:13	PD	NoControl	Dry	Clear	RearEnd	E	Stopped			30	E	GoAhead			61	2	0	0	4	0	0	0	0	0	✗	✓
1243519	2011-07-12	17:20	PI	StopSign	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	48	S	GoAhead	Foll2Cls	Normal	54	2	0	0	1	1	0	0	0	0	✓	✓
1264516	2011-09-16	07:50	PI	StopSign	Dry	Clear	CyclistColl	S	TurnRigh	ImpropTn	Normal	51						1	0	1	1	0	1	0	0	0	✓	✓
1288655	2012-04-11	18:00	PD	NoControl	Dry	Clear	Turning	E	Stopped			42		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1312969	2012-07-30	09:50	PD	NoControl	Dry	Clear	SMVUnatd	W	Reverse			54						1	0	0	2	0	0	0	0	0	✗	✓
148001494	2014-01-10	18:50	PD	TrafficSigna	Wet	Clear	RearEnd	N	GoAhead	Foll2Cls	Normal	56	E	Stopped	DrivProp	Normal	35	2	0	0	2	0	0	0	0	0	✗	✓
5001243782	2015-07-21	13:10	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	FTY ROW	Inatten							1	1	0	1	1	0	0	0	0	✓	✓
168026675	2016-06-25	16:10	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	23	E	TurnLeft	FTY ROW	Normal	44	2	0	0	5	0	0	0	0	0	✗	✓
178050052	2017-10-19	14:50	PD	NoControl	Dry	Clear	Turning	S	TurnRigh	DrivProp	Unknown	42	W	GoAhead	Other	Unknown	20	2	0	0	2	0	0	0	0	0	✗	✓
188009872	2018-02-13	19:00	PD	TrafficSigna	Dry	Clear	PedestrianColl	N	Unknown	ImpLaChg	Unknown	0						1	1	0	2	0	0	0	0	0	✗	✓
188020085	2018-04-18	08:53	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Unknown	36	S	TurnLeft	DrivProp	Unknown	40	2	0	0	2	0	0	0	0	0	✗	✓
198001627	2019-01-10	13:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	52	W	Stopped	DrivProp	Normal	48	2	0	0	2	0	0	0	0	0	✗	✓
198013131	2019-02-27	08:50	PD	TrafficSigna	PSnow	Snow	RearEnd	W	Stopped	DrivProp	Normal	35	W	Slowing	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✗	✓
198036279	2019-06-14	18:20	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	20						1	0	0	1	0	0	0	0	0	✗	✓
198039536	2019-06-30	01:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	23						1	0	0	1	0	0	0	0	0	✗	✓
198054717	2019-09-16	08:55	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	51						1	0	0	1	0	0	0	0	0	✗	✓
198062591	2019-10-24	17:25	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	65						1	0	0	2	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
198065982	2019-11-10	12:00	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	53	W	TurnLeft	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✗	✓
0001406048	2020-07-28	16:15	PD	TrafficSigna	Dry	Clear	CyclistColl	W	GoAhead	DrivProp	Normal	35						1	0	1	2	0	0	0	0	0	✗	✓
208010477	2020-02-29	12:40	PD	TrafficSigna	Ice	Clear	Angle	E	Slowing	DrivProp	Normal	57						1	0	0	1	0	0	0	0	0	✗	✓
218009862	2021-05-19	19:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	30						1	0	0	1	0	0	0	0	0	✗	✓
218025814	2021-10-19	09:15	PI	TrafCont	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	58	E	GoAhead	DrivProp	Normal	28	2	0	0	1	1	0	0	0	0	✗	✓
218029541	2021-11-15	08:40	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	53						1	0	0	1	0	0	0	0	0	✗	✓

Amount
309

KSI
4

Validated
58

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
001721	1985-01-12	12:00	PI	TrafficSigna	Wet	Clear	RearEnd	W	Slowing	Other	Normal	19	W		DrivProp	Normal	34	3	0	0	6	1	0	0	0	0	×	×
005055	1985-01-23	10:00	PD	TrafficSigna	Wet	Clear	RearEnd	E	Slowing	DrivProp	Normal	54	E		DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
011113	1985-03-16	08:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	44	W		DrivProp	Normal	44	2	0	0	2	0	2	0	0	0	×	×
011560	1985-03-11	14:00	PI	TrafficSigna	Wet	Clear	RearEnd	W	Slowing	TooFast	Normal	34	W		DrivProp	Normal	54	3	0	0	2	3	0	0	0	0	×	×
020561	1985-05-29	12:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	FTY ROW	Normal	24	W	TurnRigh	ImpropTn	Normal	24	2	0	0	4	0	0	0	0	0	×	×
023449	1985-06-25	11:00	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	FTY ROW	ImpairAl	64	S	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	×	×
024208	1985-06-26	18:00	PI	TrafficSigna	Gravel	Clear		S	Slowing			24						1	0	0	0	1	0	0	0	0	×	×
030370	1985-08-24	11:00	PD	TrafficSigna	Wet	Rain	RearEnd	E	Slowing	DrivProp	Normal	24	E		DrivProp	Normal	34	2	0	0	4	0	0	0	0	0	×	×
033869	1985-09-19	21:00	PD	TrafficSigna	Dry	Clear	Angle	S	TurnRigh	FTY ROW	Normal	24						1	0	0	1	0	0	0	0	0	×	×
036353	1985-10-01	19:00	PD	TrafficSigna	Dry	Clear	Angle	S	TurnRigh	FTY ROW	Normal	44	W	GoAhead	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	×	×
001748	1986-01-19	12:00	PD	TrafficSigna	Wet	Clear	Turning	E	TurnLeft	DrivProp	Normal	34	W	GoAhead	Disobey	Normal	24	2	0	0	4	0	0	0	0	0	×	×
005241	1986-02-18	17:00	PD	TrafficSigna	Wet	FZRAIN	RearEnd	E	Slowing	TooFast	Normal	44	E		DrivProp	Normal	64	2	0	0	3	0	0	0	0	0	×	×
006646	1986-03-01	16:00	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	64	W		DrivProp	Normal	24	3	0	0	3	4	0	0	0	0	×	×
014667	1986-03-31	07:00	PI	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Normal	34	E		DrivProp	Normal	44	3	0	0	2	0	1	0	0	0	×	×
024171	1986-07-30	17:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh	Other	Normal	19	S	TurnRigh	DrivProp	Normal	34	2	0	0	1	1	1	0	0	0	×	×
024846	1986-08-01	07:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	ImpropTn		0						1	0	0	1	0	0	0	0	0	×	×
028915	1986-08-08	16:00	PD	NoControl	Wet	Clear	SideSwip	S	TurnLeft	ImpropTn	Normal	34	S	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
034778	1986-10-07	08:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	44	S	TurnRigh	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	×	×
047564	1986-12-10	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Unknown			0						1	0	0	1	0	0	0	0	0	×	×
002225	1987-01-20	08:00	PD	NoControl	LSnow	Clear	Angle	N	GoAhead		Normal	44	N	GoAhead		Normal	24	2	0	0	2	0	0	0	0	0	×	×
008068	1987-02-24	16:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	24	W	GoAhead	DrivProp	Normal	34	2	0	0	5	0	0	0	0	0	×	×
008703	1987-02-27	14:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	LostCtrl	HadDrink	54	W		DrivProp	Normal	54	3	0	0	3	0	0	0	0	0	×	×
010078	1987-02-20	07:00	PI	NoControl	Dry	Clear	Turning	E	UTurn	Other	Normal	34	S	GoAhead	DrivProp	Normal	64	2	0	0	5	1	0	0	0	0	×	×
011191	1987-03-19	02:00	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	LostCtrl	ImpairAl	34						1	0	0	0	0	1	0	0	0	×	×
016807	1987-04-27	09:00	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Normal	24	W	GoAhead	DrivProp	Normal	34	3	0	0	1	0	2	0	0	0	×	×
020012	1987-05-07	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	34	W	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
020553	1987-05-17	20:00	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	44	W	GoAhead	DrivProp	Normal	24	2	0	0	6	1	0	0	0	0	×	×
039091	1987-09-08	15:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	Slowing	Foll2Cls	Normal	24	W	Slowing	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	×	×
040439	1987-09-08	13:00	PI	TrafficSigna	Wet	Rain	Angle	E	GoAhead	Disobey	Normal	24	N	GoAhead	DrivProp	Normal	24	2	0	0	2	1	0	0	0	0	×	×
050704	1987-10-28	17:00	PD	TrafficSigna	Wet	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	24	W	Slowing	DrivProp	Normal	34	2	0	0	3	0	0	0	0	0	×	×
052631	1987-11-19	17:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Normal	34	N	GoAhead	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	×	×
056358	1987-10-10	15:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	Foll2Cls	Normal	34	S	Slowing	DrivProp	Normal	65	2	0	0	3	0	1	0	0	0	×	×
002196	1988-01-20	13:00	PD	TrafficSigna			Approach	S		FTY ROW	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	×	×

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
006372	1988-02-15	10:00	PI	TrafficSigna			Angle	W		ImpropTn	Normal	62	W		DrivProp	Normal	20	2	0	0	2	0	1	0	0	0	✗	✗
007859	1988-02-19	12:00	PD	NoControl			SMVOther	N		LostCtrl	Normal							1	0	0	0	0	0	0	0	1	✗	✗
027805	1988-06-22	15:00	PD	TrafficSigna			RearEnd	W		TooFast	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
027818	1988-06-19	11:00	PD	TrafficSigna			Angle	W		ImpropTn	Unknown		W		DrivProp	Unknown		2	0	0	0	0	0	0	0	2	✗	✗
032360	1988-07-09	10:00	PD	NoControl			SMVUnatd	S		Other	Unknown							2	0	0	0	0	0	0	0	2	✗	✗
034611	1988-07-27	08:00	PD	TrafficSigna			RearEnd	E		Other	Inatten		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
038217	1988-08-20	19:00	PD	TrafficSigna			Turning	N		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
043599	1988-09-04	17:00	PD	TrafficSigna			RearEnd	W		TooFast	Normal		W		DrivProp	Normal		3	0	0	0	0	0	0	0	3	✗	✗
046298	1988-09-06	16:00	PD	TrafficSigna			RearEnd	E		ImpropPa	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
063359	1988-12-23	15:00	PD	TrafficSigna			SideSwip	S		ImpLaChg	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
010973	1989-03-10	23:00	PI	TrafficSigna			Angle	S		Disobey	Over.08	30	W		Disobey	HadDrink	31	6	0	0	3	3	0	0	0	3	✗	✗
013006	1989-03-24	13:00	PD	TrafficSigna			RearEnd	W		Foll2Cls	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
013511	1989-03-28	11:00	PI	TrafficSigna			RearEnd	W		Other	Normal	21	W		DrivProp	Normal	20	2	0	0	1	1	0	0	0	0	✗	✗
016791	1989-03-31	14:00	PI	TrafficSigna			RearEnd	W		LostCtrl	Normal	29	W		DrivProp	Normal	29	2	0	0	1	0	1	0	0	0	✗	✗
020057	1989-05-05	12:00	PD	TrafficSigna			Angle	N		Disobey	Inatten		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
023672	1989-05-25	15:00	PD	NoControl			SMVOther	E		ImpropTn	Normal							1	0	0	0	0	0	0	0	1	✗	✗
032064	1989-07-07	19:00	PI	TrafficSigna			CyclistColl	N		FTY ROW	Normal	26						2	0	1	1	0	0	1	0	1	✗	✗
044674	1989-09-22	18:00	PD	TrafficSigna			Angle	W		ImpropTn	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
049931	1989-10-21	12:00	PI	TrafficSigna			RearEnd	W		Foll2Cls	Normal	25	W		DrivProp	Normal	41	2	0	0	2	3	0	0	0	0	✗	✗
057522	1989-11-25	10:00	PD	TrafficSigna			Angle	N		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
005114	1990-02-07	15:00	PD	TrafficSigna			Angle	S		Disobey	Inatten		W		DrivProp	Normal		3	0	0	0	0	0	0	0	3	✗	✗
013409	1990-04-02	10:00	PD	TrafficSigna			Angle	S		Disobey	Inatten		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
022528	1990-05-17	13:00	PI	TrafficSigna			RearEnd	W		Other	Normal	23	W		DrivProp	Normal	26	2	0	0	1	1	1	0	0	0	✗	✗
024331	1990-05-31	09:00	PI	YieldSign			RearEnd	W		Other	Inatten	34	W		DrivProp	Normal	44	2	0	0	1	1	0	0	0	0	✗	✗
034848	1990-05-03	18:00	PD	TrafficSigna			RearEnd	W		LostCtrl	Over.08		W		DrivProp	Normal		4	0	0	0	0	0	0	0	4	✗	✗
045343	1990-10-13	17:00	PD	TrafficSigna			RearEnd	W		ImpLaChg	Normal		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
046736	1990-06-02	13:00	PD	TrafficSigna			RearEnd	W		Foll2Cls	Unknown		W		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
047457	1990-11-01	10:00	PD	TrafficSigna			Angle	E		FTY ROW	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
009988	1991-03-16	15:00	PI	NoControl			CyclistColl	W		FTY ROW	Unknown	40						1	0	1	1	1	0	0	0	0	✗	✗
012659	1991-04-06	16:00	PD	TrafficSigna			Turning	N		ImpropTn	Unknown		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✓	✗
029572	1991-07-11	17:00	PD	TrafficSigna			RearEnd	S		Foll2Cls	Unknown		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
032001	1991-08-13	02:00	PI	TrafficSigna			CyclistColl	N		ImpropTn	Normal	26					19	2	0	1	2	0	0	1	0	0	✓	✗
037012	1991-09-11	16:00	PD	TrafficSigna			SMVOther	S		ImpropTn	Inatten							1	0	0	0	0	0	0	0	1	✗	✗
046639	1991-11-07	19:00	PD	NoControl			SideSwip	S		Other	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
046643	1991-11-07	17:00	PD	NoControl			SMVOther	S		LostCtrl	Normal							1	0	0	0	0	0	0	0	1	✗	✗
051210	1991-11-28	21:00	PD	TrafficSigna			Angle	S		Other	Normal		W		Other	Normal		2	0	0	0	0	0	0	0	2	✗	✗

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
057709	1991-09-17	17:00	PD	TrafficSigna			RearEnd	E		Other	Unknown		E		Other	Unknown		2	0	0	0	0	0	0	0	2	✗	✗
026045	1992-05-31	03:30	PD	TrafficSigna	Wet	Rain	Angle	W	TurnLeft	ImpropTn	Normal	31	W	GoAhead	DrivProp	Normal	20	2	0	0	0	0	0	0	0	2	✗	✗
030356	1992-06-24	07:06	PI	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead	Foll2Cls	Inatten	56	W	Stopped	DrivProp	Normal	28	3	0	0	1	2	0	0	0	1	✗	✗
042085	1992-08-30	19:15	PD	TrafCont	Dry	Clear	Turning	W	TurnLeft	Disobey	Normal	27	N	GoAhead	DrivProp	Normal	25	2	0	0	0	0	0	0	0	3	✗	✗
004811	1993-01-28	18:00	PD	NoControl	Slush	Snow	Angle	S	Slowing	DrivProp	Normal	52	S	Slowing	DrivProp	Normal	26	2	0	0	0	0	0	0	0	3	✗	✗
013975	1993-03-10	16:15	PD	NoControl	Ice	Snow	RearEnd	S	Stopped	DrivProp	Normal	45	S	Slowing	DrivProp	Normal	45	3	0	0	0	0	0	0	0	5	✗	✗
014723	1993-03-10	16:10	PD	TrafficSigna	Ice	Snow	RearEnd	S	GoAhead	DrivProp	Normal	28	S	Stopped	DrivProp	Normal	34	2	0	0	0	0	0	0	0	3	✗	✗
019642	1993-04-10	02:00	PD	TrafficSigna	Wet	Rain	SMVOther	N	GoAhead	DrivProp	HadDrink	28						1	0	0	0	0	0	0	0	2	✗	✗
032372	1993-06-20	23:35	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Inatten	26	W	GoAhead	DrivProp	Normal	34	2	0	0	0	0	0	0	0	3	✗	✗
033167	1993-06-25	20:00	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	43	E	GoAhead	DrivProp	Normal	19	2	0	0	0	0	0	0	0	2	✗	✗
038884	1993-07-22	15:00	PI	TrafficSigna	Dry	Clear	Angle	N	TurnRigh	ImpropTn	Unknown	27	N	GoAhead	DrivProp	Unknown	30	2	0	0	1	1	0	0	0	0	✗	✗
058183	1993-10-30	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane	FTY ROW	Normal	39	W	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✗
059344	1993-11-05	13:45	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	38	W	GoAhead	DrivProp	Normal	29	2	0	0	0	0	0	0	0	4	✗	✗
062717	1993-11-20	10:40	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Normal	46	W	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✗
050438	1994-08-17	18:50	PD	TrafficSigna	Dry	Clear	Angle	N	TurnLeft	ImpropTn	Normal	37	S	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	2	✓	✗
055375	1994-09-10	04:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	85	S	Stopped	DrivProp	Normal	40	2	0	0	0	0	0	0	0	2	✗	✗
055585	1994-09-13	12:15	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	26						1	0	0	0	0	0	0	0	3	✗	✗
058220	1994-09-25	22:00	PI	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	DrivProp	Normal	19						1	0	0	0	1	0	0	0	1	✗	✗
072111	1994-11-23	10:45	PD	NoControl	Dry	Clear	Turning	S	ChgLane	ImpLaChg	Normal	39	S	GoAhead	DrivProp	Normal	44	2	0	0	0	0	0	0	0	4	✗	✗
013656	1995-03-02	21:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	Stopped	DrivProp	Normal	40						1	0	0	0	0	0	0	0	3	✗	✓
037575	1995-06-25	00:30	PD	TrafficSigna	Dry	Clear	Turning	E	TurnRigh	ImpropTn	Normal	20	N	GoAhead	DrivProp	Normal	32	2	0	0	0	0	0	0	0	2	✗	✓
041126	1995-07-12	22:15	PD	TrafficSigna	Dry	Clear	SideSwip	N	TurnRigh	FTY ROW	Normal	69	N	TurnRigh	DrivProp	Normal	45	2	0	0	0	0	0	0	0	2	✗	✓
034746	1996-04-11	00:01	PD	TrafficSigna		Clear	Other	UN	Unknown				UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
042138	1996-05-25	12:00	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
048492	1996-07-01	00:01	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
062221	1996-09-20	18:35	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
079634	1996-11-24	19:05	PD	TrafficSigna		Snow	RearEnd	E	Slowing				N	Stopped				2	0	0	0	0	0	0	0	2	✗	✓
084103	1996-04-27	17:50	PD	TrafficSigna		Clear	Turning	E	TurnRigh				N	GoAhead				2	0	0	0	0	0	0	0	2	✗	✓
108877	1997-02-01	02:58	PI			Clear	Angle	S	GoAhead			54	W	GoAhead			49	2	0	0	0	0	0	0	0	2	✗	✓
129390	1997-05-13	12:30	PD	NoControl		Clear	CyclistColl	S	TurnRigh			43						1	0	1	0	0	0	0	0	3	✗	✓
150761	1997-07-25	13:30	PD			OTHER	Turning	W	TurnLeft			33	W	GoAhead			53	2	0	0	0	0	0	0	0	2	✗	✓
153970	1997-09-03	17:00	PD			Clear	SideSwip	N	GoAhead			37	UN	GoAhead			39	2	0	0	0	0	0	0	0	3	✗	✓
163125	1997-10-12	03:30	PI			Clear	RearEnd	UN	Stopped			38	UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
164234	1997-10-17	18:15	PD	TrafficSigna		Clear	Turning	N	GoAhead			30	E	TurnRigh			45	2	0	0	0	0	0	0	0	2	✗	✓
165110	1997-10-22	10:30	PD			Clear	SideSwip	UN	Stopped				UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
166227	1997-10-28	08:03	PD			Clear	RearEnd	W	Stopped			28	UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
178423	1997-12-14	01:30	PD			Clear	SideSwip	W	GoAhead			20	S	ChgLane			24	2	0	0	0	0	0	0	0	4	✗	✓
204955	1998-04-17	13:25	PD	TrafficSigna	Dry	Clear	RearEnd	UN	Stopped			31	UN	Stopped			47	2	0	0	2	0	0	0	0	0	✗	✓
226607	1998-07-25	22:00	PD	NoControl	Dry	Clear	SideSwip	W	GoAhead				W	Slowing			27	2	0	0	3	0	0	0	0	0	✗	✓
236126	1998-09-09	16:10	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			24	W	TurnRigh			33	2	0	0	1	1	0	0	0	0	✗	✓
247850	1998-09-20	15:45	PD		Dry	Clear	RearEnd	E	Stopped			69	UN	Unknown			27	2	0	0	3	0	0	0	0	0	✗	✓
249493	1998-10-25	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead			49	N	TurnRigh			33	2	0	0	4	0	0	0	0	0	✗	✓
251510	1998-11-03	08:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	Merging			50	UN	Unknown				2	0	0	2	0	0	0	0	0	✗	✓
256181	1998-11-17	20:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			42	N	Slowing			50	2	0	0	3	1	0	0	0	0	✗	✓
256772	1998-11-19	08:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			34	UN	Unknown				2	0	0	3	0	0	0	0	0	✗	✓
305639	1999-05-11	17:00	PD	TrafCont	Dry	Clear	RearEnd	W	GoAhead			35	W	Stopped			30	2	0	0	3	0	0	0	0	0	✓	✓
306525	1999-02-17	12:50	PD	StopSign	Dry	Clear	RearEnd	W	GoAhead			45	W	Stopped			62	2	0	0	2	0	0	0	0	0	✓	✓
312204	1999-06-08	08:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			27	W	Slowing			36	2	0	0	2	1	0	0	0	0	✗	✓
331674	1999-08-20	13:20	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead			30	W	GoAhead			35	2	0	0	4	0	0	0	0	0	✓	✓
341544	1999-09-22	17:20	PD	TrafficSigna	Dry	Clear	RearEnd	E	TurnLeft			19	N	GoAhead			40	2	0	0	3	0	0	0	0	0	✗	✓
343112	1999-08-20	16:25	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnRigh	Other	Normal	22						1	0	1	3	1	0	0	0	0	✓	✓
350871	1999-10-22	16:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead			43	UN	Unknown				2	0	0	4	0	0	0	0	0	✓	✓
354120	1999-11-02	20:10	PI	TrafficSigna	Wet	Rain	RearEnd	W	Stopped			47	W	GoAhead			45	3	0	0	3	1	0	0	0	0	✓	✓
381923	2000-02-10	17:45	PI	NoControl	LSnow	Snow	RearEnd	E	Slowing			36	E	GoAhead			33	2	0	0	0	1	1	0	0	0	✗	✓
388690	2000-03-05	20:30	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			48	E	GoAhead			21	2	0	0	2	0	0	0	0	1	✗	✓
393028	2000-03-10	11:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			34	E	GoAhead			25	2	0	0	2	0	0	0	0	1	✗	✓
409693	2000-06-01	17:00	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			37	UN	Unknown			37	2	0	0	2	0	0	0	0	1	✗	✓
430628	2000-08-17	14:10	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			31	UN	Unknown			31	2	0	0	2	0	0	0	0	0	✗	✓
432049	2000-08-05	07:00	PD	TrafficSigna	Dry	Clear	Angle	S	ChgLane			35	S	GoAhead			44	2	0	0	2	0	0	0	0	0	✗	✓
435514	2000-09-08	09:45	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			21	UN	TurnLeft			51	2	0	0	3	0	0	0	0	0	✗	✓
450626	2000-10-30	21:00	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead			42	W	Merging			41	2	0	0	4	0	0	0	0	0	✗	✓
478222	2001-02-02	12:15	PD	NoControl	Dry	Clear	Turning	N	TurnLeft			50	W	GoAhead			30	2	0	0	4	0	0	0	0	0	✗	✓
483323	2001-02-17	13:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			53	E	GoAhead			18	2	0	0	3	0	0	0	0	0	✗	✓
487551	2001-03-05	09:35	PD	NoControl	Wet	Snow	Turning		Unknown				N	GoAhead			46	2	0	0	3	0	0	0	0	0	✗	✓
506796	2001-05-19	23:30	PI	TrafficSigna	Dry	Clear	RearEnd	E	TurnLeft	DrivProp	Normal	46	N	Slowing	DrivProp	Normal	20	2	0	0	2	2	0	0	0	1	✓	✓
507080	2001-04-15	09:10	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			59	W	GoAhead			74	2	0	0	2	0	0	0	0	0	✗	✓
515092	2001-05-14	10:54	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead			27	W	GoAhead			51	2	0	0	1	0	2	0	0	0	✓	✓
519233	2001-06-30	18:45	PI	TrafficSigna	Dry	Clear	RearEnd	W	TurnLeft	DrivProp	Normal	55	W	GoAhead	Other	Normal	38	2	0	0	1	1	0	0	0	0	✓	✓
528239	2001-06-17	07:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft			78	E	GoAhead			21	2	0	0	2	0	0	0	0	0	✗	✓
529806	2001-07-22	11:59	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft			55						1	0	0	2	0	1	0	0	0	✗	✓
539395	2001-09-11	08:40	PD	StopSign	Dry	Clear	RearEnd	W	Stopped			25		Unknown			60	2	0	0	2	0	0	0	0	0	✗	✓
560952	2001-11-27	13:00	PD	NoControl	Wet	Rain	RearEnd	W	GoAhead			51	W	UTurn			31	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
565982	2001-12-12	06:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead			60		Unknown				2	0	0	2	0	0	0	0	0	✗	✗
590945	2002-03-14	21:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft			23	E	GoAhead			25	2	0	0	2	0	0	0	0	0	✗	✓
596224	2002-04-06	11:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Merging			19		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
601828	2002-03-31	16:40	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			37	E	GoAhead			29	2	0	0	2	0	0	0	0	0	✗	✓
603613	2002-04-09	16:05	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead			42	N	GoAhead			69	2	0	0	3	0	0	0	0	0	✗	✓
605282	2002-04-15	14:35	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			41	W	ChgLane			56	2	0	0	3	0	0	0	0	0	✗	✓
639944	2002-09-23	20:15	PD	TrafficSigna	Dry	Clear	Approach	W	Slowing			34	W	Reverse			36	2	0	0	2	0	0	0	0	0	✗	✓
692448	2003-03-25	20:55	PD	TrafficSigna	Dry	Clear	SMVOther	N	TurnLeft			44						1	0	0	2	0	0	0	0	0	✗	✓
695624	2003-04-16	16:29	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead			44	N	TurnRigh			35	3	0	0	4	0	0	0	0	0	✗	✓
706960	2003-06-05	08:07	PI	TrafficSigna	Wet	Clear	Angle	W	GoAhead	Disobey	Normal	34	S	GoAhead	DrivProp	Normal	59	2	0	0	2	0	2	0	0	0	✓	✓
713632	2003-06-27	12:38	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Inatten	24	W	GoAhead	DrivProp	Normal	27	2	0	0	2	0	1	0	0	0	✓	✓
729501	2003-10-17	02:00	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	23	S	GoAhead	ImpLaChg	Inatten	28	2	0	0	2	1	0	0	0	0	✓	✓
731179	2003-10-26	12:00	PD	TrafficSigna	Wet	Rain	RearEnd	W	Slowing			35	W	Stopped			39	2	0	0	3	0	0	0	0	0	✗	✓
732437	2003-10-26	13:30	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead			54	W	Stopped			23	3	0	0	4	0	0	0	0	0	✗	✓
742801	2003-11-07	14:35	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead			41	S	Stopped			51	2	0	0	3	0	0	0	0	0	✗	✓
747027	2003-12-13	20:30	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane			25	W	GoAhead			25	2	0	0	2	0	0	0	0	0	✗	✓
748237	2004-01-06	15:20	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	Disobey	Normal	55	N	TurnLeft	DrivProp	Normal	42	2	0	0	3	0	0	0	0	0	✓	✓
768229	2004-03-24	12:42	PI	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	52	W	TurnLeft	Disobey	Unknown	39	2	0	0	2	0	0	1	0	0	✓	✓
772280	2004-05-08	14:30	PD	TrafficSigna	Wet	Rain	RearEnd	S	Stopped			31		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
773724	2004-05-15	22:10	PD	YieldSign	Dry	Clear	SideSwip	E	ChgLane			24	E	GoAhead			40	2	0	0	3	0	0	0	0	0	✗	✓
775449	2004-05-05	18:40	PD	TrafCont	Dry	Clear	Angle	W	GoAhead			52	W	GoAhead			52	2	0	0	3	0	0	0	0	0	✗	✓
793019	2004-08-09	18:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	60	N	GoAhead	FTY ROW	Normal	42	2	0	0	2	0	0	0	0	0	✓	✓
795163	2004-08-28	23:55	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			25	N	GoAhead	Disobey		64	2	0	0	2	0	0	0	0	0	✗	✓
795651	2004-08-30	16:58	PI	TrafficSigna	Dry	Clear	SMVOther	N	ChgLane	ImpLaChg	Normal	29	N	GoAhead	DrivProp	Normal	58	2	0	0	1	0	1	0	0	0	✓	✓
800963	2004-09-24	23:05	PD	TrafficSigna	Dry	Clear	SMVUnatd	W	TurnLeft			19	W	GoAhead			59	2	0	0	4	0	0	0	0	0	✗	✓
806481	2004-11-19	01:30	PD	TrafficSigna	Wet	Rain	RearEnd	E	Stopped			44	E	Stopped			25	2	0	0	2	0	0	0	0	0	✗	✓
806485	2004-11-20	10:20	PD	TrafficSigna	Wet	Clear	SideSwip	W	GoAhead			49	W	GoAhead			54	2	0	0	4	0	0	0	0	0	✗	✓
808374	2004-11-29	13:13	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Inatten	49	W	GoAhead	DrivProp	Normal	29	2	0	0	0	0	1	1	0	0	✓	✓
823060	2005-01-20	14:52	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	40	W	Stopped	DrivProp	Normal	32	4	0	0	3	3	0	0	0	0	✓	✓
841804	2005-05-05	20:50	PI	TrafficSigna	Dry	Clear	CyclistColl	W	GoAhead	DrivProp	Normal	33						1	0	1	1	0	1	0	0	0	✓	✓
847407	2005-06-28	16:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnRigh	Other	Normal	23	N	GoAhead	Other	Normal	45	2	0	0	3	0	0	0	0	0	✓	✓
850015	2005-07-01	20:05	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Inatten	51	W	Slowing	DrivProp	Normal	23	2	0	0	2	2	0	0	0	0	✓	✓
851809	2005-07-20	18:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			32	S	Stopped			39	3	0	0	6	0	0	0	0	0	✗	✓
854608	2005-07-26	23:16	PD	TrafficSigna	Dry	Clear	Angle	S	TurnLeft			46	E	GoAhead			19	2	0	0	2	0	0	0	0	0	✗	✓
856870	2005-08-14	23:14	PI	TrafficGate	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	25	W	GoAhead	DrivProp	Normal	21	2	0	0	1	0	2	0	0	0	✓	✓
874194	2005-11-23	19:32	PD	NoControl	Dry	Clear	RearEnd	S	TurnLeft	Foll2Cls		46	S	TurnLeft			49	2	0	0	4	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
883442	2006-01-15	20:20	PD	TrafCont	Dry	Clear	SideSwip		GoAhead			38		TurnRigh			22	2	0	0	2	0	0	0	0	0	✗	✓
885287	2006-01-29	00:01	PD	TrafficSigna	Wet	Clear	SideSwip	E	GoAhead			30	N	TurnLeft			45	2	0	0	3	0	0	0	0	0	✗	✓
899985	2006-04-29	09:15	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			44	E	TurnRigh			31	2	0	0	3	0	0	0	0	0	✗	✓
915921	2006-07-02	15:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	34	W	GoAhead	Foll2Cls	Normal	45	2	0	0	1	1	0	0	0	0	✓	✓
919375	2006-08-19	17:50	PD	TrafficSigna	Dry	Clear	Angle	W	Stopped			35	W	ChgLane			58	2	0	0	3	0	0	0	0	0	✗	✓
933579	2006-10-21	02:30	PI	TrafficSigna	Dry	Clear	Other	W	GoAhead	Disobey	Normal	20	N	GoAhead	DrivProp	Normal	38	2	0	0	2	1	0	0	0	0	✓	✓
938718	2006-11-11	04:00	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead	Foll2Cls		21	E	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓
1001757	2007-11-09	18:45	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft			62	N	GoAhead			66	2	0	0	3	0	0	0	0	0	✗	✓
1013687	2007-12-21	16:00	PD	NoControl	Dry	Clear	SMVUnatd		Parked			40		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
959623	2007-02-15	12:24	PD	NoControl	Slush	Clear	SideSwip	W	GoAhead			45	W	GoAhead			32	2	0	0	4	0	0	0	0	0	✗	✓
967398	2007-05-03	07:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead			44	S	Stopped			41	2	0	0	3	0	0	0	0	0	✗	✓
984833	2007-08-13	18:15	PI	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	50	S	Unknown	Foll2Cls	Unknown		2	0	0	1	1	0	0	0	1	✓	✓
991983	2007-08-28	21:30	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	46	N	GoAhead	Disobey	Normal	28	2	0	0	2	0	1	0	0	0	✓	✓
1015197	2008-01-04	14:00	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			54	E	GoAhead			55	2	0	0	3	0	0	0	0	0	✗	✓
1018987	2008-02-02	00:00	PD	NoControl	Ice	Clear	Angle	E	GoAhead			22						1	0	0	1	0	0	0	0	0	✗	✓
1030019	2008-03-17	14:30	PD	NoControl	Dry	Clear	Angle	W	GoAhead			64	W	GoAhead			64	2	0	0	2	0	0	0	0	0	✗	✓
1037132	2008-04-21	09:30	PI	TrafficSigna	Dry	Clear	CyclistColl	W	TurnRigh	DrivProp	Normal	56						1	0	1	1	1	0	0	0	1	✓	✓
1042108	2008-06-07	16:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			30		Unknown				2	0	0	2	0	0	0	0	0	✗	✗
1052456	2008-08-08	08:55	PD	TrafficSigna	Dry	Clear	RearEnd		Slowing			40		Stopped			57	2	0	0	2	0	0	0	0	0	✗	✓
1056705	2008-08-06	22:45	PI	TrafficSigna	Dry	Clear	Turning	N	Stopped	DrivProp	Normal	55	N	TurnRigh	ImpropTn	Normal	28	2	0	0	1	1	0	0	0	1	✓	✓
1059120	2008-09-12	20:05	PI	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	64	W	GoAhead	Foll2Cls	Normal	37	2	0	0	1	1	0	0	0	1	✓	✓
1068983	2008-11-09	03:30	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			38	S	TurnLeft			26	2	0	0	2	0	0	0	0	0	✗	✗
1075131	2008-11-07	13:48	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	54	S	GoAhead	Disobey	Normal	80	2	0	0	1	1	0	0	0	0	✓	✓
1099030	2009-03-17	08:35	PD	TrafficSigna	Dry	Clear	SideSwip	W	TurnRigh			48	W	GoAhead			40	2	0	0	2	0	0	0	0	1	✓	✓
1099623	2009-04-16	14:54	PD	TrafficSigna	Dry	Clear	Approach	W	GoAhead			56	S	GoAhead			62	2	0	0	3	0	0	0	0	0	✗	✓
1107869	2009-05-14	03:10	PI	TrafficSigna	Dry	Clear	SMVOther	S	GoAhead	LostCtrl	Normal	32						1	0	0	1	0	1	0	0	1	✓	✓
1112458	2009-07-03	11:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh	Foll2Cls	Normal	47	S	TurnRigh	DrivProp	Normal	51	2	0	0	2	0	0	0	0	0	✓	✓
1119337	2009-08-17	12:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			58		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1120096	2009-07-05	22:10	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	19	W	GoAhead	DrivProp	Normal	27	2	0	0	0	3	0	0	0	1	✓	✓
1126880	2009-09-24	09:00	PD	NoControl	Dry	Clear	SMVUnatd	S	Parked			36		Unknown			24	2	0	0	2	0	0	0	0	0	✗	✓
1138064	2009-11-19	08:40	PD	TrafficSigna	Wet	Rain	RearEnd	W	GoAhead			44	W	Stopped			56	2	0	0	3	0	0	0	0	0	✗	✓
1138481	2009-11-19	03:26	PD	TrafficSigna	Dry	Clear	SMVOther		TurnLeft									1	0	0	2	0	0	0	0	0	✗	✓
1158886	2010-03-23	17:30	PD	TrafficSigna	Wet	Rain	RearEnd	N	Stopped			39	N	Slowing			47	2	0	0	2	0	0	0	0	0	✗	✓
1160222	2010-03-31	12:43	PD	TrafficSigna	Dry	Clear	RearEnd		Unknown				W	Stopped			33	2	0	0	2	0	0	0	0	0	✗	✓
1168064	2010-04-27	16:39	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			37	W	TurnLeft			59	2	0	0	3	0	0	0	0	0	✗	✓
1171919	2010-06-03	20:20	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead			46	N	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1190821	2010-08-21	11:36	PD	TrafficSigna	Dry	OTHER	Approach	S	Other			37	E	GoAhead			53	2	0	0	3	0	0	0	0	0	✗	✓
1207221	2010-11-26	08:07	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	61	N	GoAhead	Disobey	Unknown	49	2	0	0	1	0	1	0	0	1	✓	✓
1220852	2011-01-31	14:02	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	72	N	TurnRigh	ImpropTn	Inatten	57	2	0	0	2	0	0	0	0	1	✓	✓
1223571	2011-03-18	16:15	PD	NoControl	Dry	Clear	RearEnd	W	Slowing			35						1	0	0	2	0	0	0	0	0	✗	✓
1225692	2011-03-30	11:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing			44	N	TurnLeft			35	3	0	0	4	0	0	0	0	0	✗	✓
1230829	2011-04-30	17:30	PD	NoControl	Dry	Clear	RearEnd	S	Stopped			46		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1243774	2011-07-12	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing			30	S	Slowing			21	2	0	0	3	0	0	0	0	0	✗	✓
1245690	2011-07-23	21:15	PD	NoControl	Dry	Clear	RearEnd	E	Stopped			66	E	Slowing			26	2	0	0	2	0	0	0	0	0	✗	✓
1246439	2011-07-28	16:00	PD	NoControl	Dry	Clear	RearEnd	S	GoAhead			28	S	Stopped			35	2	0	0	2	0	0	0	0	0	✗	✓
1248036	2011-08-07	12:30	PD	TrafficSigna	Dry	Clear	RearEnd	W	Slowing			75	W	Stopped			31	2	0	0	4	0	0	0	0	0	✗	✓
1256604	2011-09-29	20:20	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead			24	N	GoAhead			23	2	0	0	3	0	0	0	0	0	✗	✓
1258204	2011-10-10	14:35	PI	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	FTY ROW	Normal	65	E	TurnLeft	DrivProp	Normal	30	2	0	0	2	1	0	0	0	0	✓	✓
1260993	2011-10-24	15:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			51	N	GoAhead			35	2	0	0	3	0	0	0	0	0	✗	✓
1261471	2011-10-26	16:30	PD	TrafficSigna	Wet	Rain	RearEnd	E	GoAhead			23		Unknown			53	3	0	0	5	0	0	0	0	0	✗	✓
1263505	2011-11-04	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing			30	S	Stopped			42	2	0	0	3	0	0	0	0	0	✗	✓
1265982	2011-09-19	07:24	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	LostCtrl	Normal	61	W	Stopped	DrivProp	Normal	43	3	0	0	2	1	0	0	0	2	✓	✓
1290771	2012-03-01	20:56	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	DrivProp	Normal	24	N	GoAhead	Disobey	Inatten	26	2	0	0	2	0	1	0	0	1	✓	✓
1291426	2012-04-28	17:30	PD	NoControl	Dry	Clear	Angle	S	Stopped			77	S	GoAhead			52	2	0	0	3	0	0	0	0	0	✗	✓
1304781	2012-05-29	08:48	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	DrivProp	Normal	59						1	0	1	2	0	0	0	0	0	✓	✓
1309343	2012-07-12	18:32	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnRigh	ImpropTn	Inatten	37						1	0	1	1	1	0	0	0	1	✓	✓
1310755	2012-08-18	16:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			55	E	TurnLeft	Disobey		22	2	0	0	3	0	0	0	0	0	✗	✓
1312409	2012-08-30	13:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			37		Unknown			37	3	0	0	3	0	0	0	0	0	✗	✓
1312955	2012-07-30	11:35	PI	TrafficSigna	Gravel	Clear	CyclistColl	W	TurnLeft	DrivProp	Normal	23						1	0	1	1	1	0	0	0	0	✓	✓
1314017	2012-09-10	07:35	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead			34	E	GoAhead			30	2	0	0	4	0	0	0	0	0	✗	✓
1320466	2012-09-09	18:30	PI	NoControl	Dry	Clear	CyclistColl	W	Passing	ImpropPa	Inatten							1	0	1	1	0	1	0	0	1	✓	✓
1327702	2012-11-27	11:33	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			67	W	Slowing			24	2	0	0	2	0	0	0	0	0	✗	✓
1328607	2012-11-30	11:00	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead			33		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
1330287	2012-12-07	15:15	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped			42	W	TurnRigh			53	2	0	0	3	0	0	0	0	0	✗	✓
1341023	2013-02-15	16:45	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft			25	W	GoAhead			58	2	0	0	2	0	0	0	0	0	✗	✓
1349506	2013-03-31	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh			69	S	TurnRigh			56	2	0	0	2	0	0	0	0	0	✗	✓
1351917	2013-04-16	18:30	PD	TrafficSigna	Dry	Clear	Angle		GoAhead			27	E	Stopped			45	2	0	0	2	0	0	0	0	0	✗	✓
1357749	2013-05-24	08:50	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped			44	E	GoAhead			19	2	0	0	2	0	0	0	0	1	✗	✓
1375137	2013-09-12	19:02	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped			54	S	Stopped			34	2	0	0	2	0	0	0	0	1	✗	✓
1377408	2013-07-07	00:45	PD	TrafficSigna	Wet	Rain	RearEnd	S	GoAhead			27	S	GoAhead			46	2	0	0	2	0	0	0	0	0	✗	✓
138004282	2013-12-05	18:25	PD	StopSign	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	50						1	0	0	1	0	0	0	0	0	✗	✓
1380764	2013-10-11	23:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			24	E	TurnLeft			31	2	0	0	2	0	0	0	0	1	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
148012485	2014-03-23	13:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	TurnRigh	DrivProp	Normal	39						1	0	0	2	0	0	0	0	0	✗	✓
148015673	2014-04-19	17:09	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	DrivProp	Normal	48						1	0	0	2	0	0	0	0	0	✗	✓
148025860	2014-07-09	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	LostCtrl	Inatten	48	W	Stopped	DrivProp	Normal	38	2	0	0	2	0	0	0	0	0	✗	✓
4002438402	2014-07-05	21:15	PD				SMVOther											0	0	0	0	0	0	0	0	1	✗	✓
4003219605	2014-11-01	17:13	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Inatten	74	N	GoAhead	DrivProp	Normal	36	2	0	0	2	1	1	0	0	0	✓	✓
158006576	2015-01-31	13:15	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	37						1	0	0	1	0	0	0	0	0	✗	✓
158027096	2015-06-29	10:30	PD	TrafficSigna	Dry	Rain	Turning	E	GoAhead	DrivProp	Normal	42	W	TurnLeft	TooFast	Normal	58	2	0	0	2	0	0	0	0	0	✗	✓
158027393	2015-06-30	16:45	PD	TrafficSigna	Dry	Rain	Turning	E	TurnLeft	ImpropTn	Normal	30	W	GoAhead	DrivProp	Normal	39	2	0	0	3	0	0	0	0	0	✗	✓
158027564	2015-06-29	19:45	PD	TrafficSigna	Dry	Rain	RearEnd	W	Slowing	Other	Normal	34	W	Slowing	Other	Normal	41	2	0	0	2	0	0	0	0	0	✗	✓
158029595	2015-07-16	08:30	PD	TrafficSigna	Dry	Rain	SideSwip	N	GoAhead	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	✗	✓
158032119	2015-07-29	06:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	30	W	Stopped	DrivProp	Normal	53	2	0	0	2	0	0	0	0	0	✗	✓
158032331	2015-08-03	12:50	PD	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	61	W	GoAhead	DrivProp	Normal	59	2	0	0	3	0	0	0	0	0	✗	✓
158035676	2015-08-27	14:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	Other	Normal	26	W	GoAhead	Disobey	Inatten	41	2	0	0	2	0	0	0	0	0	✗	✓
158037915	2015-09-12	13:40	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	37	N	TurnRigh	FTY ROW	Normal	59	2	0	0	2	0	0	0	0	0	✗	✓
158038784	2015-09-17	20:10	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	Foll2Cls	Normal	45	S	Stopped	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	✗	✓
5001276902	2015-07-26	15:48	PD	TrafficSigna	Dry	Clear	CyclistColl	S	TurnRigh	ImpropTn	Normal	40						1	0	1	2	0	0	0	0	0	✓	✓
5001289605	2015-07-28	13:40	PI	TrafficSigna	Dry	Clear	Angle	W	GoAhead	FTY ROW	Normal	30	N	GoAhead	DrivProp	Normal	37	2	0	0	2	2	0	0	0	0	✓	✓
5001332392	2015-08-04	10:10	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	ImpropTn	Normal	56	W	GoAhead	DrivProp	Normal	65	2	0	0	2	0	0	0	0	0	✓	✓
5001374743	2015-08-10	11:30	PI	NoControl	Dry	Clear	CyclistColl	S	TurnLeft	FTY ROW	Inatten	44						1	0	1	1	1	0	0	0	0	✓	✓
5001407772	2015-08-16	11:55	PI	TrafficSigna	Dry	Clear	Turning	E	TurnLeft	Disobey	Inatten	57	W	GoAhead	DrivProp	Normal	41	2	0	0	4	0	1	0	0	0	✓	✓
168028776	2016-07-08	18:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnRigh		Normal	31	E	GoAhead		Normal	57	2	0	0	5	0	0	0	0	0	✗	✓
168036189	2016-08-25	09:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh	Other	Inatten	61	W	GoAhead	DrivProp	Normal	47	2	0	0	2	0	0	0	0	0	✗	✓
168048241	2016-11-02	09:15	PD	NoControl	Dry	Clear	SMVOther	W	GoAhead	DrivProp	Unknown	32						1	0	0	1	0	0	0	0	0	✗	✓
6000781347	2016-05-07	00:15	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	ImpropTn	ImpairAl	0	S	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✗	✓
6001350478	2016-08-01	11:45	PI	NoControl	Dry	Clear	CyclistColl	W	GoAhead	Other	Normal	41						1	0	1	3	0	1	0	0	0	✓	✓
178014608	2017-04-01	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Unknown	25	S	Reverse	DrivProp	Unknown	53	2	0	0	2	0	0	0	0	0	✗	✓
178029432	2017-06-27	16:30	PD	NoControl	Dry	Clear	RearEnd	S	Stopped	DrivProp	Unknown	30	S	GoAhead	DrivProp	Unknown	47	2	0	0	2	0	0	0	0	0	✗	✓
178030108	2017-06-30	18:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Unknown	44	W	TurnLeft	DrivProp	Unknown	33	2	0	0	2	0	0	0	0	0	✗	✓
178030219	2017-07-01	14:30	PD	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Unknown	45						1	0	0	1	0	0	0	0	0	✗	✓
178035103	2017-07-30	17:45	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead	DrivProp	Unknown	32						1	0	0	1	0	0	0	0	0	✗	✓
178035692	2017-08-02	22:12	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	31	W	Reverse	DrivProp	Unknown	36	2	0	0	2	0	0	0	0	0	✗	✓
178036061	2017-08-04	17:15	PD	TrafficSigna	Wet	Rain	RearEnd	N	GoAhead	Foll2Cls	Unknown	26	E	Stopped	DrivProp	Unknown	62	2	0	0	2	0	0	0	0	0	✗	✓
178036506	2017-08-08	14:00	PI	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	28						1	0	0	0	1	0	0	0	0	✗	✓
178036695	2017-08-08	15:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	DrivProp	Unknown	29						1	0	0	1	0	0	0	0	0	✗	✓
178039570	2017-08-26	16:15	PD	NoControl	Dry	Clear	RearEnd	E	Stopped	DrivProp	Unknown	63						1	0	0	1	0	0	0	0	0	✗	✓
178057220	2017-11-22	17:15	PD	TrafficSigna	Wet	Snow	RearEnd	W	GoAhead	DrivProp	Unknown	83	W	Stopped	DrivProp	Unknown	60	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
7000324675	2017-02-21	13:00	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Inatten	25	S	GoAhead	DrivProp	Normal	43	2	0	0	1	3	0	0	0	0	✓	✓
7001463979	2017-08-14	07:35	PI	TrafficSigna	Dry	Clear	Other	W	TurnLeft	DrivProp	Normal	59						1	0	0	1	0	1	0	0	0	✓	✓
7001755315	2017-09-27	15:40	PI	TrafCont	Dry	Clear	Turning	N	TurnRigh	Foll2Cls	Normal	72	N	TurnRigh	DrivProp	Normal	35	2	0	0	1	1	0	0	0	0	✓	✓
188006565	2018-02-01	09:30	PI	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	43	W	Stopped	DrivProp	Unknown	25	4	0	0	2	2	0	0	0	0	✓	✓
188006972	2018-02-03	02:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	28	W	Stopped	DrivProp	Unknown	29	4	0	0	4	0	0	0	0	0	✗	✓
188026665	2018-05-24	16:15	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Unknown	57	N	GoAhead	DrivProp	Unknown	42	2	0	0	2	0	0	0	0	0	✗	✓
188037806	2018-07-22	04:10	PD	TrafficSigna	Wet	Rain	RearEnd	W	Stopped	DrivProp	Unknown	27						1	0	0	1	0	0	0	0	0	✗	✓
188041246	2018-08-10	09:00	PD	NoControl	Dry	Clear	RearEnd	W	Stopped	DrivProp	Unknown	56	W	Stopped	DrivProp	Unknown	0	2	0	0	2	0	0	0	0	0	✗	✓
188042123	2018-08-15	18:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	DrivProp	Unknown	42						1	0	0	1	0	0	0	0	0	✗	✓
188050803	2018-09-28	22:00	PD	NoControl	Wet	Rain	SideSwip	E	GoAhead	DrivProp	Unknown	54						1	0	0	1	0	0	0	0	0	✗	✓
188064331	2018-12-02	12:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Unknown	37						1	0	0	1	0	0	0	0	0	✗	✓
188064454	2018-12-02	20:00	PD	TrafficSigna	Wet	Rain	Turning	S	TurnLeft	DrivProp	Unknown	24	S	TurnLeft	DrivProp	Unknown	22	2	0	0	2	0	0	0	0	0	✗	✓
188066661	2018-12-12	21:50	PD	NoControl	Dry	Clear	RearEnd	N	Stopped	Other	Unknown	25						1	0	0	1	0	0	0	0	0	✗	✓
188069170	2018-12-23	20:10	PD	TrafficSigna	Wet	Rain	Turning	W	GoAhead	DrivProp	Unknown	59						1	0	0	1	0	0	0	0	0	✗	✓
8001317070	2018-07-19	10:30	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnRigh	Other	Normal	62						1	0	1	1	0	1	0	0	0	✓	✓
9000866149	2019-05-12	22:20	PI	TrafficSigna	Wet	Rain	Angle	S	GoAhead	Other	Normal	64	E	GoAhead	Other	Normal	73	2	0	0	0	3	0	0	0	0	✗	✓
9001220047	2019-07-01	04:24	PD	TrafficSigna	Dry	Clear	SMVUnatd	S	GoAhead	LostCtrl	Over.08	19						1	0	0	1	0	0	0	0	0	✗	✓
9001504877	2019-08-09	10:38	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	Foll2Cls	Normal	71	N	GoAhead	DrivProp	Unknown	32	2	0	0	1	0	1	0	0	0	✗	✓
9001694201	2019-09-04	18:14	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnRigh	Other	Normal	58						1	0	1	1	1	0	0	0	0	✗	✓
9001770130	2019-09-15	01:42	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead	Other	Normal	0	W	GoAhead	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✗	✓
9002055828	2019-10-24	18:16	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	Disobey	Inatten	47	E	GoAhead	DrivProp	Normal	45	2	0	0	1	1	2	0	0	0	✗	✓
0000001022	2020-01-01	02:44	PD	TrafficSigna	Wet	Snow	RearEnd	W	GoAhead	TooFast	Unknown	0	W	Slowing	Foll2Cls	Unknown	28	3	0	0	3	0	0	0	0	0	✗	✓
0002092355	2020-11-04	12:05	PI	TrafficSigna	Dry	Clear	Angle	N	GoAhead	Disobey	Inatten	39	W	GoAhead	DrivProp	Normal	51	2	0	0	1	0	2	0	0	0	✗	✓
1001288285	2021-07-09	12:46	PI	TrafficSigna	Dry	Clear	CyclistColl	S	TurnLeft	FTY ROW	Normal	70						1	0	1	1	0	1	0	0	0	✗	✓

Directory Report

Amount	KSI	Validated
94	2	31

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
052325	1996-07-23	11:00	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
077035	1996-02-18	01:00	PI	NoControl		Snow	Angle	E	GoAhead				W	GoAhead				2	0	0	0	0	0	0	0	3	✗	✓
079211	1996-11-23	16:15	PD	NoControl		Clear	Other	E	GoAhead									1	0	0	0	0	0	0	0	1	✗	✓
113108	1996-11-24	16:00	PI			Snow	PedestrianColl	W	GoAhead			26						1	2	0	1	0	1	0	0	2	✗	✓
114634	1997-02-16	22:40	PI			Snow	SMVOther	N	Slowing			29						1	0	0	0	0	0	0	0	3	✗	✓
116086	1997-03-11	03:45	PD			Snow	Angle	E	GoAhead			25						1	0	0	0	0	0	0	0	1	✗	✓
121361	1997-03-22	02:50	PD			Clear	SMVOther	E	GoAhead		HadDrink	19						1	0	0	0	0	0	0	0	3	✗	✓
128723	1997-05-13	16:30	PI			Clear	SideSwip	W	ChgLane			43	W	GoAhead			34	2	0	0	0	0	0	0	0	3	✗	✓
137800	1997-06-19	07:00	PD			Clear	Angle	W	ChgLane			39	E	GoAhead			55	2	0	0	0	0	0	0	0	3	✗	✓
147931	1997-07-10	22:00	PI			Clear	Turning	N	TurnLeft			19	E	GoAhead			33	2	0	0	0	0	0	0	0	3	✗	✓
161322	1997-10-04	23:30	PI			Clear	RearEnd	E	TurnRigh			23	E	GoAhead			26	2	0	0	0	0	0	0	0	6	✗	✓
162959	1997-10-10	18:00	PI			Clear	Other	UN	Unknown				UN	Slowing			37	2	0	0	0	0	0	0	0	3	✗	✓
168904	1997-11-09	12:40	PI			Clear	RearEnd	W	Stopped			27	W	Stopped			47	3	0	0	0	0	0	0	0	5	✗	✓
223094	1998-07-09	16:05	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			43	UN	GoAhead			59	3	0	0	3	0	0	0	0	0	✗	✓
259033	1998-11-28	02:45	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			27						1	0	0	3	0	0	0	0	0	✗	✓
262737	1998-09-22	11:20	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			46	W	GoAhead			35	2	0	0	2	0	0	0	0	0	✗	✓
281210	1998-11-01	11:10	PI	NoControl	Dry	Clear	SideSwip	E	GoAhead			20	E	GoAhead			31	2	0	0	2	1	1	0	0	0	✗	✓
292212	1998-12-21	16:34	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			34	W	GoAhead			32	2	0	0	4	1	0	0	0	0	✗	✓
314351	1999-06-12	18:30	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft			24	W	GoAhead			33	2	0	0	3	0	0	0	0	0	✗	✓
328084	1999-08-07	15:05	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			38	W	GoAhead			39	3	0	0	4	0	0	0	0	0	✗	✓
383282	2000-02-06	03:00	PD	NoControl	Dry	Clear	Other	E	Passing			20	UN	Slowing			18	2	0	0	3	0	0	0	0	0	✗	✓
385903	2000-02-13	01:05	PD	TrafficSigna	LSnow	Clear	SMVOther	S	TurnRigh			45						1	0	0	1	0	0	0	0	0	✗	✓
411070	2000-06-08	07:30	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			20	UN	Unknown			20	2	0	0	2	0	0	0	0	0	✗	✓
419515	2000-07-10	10:45	PD	TrafCont	Dry	Clear	RearEnd	S	GoAhead			65	E	GoAhead			35	2	0	0	2	0	0	0	0	0	✗	✓
427462	2000-08-05	23:20	PD	NoControl	Dry	Clear	Approach	E	Slowing			25	E	Passing			42	2	0	0	2	0	0	0	0	0	✗	✓
431882	2000-08-05	06:03	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead			24						1	0	0	3	0	0	0	0	0	✗	✓
447775	2000-10-20	23:45	PD	TrafficSigna	Dry	Clear	RearEnd	UN	Slowing		HadDrink	18	UN	Unknown			18	2	0	0	2	0	0	0	0	0	✗	✓
501203	2001-04-26	18:50	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			30	W	GoAhead			37	2	0	0	2	0	0	0	0	0	✗	✓
505900	2001-05-03	09:15	PD	TrafficSigna	Dry	Clear	Other	S	Stopped			44		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
530817	2001-08-12	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			0	E	Stopped			20	2	0	0	2	0	0	0	0	0	✗	✓
530822	2001-08-12	01:30	PD	PoliceContro	Dry	Clear	RearEnd	E	Slowing			24	E	Slowing			22	2	0	0	3	0	0	0	0	0	✗	✓
562971	2001-11-11	22:05	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead			44	W	Stopped			65	2	0	0	2	0	0	0	0	0	✗	✓
578493	2001-12-22	04:30	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			28						1	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
582847	2002-02-14	08:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			62	W	GoAhead			45	2	0	0	4	0	0	0	0	0	✗	✓
611225	2002-05-13	01:10	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead			20	W	ChgLane				2	0	0	3	0	0	0	0	0	✗	✓
625338	2002-07-30	16:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			40	W	Stopped			33	2	0	0	4	0	0	0	0	0	✗	✓
720796	2003-08-28	00:40	PD	TrafficSigna	Dry	Clear	Turning		Unknown				W	GoAhead			26	2	0	0	2	0	0	0	0	0	✗	✓
722657	2003-08-12	21:49	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	DrivProp	Normal	24						1	0	1	1	0	1	0	0	0	✓	✓
740857	2003-12-01	07:30	PD	TrafficSigna	Wet	OTHER	RearEnd	W	Slowing			58	W	Stopped			50	2	0	0	2	0	0	0	0	0	✗	✓
745169	2003-12-01	08:35	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	18	N	GoAhead			46	2	0	0	2	1	0	0	0	0	✓	✓
762410	2004-03-10	13:30	PD	StopSign	Dry	Clear	RearEnd	W	GoAhead			25	W	Stopped			46	2	0	0	3	0	0	0	0	0	✓	✓
767377	2004-03-17	00:25	PI	NoControl	LSnow	Snow	Other	W	Other	LostCtrl	Normal	60	W	GoAhead	DrivProp	Normal	64	2	0	0	2	0	1	0	0	0	✓	✓
780452	2004-06-25	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			27	W	GoAhead			35	2	0	0	4	0	0	0	0	0	✗	✓
785229	2004-07-08	18:40	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			36	W	GoAhead	Disobey		45	2	0	0	3	0	0	0	0	0	✗	✓
788247	2004-08-08	17:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			45	E	Slowing			66	2	0	0	2	0	0	0	0	0	✗	✓
792196	2004-09-04	11:30	PD	TrafficSigna	Dry	Clear	Approach	W	GoAhead			81	S	GoAhead			63	2	0	0	2	0	0	0	0	0	✗	✓
794180	2004-08-19	23:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			38	W	GoAhead			20	2	0	0	3	0	0	0	0	0	✗	✓
823335	2005-01-21	15:55	PI	TrafficSigna	Dry	Clear	SMVOther	W	GoAhead	LostCtrl	Normal	22						1	0	0	1	0	1	0	0	0	✓	✓
823713	2005-01-22	00:36	PD	TrafficSigna	PSnow	Snow	SMVOther	E	GoAhead	LostCtrl	Normal	27						1	0	0	3	0	0	0	0	0	✓	✓
836814	2005-03-30	06:27	PD	NoControl	Dry	Clear	Angle	E	GoAhead			56	E	ChgLane			48	2	0	0	3	0	0	0	0	0	✗	✓
841043	2005-05-01	00:46	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	21	N	GoAhead	Disobey	Over.08	32	2	0	0	0	1	1	0	0	0	✓	✓
911228	2006-06-25	17:29	PI	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead	TooFast	Unknown	43						1	0	0	0	0	0	2	0	0	✓	✓
920004	2006-08-23	14:15	PD	NoControl	Dry	Clear	SideSwip	S	ChgLane			55	E	GoAhead			21	2	0	0	3	0	0	0	0	0	✗	✓
939521	2006-11-29	19:00	PD	TrafficSigna	Wet	Rain	CyclistColl	W	GoAhead	DrivProp	Normal	25						1	0	1	2	0	0	0	0	0	✓	✓
1005184	2007-11-22	07:00	PD	NoControl	Wet	FZRAIN	SMVOther	W	GoAhead			44						1	0	0	1	0	0	0	0	0	✗	✓
1013558	2007-12-18	05:20	PD	TrafficGate	LSnow	Snow	SMVOther	E	GoAhead			22						1	0	0	4	0	0	0	0	0	✗	✓
953339	2007-02-14	17:30	PD	NoControl	Slush	Clear	SMVOther	E	GoAhead			66						1	0	0	1	0	0	0	0	0	✗	✓
965862	2007-04-22	15:56	PI	NoControl	Dry	Clear	RearEnd		Unknown				E	GoAhead			47	2	0	0	2	1	0	0	0	0	✗	✗
967025	2007-04-26	16:40	PD	NoControl	Wet	Rain	RearEnd	W	GoAhead			29	W	GoAhead			39	2	0	0	4	0	0	0	0	0	✗	✓
973953	2007-05-26	03:08	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead			22						1	0	0	2	0	0	0	0	0	✗	✓
1030293	2008-03-14	21:14	PD	TrafficSigna	Wet	Clear	Angle	N	GoAhead			40	N	GoAhead			24	2	0	0	3	0	0	0	0	0	✗	✓
1057640	2008-08-16	14:00	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	47	W	GoAhead	Disobey	Normal	41	2	0	0	2	0	1	0	0	1	✓	✓
1076239	2008-11-26	15:15	PI	TrafficSigna	Wet	Clear	Turning	E	GoAhead	DrivProp	Normal	54	E	UTurn	ImpropTn	Normal	18	2	0	0	2	1	0	0	0	1	✓	✓
1121448	2009-08-26	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing			27	E	Stopped			47	2	0	0	3	0	0	0	0	0	✗	✓
1121540	2009-07-11	14:05	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey		72	W	GoAhead			25	2	0	0	2	0	0	0	0	0	✗	✓
1130113	2009-10-09	15:20	PD	NoControl	Wet	Rain	SideSwip		Unknown				W	GoAhead			28	2	0	0	3	0	0	0	0	0	✗	✓
1133352	2009-10-02	13:05	PI	StopSign	Wet	Rain	RearEnd	W	Merging	TooSlow	Normal	54	W	GoAhead	Foll2Cls	Inatten	47	2	0	0	1	0	1	0	0	0	✓	✓
1133720	2009-10-27	17:55	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	19	W	ChgLane	ImpLaChg	Normal	55	2	0	0	2	0	0	0	0	1	✓	✓
1141013	2009-12-08	14:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			63	W	Slowing			58	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1141428	2009-11-15	01:59	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead		Over.08	24						1	0	0	1	0	0	0	0	0	✗	✓
1153047	2010-01-12	09:02	PI	TrafficSigna	Wet	Clear	Angle	E	GoAhead	Disobey	Normal	44	N	GoAhead	DrivProp	Normal	46	2	0	0	1	0	1	0	0	2	✓	✓
1235117	2011-03-24	12:34	PI	TrafficSigna	Wet	Clear	Angle	S	GoAhead	Disobey	Other	63	W	GoAhead	DrivProp	Normal	22	2	0	0	0	0	1	1	0	1	✓	✓
1300304	2012-06-21	18:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	58	E	GoAhead	Foll2Cls	Normal	57	2	0	0	2	0	0	0	0	0	✓	✓
148041487	2014-11-04	13:30	PI	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	Foll2Cls	Normal	47	S	Stopped	DrivProp	Normal	36	2	0	0	2	0	1	0	0	0	✓	✓
158015712	2015-04-11	20:45	PD	TrafficSigna	Dry	Rain	RearEnd	E	GoAhead	Foll2Cls	Normal	23	E	Stopped	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	✓	✓
158032072	2015-07-31	15:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	LostCtrl	Inatten	66	S	Stopped	DrivProp	Normal	52	2	0	0	2	0	0	0	0	0	✓	✓
158032362	2015-08-03	06:30	PD	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	28	W	Slowing	LostCtrl	Normal	25	2	0	0	4	0	0	0	0	0	✓	✓
158034348	2015-08-15	23:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Unknown	40	E	GoAhead	DrivProp	Normal	39	2	0	0	5	0	0	0	0	0	✓	✓
5001522125	2015-09-03	17:10	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Disobey	Inatten	29	S	TurnLeft	DrivProp	Normal	52	2	0	0	1	0	1	0	0	0	✓	✓
168014220	2016-04-09	11:10	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	77	E	Stopped	DrivProp	Normal	52	2	0	0	2	0	0	0	0	0	✓	✓
168027442	2016-06-23	19:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	70						1	0	0	1	0	0	0	0	0	✗	✓
168034596	2016-08-14	23:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Unknown		E	Stopped	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✓	✓
178015305	2017-04-09	18:49	PD	PedCrossing	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	44	S	Slowing	Foll2Cls	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
178016214	2017-04-15	03:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Other	Normal	30	N	Stopped	DrivProp	Normal	26	2	0	0	1	1	0	0	0	0	✓	✓
178036292	2017-08-06	04:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	41	S	Slowing	Foll2Cls	Normal	31	2	0	0	1	1	0	0	0	0	✓	✓
178041785	2017-09-06	11:00	PD	TrafficSigna	Dry	Clear	Other	N	Reverse	DrivProp	Normal	54						1	0	0	1	0	0	0	0	0	✗	✓
178055289	2017-11-12	19:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	39						1	0	0	1	0	0	0	0	0	✗	✓
188013953	2018-03-13	23:45	PD	TrafficSigna	Wet	Rain	RearEnd	N	GoAhead	Foll2Cls	Normal	23	N	Stopped	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✓	✓
188014662	2018-03-18	04:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Passing	Foll2Cls	Normal	26	N	Stopped	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
188034086	2018-06-28	10:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	56	W	TurnRigh	DrivProp	Normal	56	2	0	0	2	0	0	0	0	0	✗	✓
188062597	2018-11-24	20:00	PD	TrafficSigna	Wet	Rain	RearEnd	N	Stopped	DrivProp	Normal	30	N	GoAhead	Foll2Cls	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
9001690344	2019-09-04	09:05	PD	TrafficSigna	Dry	Clear	SideSwip	W	Passing	FTY ROW	Inatten	44	W	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
0001187035	2020-06-28	03:21	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	LostCtrl	HadDrink	35	S	GoAhead	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
0001589390	2020-08-23	19:48	PI	NoControl	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	17	W	GoAhead	DrivProp	Normal	60	2	0	0	2	0	1	0	0	0	✗	✓

Directory Report

Amount	KSI	Validated
94	2	31

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
052325	1996-07-23	11:00	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
077035	1996-02-18	01:00	PI	NoControl		Snow	Angle	E	GoAhead				W	GoAhead				2	0	0	0	0	0	0	0	3	✗	✓
079211	1996-11-23	16:15	PD	NoControl		Clear	Other	E	GoAhead									1	0	0	0	0	0	0	0	1	✗	✓
113108	1996-11-24	16:00	PI			Snow	PedestrianColl	W	GoAhead			26						1	2	0	1	0	1	0	0	2	✗	✓
114634	1997-02-16	22:40	PI			Snow	SMVOther	N	Slowing			29						1	0	0	0	0	0	0	0	3	✗	✓
116086	1997-03-11	03:45	PD			Snow	Angle	E	GoAhead			25						1	0	0	0	0	0	0	0	1	✗	✓
121361	1997-03-22	02:50	PD			Clear	SMVOther	E	GoAhead		HadDrink	19						1	0	0	0	0	0	0	0	3	✗	✓
128723	1997-05-13	16:30	PI			Clear	SideSwip	W	ChgLane			43	W	GoAhead			34	2	0	0	0	0	0	0	0	3	✗	✓
137800	1997-06-19	07:00	PD			Clear	Angle	W	ChgLane			39	E	GoAhead			55	2	0	0	0	0	0	0	0	3	✗	✓
147931	1997-07-10	22:00	PI			Clear	Turning	N	TurnLeft			19	E	GoAhead			33	2	0	0	0	0	0	0	0	3	✗	✓
161322	1997-10-04	23:30	PI			Clear	RearEnd	E	TurnRigh			23	E	GoAhead			26	2	0	0	0	0	0	0	0	6	✗	✓
162959	1997-10-10	18:00	PI			Clear	Other	UN	Unknown				UN	Slowing			37	2	0	0	0	0	0	0	0	3	✗	✓
168904	1997-11-09	12:40	PI			Clear	RearEnd	W	Stopped			27	W	Stopped			47	3	0	0	0	0	0	0	0	5	✗	✓
223094	1998-07-09	16:05	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead			43	UN	GoAhead			59	3	0	0	3	0	0	0	0	0	✗	✓
259033	1998-11-28	02:45	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			27						1	0	0	3	0	0	0	0	0	✗	✓
262737	1998-09-22	11:20	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			46	W	GoAhead			35	2	0	0	2	0	0	0	0	0	✗	✓
281210	1998-11-01	11:10	PI	NoControl	Dry	Clear	SideSwip	E	GoAhead			20	E	GoAhead			31	2	0	0	2	1	1	0	0	0	✗	✓
292212	1998-12-21	16:34	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead			34	W	GoAhead			32	2	0	0	4	1	0	0	0	0	✗	✓
314351	1999-06-12	18:30	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft			24	W	GoAhead			33	2	0	0	3	0	0	0	0	0	✗	✓
328084	1999-08-07	15:05	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead			38	W	GoAhead			39	3	0	0	4	0	0	0	0	0	✗	✓
383282	2000-02-06	03:00	PD	NoControl	Dry	Clear	Other	E	Passing			20	UN	Slowing			18	2	0	0	3	0	0	0	0	0	✗	✓
385903	2000-02-13	01:05	PD	TrafficSigna	LSnow	Clear	SMVOther	S	TurnRigh			45						1	0	0	1	0	0	0	0	0	✗	✓
411070	2000-06-08	07:30	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			20	UN	Unknown			20	2	0	0	2	0	0	0	0	0	✗	✓
419515	2000-07-10	10:45	PD	TrafCont	Dry	Clear	RearEnd	S	GoAhead			65	E	GoAhead			35	2	0	0	2	0	0	0	0	0	✗	✓
427462	2000-08-05	23:20	PD	NoControl	Dry	Clear	Approach	E	Slowing			25	E	Passing			42	2	0	0	2	0	0	0	0	0	✗	✓
431882	2000-08-05	06:03	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead			24						1	0	0	3	0	0	0	0	0	✗	✓
447775	2000-10-20	23:45	PD	TrafficSigna	Dry	Clear	RearEnd	UN	Slowing		HadDrink	18	UN	Unknown			18	2	0	0	2	0	0	0	0	0	✗	✓
501203	2001-04-26	18:50	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			30	W	GoAhead			37	2	0	0	2	0	0	0	0	0	✗	✓
505900	2001-05-03	09:15	PD	TrafficSigna	Dry	Clear	Other	S	Stopped			44		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
530817	2001-08-12	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			0	E	Stopped			20	2	0	0	2	0	0	0	0	0	✗	✓
530822	2001-08-12	01:30	PD	PoliceContro	Dry	Clear	RearEnd	E	Slowing			24	E	Slowing			22	2	0	0	3	0	0	0	0	0	✗	✓
562971	2001-11-11	22:05	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead			44	W	Stopped			65	2	0	0	2	0	0	0	0	0	✗	✓
578493	2001-12-22	04:30	PD	NoControl	Dry	Clear	SMVOther	E	GoAhead			28						1	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
582847	2002-02-14	08:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			62	W	GoAhead			45	2	0	0	4	0	0	0	0	0	✗	✓
611225	2002-05-13	01:10	PD	NoControl	Dry	Clear	RearEnd	W	GoAhead			20	W	ChgLane				2	0	0	3	0	0	0	0	0	✗	✓
625338	2002-07-30	16:00	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead			40	W	Stopped			33	2	0	0	4	0	0	0	0	0	✗	✓
720796	2003-08-28	00:40	PD	TrafficSigna	Dry	Clear	Turning		Unknown				W	GoAhead			26	2	0	0	2	0	0	0	0	0	✗	✓
722657	2003-08-12	21:49	PI	TrafficSigna	Dry	Clear	CyclistColl	N	GoAhead	DrivProp	Normal	24						1	0	1	1	0	1	0	0	0	✓	✓
740857	2003-12-01	07:30	PD	TrafficSigna	Wet	OTHER	RearEnd	W	Slowing			58	W	Stopped			50	2	0	0	2	0	0	0	0	0	✗	✓
745169	2003-12-01	08:35	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Normal	18	N	GoAhead			46	2	0	0	2	1	0	0	0	0	✓	✓
762410	2004-03-10	13:30	PD	StopSign	Dry	Clear	RearEnd	W	GoAhead			25	W	Stopped			46	2	0	0	3	0	0	0	0	0	✓	✓
767377	2004-03-17	00:25	PI	NoControl	LSnow	Snow	Other	W	Other	LostCtrl	Normal	60	W	GoAhead	DrivProp	Normal	64	2	0	0	2	0	1	0	0	0	✓	✓
780452	2004-06-25	09:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			27	W	GoAhead			35	2	0	0	4	0	0	0	0	0	✗	✓
785229	2004-07-08	18:40	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			36	W	GoAhead	Disobey		45	2	0	0	3	0	0	0	0	0	✗	✓
788247	2004-08-08	17:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped			45	E	Slowing			66	2	0	0	2	0	0	0	0	0	✗	✓
792196	2004-09-04	11:30	PD	TrafficSigna	Dry	Clear	Approach	W	GoAhead			81	S	GoAhead			63	2	0	0	2	0	0	0	0	0	✗	✓
794180	2004-08-19	23:00	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead			38	W	GoAhead			20	2	0	0	3	0	0	0	0	0	✗	✓
823335	2005-01-21	15:55	PI	TrafficSigna	Dry	Clear	SMVOther	W	GoAhead	LostCtrl	Normal	22						1	0	0	1	0	1	0	0	0	✓	✓
823713	2005-01-22	00:36	PD	TrafficSigna	PSnow	Snow	SMVOther	E	GoAhead	LostCtrl	Normal	27						1	0	0	3	0	0	0	0	0	✓	✓
836814	2005-03-30	06:27	PD	NoControl	Dry	Clear	Angle	E	GoAhead			56	E	ChgLane			48	2	0	0	3	0	0	0	0	0	✗	✓
841043	2005-05-01	00:46	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	DrivProp	Normal	21	N	GoAhead	Disobey	Over.08	32	2	0	0	0	1	1	0	0	0	✓	✓
911228	2006-06-25	17:29	PI	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead	TooFast	Unknown	43						1	0	0	0	0	0	2	0	0	✓	✓
920004	2006-08-23	14:15	PD	NoControl	Dry	Clear	SideSwip	S	ChgLane			55	E	GoAhead			21	2	0	0	3	0	0	0	0	0	✗	✓
939521	2006-11-29	19:00	PD	TrafficSigna	Wet	Rain	CyclistColl	W	GoAhead	DrivProp	Normal	25						1	0	1	2	0	0	0	0	0	✓	✓
1005184	2007-11-22	07:00	PD	NoControl	Wet	FZRAIN	SMVOther	W	GoAhead			44						1	0	0	1	0	0	0	0	0	✗	✓
1013558	2007-12-18	05:20	PD	TrafficGate	LSnow	Snow	SMVOther	E	GoAhead			22						1	0	0	4	0	0	0	0	0	✗	✓
953339	2007-02-14	17:30	PD	NoControl	Slush	Clear	SMVOther	E	GoAhead			66						1	0	0	1	0	0	0	0	0	✗	✓
965862	2007-04-22	15:56	PI	NoControl	Dry	Clear	RearEnd		Unknown				E	GoAhead			47	2	0	0	2	1	0	0	0	0	✗	✗
967025	2007-04-26	16:40	PD	NoControl	Wet	Rain	RearEnd	W	GoAhead			29	W	GoAhead			39	2	0	0	4	0	0	0	0	0	✗	✓
973953	2007-05-26	03:08	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead			22						1	0	0	2	0	0	0	0	0	✗	✓
1030293	2008-03-14	21:14	PD	TrafficSigna	Wet	Clear	Angle	N	GoAhead			40	N	GoAhead			24	2	0	0	3	0	0	0	0	0	✗	✓
1057640	2008-08-16	14:00	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	DrivProp	Normal	47	W	GoAhead	Disobey	Normal	41	2	0	0	2	0	1	0	0	1	✓	✓
1076239	2008-11-26	15:15	PI	TrafficSigna	Wet	Clear	Turning	E	GoAhead	DrivProp	Normal	54	E	UTurn	ImpropTn	Normal	18	2	0	0	2	1	0	0	0	1	✓	✓
1121448	2009-08-26	19:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing			27	E	Stopped			47	2	0	0	3	0	0	0	0	0	✗	✓
1121540	2009-07-11	14:05	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey		72	W	GoAhead			25	2	0	0	2	0	0	0	0	0	✗	✓
1130113	2009-10-09	15:20	PD	NoControl	Wet	Rain	SideSwip		Unknown				W	GoAhead			28	2	0	0	3	0	0	0	0	0	✗	✓
1133352	2009-10-02	13:05	PI	StopSign	Wet	Rain	RearEnd	W	Merging	TooSlow	Normal	54	W	GoAhead	Foll2Cls	Inatten	47	2	0	0	1	0	1	0	0	0	✓	✓
1133720	2009-10-27	17:55	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	DrivProp	Normal	19	W	ChgLane	ImpLaChg	Normal	55	2	0	0	2	0	0	0	0	1	✓	✓
1141013	2009-12-08	14:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped			63	W	Slowing			58	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1141428	2009-11-15	01:59	PD	TrafficSigna	Dry	Clear	SMVOther	E	GoAhead		Over.08	24						1	0	0	1	0	0	0	0	0	✗	✓
1153047	2010-01-12	09:02	PI	TrafficSigna	Wet	Clear	Angle	E	GoAhead	Disobey	Normal	44	N	GoAhead	DrivProp	Normal	46	2	0	0	1	0	1	0	0	2	✓	✓
1235117	2011-03-24	12:34	PI	TrafficSigna	Wet	Clear	Angle	S	GoAhead	Disobey	Other	63	W	GoAhead	DrivProp	Normal	22	2	0	0	0	0	1	1	0	1	✓	✓
1300304	2012-06-21	18:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	58	E	GoAhead	Foll2Cls	Normal	57	2	0	0	2	0	0	0	0	0	✓	✓
148041487	2014-11-04	13:30	PI	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	Foll2Cls	Normal	47	S	Stopped	DrivProp	Normal	36	2	0	0	2	0	1	0	0	0	✓	✓
158015712	2015-04-11	20:45	PD	TrafficSigna	Dry	Rain	RearEnd	E	GoAhead	Foll2Cls	Normal	23	E	Stopped	DrivProp	Normal	54	2	0	0	4	0	0	0	0	0	✓	✓
158032072	2015-07-31	15:30	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	LostCtrl	Inatten	66	S	Stopped	DrivProp	Normal	52	2	0	0	2	0	0	0	0	0	✓	✓
158032362	2015-08-03	06:30	PD	TrafficSigna	Wet	Clear	RearEnd	W	Stopped	DrivProp	Normal	28	W	Slowing	LostCtrl	Normal	25	2	0	0	4	0	0	0	0	0	✓	✓
158034348	2015-08-15	23:10	PD	TrafficSigna	Dry	Clear	SideSwip	E	ChgLane	ImpLaChg	Unknown	40	E	GoAhead	DrivProp	Normal	39	2	0	0	5	0	0	0	0	0	✓	✓
5001522125	2015-09-03	17:10	PI	TrafficSigna	Dry	Clear	Turning	W	GoAhead	Disobey	Inatten	29	S	TurnLeft	DrivProp	Normal	52	2	0	0	1	0	1	0	0	0	✓	✓
168014220	2016-04-09	11:10	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Normal	77	E	Stopped	DrivProp	Normal	52	2	0	0	2	0	0	0	0	0	✓	✓
168027442	2016-06-23	19:40	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	70						1	0	0	1	0	0	0	0	0	✗	✓
168034596	2016-08-14	23:15	PD	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Unknown		E	Stopped	DrivProp	Unknown	54	2	0	0	2	0	0	0	0	0	✓	✓
178015305	2017-04-09	18:49	PD	PedCrossing	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	44	S	Slowing	Foll2Cls	Normal	29	2	0	0	2	0	0	0	0	0	✓	✓
178016214	2017-04-15	03:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Other	Normal	30	N	Stopped	DrivProp	Normal	26	2	0	0	1	1	0	0	0	0	✓	✓
178036292	2017-08-06	04:00	PI	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	DrivProp	Normal	41	S	Slowing	Foll2Cls	Normal	31	2	0	0	1	1	0	0	0	0	✓	✓
178041785	2017-09-06	11:00	PD	TrafficSigna	Dry	Clear	Other	N	Reverse	DrivProp	Normal	54						1	0	0	1	0	0	0	0	0	✗	✓
178055289	2017-11-12	19:50	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	39						1	0	0	1	0	0	0	0	0	✗	✓
188013953	2018-03-13	23:45	PD	TrafficSigna	Wet	Rain	RearEnd	N	GoAhead	Foll2Cls	Normal	23	N	Stopped	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✓	✓
188014662	2018-03-18	04:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Passing	Foll2Cls	Normal	26	N	Stopped	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
188034086	2018-06-28	10:00	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh	DrivProp	Normal	56	W	TurnRigh	DrivProp	Normal	56	2	0	0	2	0	0	0	0	0	✗	✓
188062597	2018-11-24	20:00	PD	TrafficSigna	Wet	Rain	RearEnd	N	Stopped	DrivProp	Normal	30	N	GoAhead	Foll2Cls	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
9001690344	2019-09-04	09:05	PD	TrafficSigna	Dry	Clear	SideSwip	W	Passing	FTY ROW	Inatten	44	W	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	✓	✓
0001187035	2020-06-28	03:21	PD	TrafficSigna	Dry	Clear	RearEnd	S	GoAhead	LostCtrl	HadDrink	35	S	GoAhead	DrivProp	Normal	27	2	0	0	2	0	0	0	0	0	✗	✓
0001589390	2020-08-23	19:48	PI	NoControl	Dry	Clear	SideSwip	W	ChgLane	ImpLaChg	Normal	17	W	GoAhead	DrivProp	Normal	60	2	0	0	2	0	1	0	0	0	✗	✓

Directory Report

Amount	KSI	Validated
53	0	9

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
018087	1985-05-11	17:00	PD	NoControl	Dry	Clear	Turning	N	TurnRigh	FTY ROW	Normal	34	N		DrivProp	Normal	65	2	0	0	2	0	0	0	0	0	✗	✗
031718	1985-08-15	12:00	PI	NoControl	Wet	Rain	Other	S	TurnLeft	ImpropTn		0	S	GoAhead	DrivProp	Normal	65	3	0	0	2	0	1	0	0	0	✗	✗
040417	1986-11-03	10:00	PD	NoControl	Dry	Clear	SideSwip	N	TurnRigh	ImpropPa	Normal	64	N	TurnRigh	DrivProp	Normal	34	2	0	0	2	0	0	0	0	0	✗	✗
015251	1988-04-06	14:00	PD	StopSign			Angle	W		FTY ROW	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
019753	1988-04-22	13:00	PI	StopSign			Angle	N		ImpLaChg	Normal	23	N		DrivProp	Normal	45	2	0	0	2	0	1	0	0	0	✗	✗
027059	1988-06-10	11:00	PD	TrafCont			SideSwip	N		LostCtrl	Unknown		E		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
035887	1988-08-02	22:00	PD	NoControl			SMVOther	S		Speeding	HadDrink							1	0	0	0	0	0	0	0	1	✗	✗
050190	1989-10-19	13:00	PD	NoControl			Turning	N		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✗	✗
037482	1990-08-22	16:00	PI	TrafficSigna			RearEnd	N		TooFast	Normal	25	N		DrivProp	Inatten	57	2	0	0	0	0	2	0	0	0	✗	✗
049369	1991-11-25	08:00	PI	StopSign			CyclistColl	S		LostCtrl	Disabil	42						1	0	1	1	0	1	0	0	0	✗	✗
061819	1996-09-17	11:00	PD	NoControl		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
169540	1997-10-16	16:00	PD			Clear	SMVUnatd											0	0	0	0	0	0	0	0	3	✗	✓
394581	2000-03-12	09:30	PD	NoControl	Ice	Snow	SMVOther	S	GoAhead			59						1	0	0	1	0	0	0	0	0	✗	✓
419109	2000-07-06	22:00	PD	NoControl	Dry	Clear	Turning	S	GoAhead			28	S	TurnRigh			63	2	0	0	3	0	0	0	0	0	✗	✓
450179	2000-10-26	20:00	PD	TrafficGate	Gravel	OTHER	SMVOther	S	PullOnto			34						1	0	0	2	0	0	0	0	0	✗	✓
468535	2001-01-03	09:18	PI	NoControl	Wet	Clear	RearEnd	N	Slowing	DrivProp	Normal	68	N	GoAhead	Foll2Cls	Normal	38	2	0	0	1	0	1	0	0	1	✓	✓
545597	2001-07-12	08:55	PD	NoControl	Dry	Clear	Angle	E	GoAhead			31	S	GoAhead			66	2	0	0	3	0	0	0	0	0	✗	✓
547254	2001-09-19	05:52	PD	NoControl	Dry	Clear	Angle	S	TurnLeft			57	S	GoAhead			28	2	0	0	4	0	0	0	0	0	✗	✓
597317	2002-03-15	14:00	PD	StopSign	Dry	Clear	Angle	S	GoAhead			36	S	TurnLeft			42	2	0	0	3	0	0	0	0	0	✗	✓
649380	2002-11-01	21:00	PD	NoControl	Dry	Clear	SMVOther	S	TurnLeft			27						1	0	0	1	0	0	0	0	0	✗	✓
664438	2002-12-30	00:01	PD		OTHER	Rain	SMVOther		Unknown									1	0	0	2	0	0	0	0	0	✗	✗
716208	2003-07-15	02:51	PI	NoControl	Dry	Clear	RearEnd	N	GoAhead	Other	Inatten	25						1	0	0	1	1	0	0	0	0	✓	✓
792304	2004-09-06	01:30	PI	StopSign	Dry	Clear	Turning	N	TurnRigh	DrivProp	Normal	19	N	TurnRigh	ImpropTn	Normal	39	2	0	0	1	1	0	0	0	0	✓	✓
847530	2005-06-15	12:02	PD	TrafficGate	Wet	Rain	SMVOther	N	GoAhead			44						1	0	0	2	0	0	0	0	0	✗	✓
852250	2005-07-12	15:45	PI	StopSign	Dry	Clear	CyclistColl	W	GoAhead	FTY ROW	Normal	61						1	0	1	1	1	0	0	0	1	✓	✓
854842	2005-08-01	17:41	PI	NoControl	Dry	Clear	Turning	N	TurnRigh	DrivProp	Normal	26						1	0	2	1	0	2	0	0	0	✓	✓
865948	2005-10-18	21:00	PD	StopSign	Dry	Clear	SMVOther	S	TurnLeft			34						1	0	0	2	0	0	0	0	0	✗	✓
900121	2006-04-29	02:57	PD	StopSign	Dry	Clear	SMVOther	S	TurnLeft	DrivProp	Normal	22						1	0	0	2	0	0	0	0	0	✓	✓
926747	2006-09-02	02:15	PD	NoControl	Dry	Clear	SMVOther	N	Slowing	DrivProp	Normal	21	N	Passing	ImpropPa	Unknown		2	0	0	2	0	0	0	0	0	✓	✓
940526	2006-11-17	03:25	PD	NoControl	Wet	Rain	SMVOther	N	TurnRigh			26						1	0	0	2	0	0	0	0	0	✗	✓
990593	2007-07-28	02:54	PI	NoControl	Dry	Clear	SideSwip	N	GoAhead	Other	Over.08	27	N	Passing	ImpropPa	Over.08	28	2	0	0	0	3	0	0	0	1	✓	✓
1015425	2008-01-08	14:17	PD	NoControl	Wet	Rain	RearEnd	S	GoAhead			31	S	Slowing			41	2	0	0	3	0	0	0	0	0	✗	✓
1024732	2008-02-29	23:30	PD	NoControl	Ice	Snow	SideSwip	N	TurnRigh			46	W	GoAhead			31	2	0	0	4	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1175819	2010-07-01	19:00	PD	NoControl	Dry	Clear	SMVUnatd		Unknown									1	0	0	2	0	0	0	0	0	✗	✓
1314704	2012-08-03	00:10	PD	StopSign	Dry	Clear	Turning	W	TurnLeft	FTY ROW		33	N	Stopped			31	2	0	0	3	0	0	0	0	0	✗	✓
1361796	2013-06-19	14:30	PD	NoControl	Dry	Clear	SMVUnatd	S	Unknown			65						1	0	0	2	0	0	0	0	0	✗	✓
1362154	2013-06-22	12:20	PD	NoControl	Dry	Clear	Approach	W	Reverse			55	N	GoAhead			34	2	0	0	3	0	0	0	0	0	✗	✓
158043783	2015-10-20	19:30	PD	NoControl	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	52	E	TurnLeft	FTY ROW	Normal	26	2	0	0	2	0	0	0	0	0	✗	✓
178036087	2017-08-04	21:55	PD	NoControl	Dry	Clear	RearEnd	N	Stopped	DrivProp	Unknown	40						1	0	0	1	0	0	0	0	0	✗	✓
178039218	2017-08-24	09:00	PD	NoControl	Dry	Clear	SMVUnatd	N	GoAhead	DrivProp	Unknown	28	N	GoAhead	DrivProp	Unknown	49	2	0	0	2	0	0	0	0	0	✗	✓
178043545	2017-09-17	00:15	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Unknown	30						1	0	0	1	0	0	0	0	0	✗	✓
178056516	2017-11-18	23:30	PD	NoControl	Wet	Rain	Turning	N	TurnRigh	DrivProp	Unknown	49	N	TurnRigh	DrivProp	Unknown	29	2	0	0	2	0	0	0	0	0	✗	✓
7001284770	2017-07-17	21:20	PI	StopSign	Dry	Clear	RearEnd	N	GoAhead	Other	Other	27	N	Stopped	DrivProp	Normal	24	3	0	0	3	0	0	0	0	0	✓	✓
188012098	2018-03-02	09:22	PD	NoControl	Wet	Clear	SideSwip	E	ChgLane	DrivProp	Unknown	30	E	GoAhead	DrivProp	Unknown	55	2	0	0	2	0	0	0	0	0	✗	✓
188018027	2018-04-06	02:00	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	53	S	GoAhead	DrivProp	Unknown	23	2	0	0	2	0	0	0	0	0	✗	✓
198046729	2019-08-03	17:25	PD	TrafficSigna	Dry	Clear	SideSwip	E	GoAhead	DrivProp	Normal	22						1	0	0	2	0	0	0	0	0	✗	✓
198055826	2019-09-17	23:45	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	✗	✓
9001465377	2019-08-03	18:15	PI	NoControl	Dry	Clear	SideSwip	E	GoAhead	FTY ROW	Unknown	52	E	GoAhead	DrivProp	Normal	22	2	0	0	1	0	1	0	0	0	✗	✓
9001874269	2019-09-29	03:29	PD	StopSign	Dry	Clear	RearEnd	N	GoAhead	LostCtrl	Over.08	23	N	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	✗	✓
0001388588	2020-07-26	03:25	PI	NoControl	Dry	Clear	SMVOther	N	GoAhead	LostCtrl	Inatten	21						1	0	0	1	0	1	0	0	0	✗	✓
208003727	2020-01-23	14:15	PD	TrafCont	Wet		RearEnd	N	GoAhead	Foll2Cls	Inatten	57						1	0	0	2	0	0	0	0	0	✗	✓
1000213228	2021-02-03	05:14	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	58	N	GoAhead	DrivProp	Normal	46	2	0	0	2	0	0	0	0	0	✗	✓
218009989	2021-05-21	20:00	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	22						1	0	0	1	0	0	0	0	0	✗	✓

Generated at: 2021-12-17 18:05

Amount
163

KSI
3

Validated
28

MVA			Acc	Traffic	Rd			Driver 1						Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
012028	1985-03-28	12:00	PD	StopSign	Wet	Clear	Turning	W	TurnLeft	ImpropTn	Normal	65	N	GoAhead	DrivProp	Normal	44	2	0	0	4	0	0	0	0	0	✕	✕
020045	1985-06-04	08:00	PD	NoControl	Dry	Clear	Turning	S	TurnLeft	ImpropTn	Normal	44						1	0	0	1	0	0	0	0	0	✕	✕
002633	1986-01-27	23:00	PD	StopSign	Ice	Snow	Angle	W	GoAhead	DrivProp	Normal	44	S	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	✕	✕
024579	1986-07-24	16:00	PD	PedCrossing	Dry	Clear	RearEnd	S	Slowing	FTY ROW	Normal	34	S		DrivProp	Normal	44	3	0	0	3	0	0	0	0	0	✕	✕
034752	1986-09-29	13:00	PI	StopSign	Wet	Clear	RearEnd	W	GoAhead	Other	Normal	64	W		DrivProp	Normal	34	2	0	0	4	1	0	0	0	0	✕	✕
047138	1986-12-17	13:00	PD	StopSign	Wet	Clear	Angle	W	TurnLeft	FTY ROW	Normal	34	N	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	✕	✕
029033	1987-07-10	17:00	PD	NoControl	Dry	Clear	Turning	S	TurnLeft	Other	Normal	44	N	GoAhead	DrivProp	Normal	54	2	0	0	3	0	0	0	0	0	✕	✕
034930	1987-08-14	09:00	PI	PedCrossing	Dry	Clear	Angle	W	TurnLeft	Other	Normal	65	S		DrivProp	Normal	34	2	0	0	2	0	1	0	0	0	✕	✕
004238	1988-01-28	10:00	PD	StopSign			Turning	W		FTY ROW	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
009487	1988-03-02	12:00	PI	StopSign			Turning	W		ImpropTn	Inatten	69	S		DrivProp	Normal	28	2	0	0	1	1	0	0	0	0	✕	✕
043606	1988-09-05	13:00	PD	StopSign			Turning	S		ImpropTn	Normal		S		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
048548	1988-10-18	11:00	PI	StopSign			Turning	W		FTY ROW	Normal	66	N		DrivProp	Normal	47	2	0	0	1	0	1	0	0	0	✕	✕
054411	1988-11-10	12:00	PD	StopSign			Angle	E		ImpropTn	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
000148	1989-01-06	10:00	PD	StopSign			Turning	W		LostCtrl	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
002875	1989-01-20	09:00	PD	TrafficSigna			SMVUnatd	W		Other	Normal							2	0	0	0	0	0	0	0	2	✕	✕
005850	1989-02-10	14:00	PD	NoControl			SMVUnatd	S		ImpropPa	Normal							3	0	0	0	0	0	0	0	3	✕	✕
022101	1989-05-15	10:00	PI	StopSign			Angle	W		FTY ROW	Normal	45	N		DrivProp	Normal	41	2	0	0	1	1	0	0	0	0	✕	✕
045062	1989-09-21	23:00	PI	StopSign			Angle	S		ImpropTn	Normal	47	W		DrivProp	Normal	55	2	0	0	2	1	0	0	0	0	✕	✕
048484	1989-10-05	10:00	PI	StopSign			Turning	W		FTY ROW	Normal	68	N		DrivProp	Normal	25	2	0	0	1	0	1	1	0	0	✕	✕
038161	1990-08-29	18:00	PI	StopSign			Turning	W		FTY ROW	Normal	45	N		DrivProp	Normal	24	2	0	0	3	1	0	0	0	0	✕	✕
022224	1991-06-06	14:00	PD	StopSign			Turning	W		FTY ROW	Normal		N		DrivProp	Normal		2	0	0	0	0	0	0	0	2	✕	✕
030987	1991-07-27	19:00	PI	NoControl			SMVOther	N		LostCtrl	Unknown	29						1	0	0	1	0	1	0	0	0	✕	✕
056309	1991-12-23	10:00	PD	NoControl			SMVUnatd			Other	Unknown							2	0	0	0	0	0	0	0	2	✕	✕
015139	1992-03-11	15:00	PD	StopSign	Ice	Snow	Angle	W	GoAhead	TooFast	Normal	25	N	GoAhead	DrivProp	Normal	44	2	0	0	0	0	0	0	0	4	✕	✕
021998	1992-05-08	14:25	PD	StopSign	Dry	Clear	Turning	W	TurnLeft	FTY ROW	Normal	32	N	GoAhead	DrivProp	Normal	23	2	0	0	0	0	0	0	0	2	✕	✕
036554	1992-07-29	19:25	PD	StopSign	Dry	Clear	SMVOther	E	TurnRigh	LostCtrl	Normal	40						1	0	0	0	0	0	0	0	1	✕	✕

Generated at: 2021-12-17 18:06

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
036941	1992-07-31	13:25	PD	StopSign	Wet	Rain	Turning	N	TurnRigh	ImpropTn	Normal	31	N	GoAhead	DrivProp	Normal	52	2	0	0	0	0	0	0	0	4	✗	✗
052208	1992-10-21	09:30	PD	PedCrossing	Wet	Clear	RearEnd	N	GoAhead	Foll2Cls	Normal	40	N	Stopped	DrivProp	Normal	25	2	0	0	0	0	0	0	0	3	✗	✗
009303	1993-02-17	09:25	PI	StopSign	Ice	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	51	W	Stopped	DrivProp	Normal	48	2	0	0	1	1	0	0	0	1	✗	✗
032529	1993-06-21	02:43	PD	StopSign	Wet	Rain	Angle	W	TurnLeft	Disobey	Normal	19	N	GoAhead	DrivProp	Normal	24	2	0	0	0	0	0	0	0	2	✗	✗
004563	1994-01-18	12:35	PD	StopSign	Ice	Clear	RearEnd	W	Slowing	TooFast	Normal	27	W	Slowing	TooFast	Normal	28	3	0	0	0	0	0	0	0	4	✗	✗
011271	1994-02-11	14:00	PD	StopSign	Wet	Snow	SMVUnatd	N	TurnRigh	TooFast	Normal	54						1	0	0	0	0	0	0	0	4	✗	✗
011388	1994-02-11	21:15	PD	StopSign	Wet	Clear	Angle	W	TurnLeft	FTY ROW	Normal	16	S	GoAhead	DrivProp	Normal	37	2	0	0	0	0	0	0	0	3	✗	✗
014229	1994-02-23	10:30	PD	StopSign	LSnow	Snow	Turning	W	Slowing	Disobey	Normal	38	S	TurnLeft	DrivProp	Normal	36	2	0	0	0	0	0	0	0	4	✗	✗
056384	1994-09-15	08:10	PD	StopSign	Dry	Clear	Angle	S	TurnLeft	FTY ROW	Normal	31	W	TurnLeft	DrivProp	Normal	42	2	0	0	4	0	0	0	0	0	✗	✗
083766	1996-04-25	14:00	PD	TrafficSigna		Clear	CyclistColl	W	TurnLeft									1	0	1	0	0	0	0	0	3	✗	✓
086176	1996-08-05	22:40	PD	NoControl		Clear	SMVOther	N	TurnRigh									1	0	0	0	0	0	0	0	2	✗	✓
092745	1996-12-30	17:00	PD	StopSign		Clear	Angle	N	Slowing									1	0	0	0	0	0	0	0	1	✗	✓
142112	1996-07-31	10:22	FA	StopSign	Dry	Clear	CyclistColl	W	TurnRigh	Disobey	Normal	35						1	0	1	3	0	0	0	1	0	✗	✓
107994	1997-02-06	19:20	PD			Clear	SMVUnatd	S	Reverse			41	UN	Unknown				2	0	0	0	0	0	0	0	3	✗	✗
135249	1997-06-03	14:20	PD			OTHER	SMVUnatd											0	0	0	0	0	0	0	0	2	✗	✓
154469	1997-09-05	11:30	PD			Clear	Other	UN	Parked			44	UN	Unknown				2	0	0	0	0	0	0	0	2	✗	✓
176833	1997-12-01	16:01	PD			Clear	Turning	W	TurnLeft			32	E	GoAhead			49	2	0	0	0	0	0	0	0	3	✗	✓
178824	1997-12-15	14:25	PD			Clear	SMVUnatd	E	Parked									1	0	0	1	0	0	0	0	0	✗	✓
205298	1998-04-20	07:00	PD	StopSign	Dry	Clear	Angle	W	GoAhead			49	N	GoAhead			27	2	0	0	2	0	0	0	0	0	✗	✓
252039	1998-11-04	11:15	PD	StopSign	Dry	Clear	Angle	W	GoAhead			31	N	GoAhead			26	2	0	0	2	0	0	0	0	0	✗	✓
261757	1998-12-10	08:00	PD	StopSign	Dry	Clear	RearEnd	W	TurnRigh			43	W	GoAhead			32	2	0	0	4	0	0	0	0	0	✗	✓
331286	1999-08-19	18:00	PD	NoControl	Dry	Clear												0	0	0	0	0	0	0	0	1	✗	✓
331288	1999-08-19	18:00	PD	NoControl	Dry	Clear	Turning	N	GoAhead			39	S	TurnLeft			29	2	0	0	2	0	0	0	0	0	✗	✓
388495	2000-03-04	08:00	PD	StopSign	Dry	Clear	Other	W	TurnLeft			22	N	GoAhead			53	2	0	0	3	0	0	0	0	0	✗	✓
399132	2000-04-19	13:15	PD	NoControl	Dry	Clear	Angle	N	GoAhead			37	E	GoAhead			42	2	0	0	3	0	0	0	0	0	✗	✓
409155	2000-05-04	12:30	PD	StopSign	Dry	Clear	Turning	W	TurnLeft			47	N	GoAhead			27	2	0	0	3	0	0	0	0	0	✗	✓
410112	2000-06-04	17:55	PD	NoControl	Dry	Clear	Angle	N	GoAhead			35	E	GoAhead			33	2	0	0	2	0	0	0	0	0	✗	✓
413593	2000-06-19	12:15	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped			23	UN	Unknown			23	2	0	0	2	0	0	0	0	0	✗	✓
437477	2000-08-17	22:58	PI	PedCrossing	Dry	Clear	PedestrianColl	N	Stopped	FTY ROW	Unknown	25	N	GoAhead	DrivProp	Unknown	45	2	1	0	1	2	0	0	0	0	✓	✓
444474	2000-10-09	02:05	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead			52	UN	Unknown			21	2	0	0	4	0	0	0	0	0	✗	✓
481982	2001-01-18	12:55	PD	NoControl	Dry	Clear	SMVUnatd	S	GoAhead			69						1	0	0	2	0	0	0	0	0	✗	✓
483545	2001-02-14	15:25	PI	StopSign	Wet	Rain	Angle	N	GoAhead	DrivProp	Normal	47	W	GoAhead	FTY ROW	Normal	55	2	0	0	2	1	0	0	0	2	✓	✓
493861	2001-02-26	12:55	PD	StopSign	Dry	Clear	SideSwip	W	TurnRigh			34	W	TurnRigh			40	2	0	0	4	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
502611	2001-05-01	21:50	PD	NoControl	Dry	Clear	Turning	E	TurnRigh			27	N	GoAhead			29	2	0	0	3	0	0	0	0	0	✗	✓
589867	2002-02-14	21:00	PD	NoControl	Dry	Clear	Turning	N	GoAhead			20	N	PullOnto			43	2	0	0	4	0	0	0	0	0	✗	✓
604313	2002-05-09	10:50	PD	StopSign	Wet	Rain	Turning	W	GoAhead			23	W	TurnLeft			23	2	0	0	3	0	0	0	0	0	✗	✓
619402	2002-07-05	09:30	PD	StopSign	Dry	Clear	Approach	N	GoAhead			63	W	TurnLeft			18	2	0	0	2	0	0	0	0	0	✗	✓
659823	2002-11-02	02:00	PI	StopSign	Wet	Snow	Angle	E	GoAhead	FTY ROW	Normal	42	N	GoAhead	DrivProp	Normal	21	2	0	0	0	2	1	0	0	0	✓	✓
665341	2003-01-09	19:15	PD	StopSign	LSnow	Snow	SideSwip	W	Slowing			31		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
700048	2003-05-14	20:00	PD	StopSign	Dry	Clear	Turning	W	Stopped			39		Unknown			41	2	0	0	3	0	0	0	0	0	✗	✓
709357	2003-06-29	12:30	PI	StopSign	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	28	S	GoAhead	DrivProp	Normal	24	2	0	0	2	1	0	0	0	0	✓	✓
709531	2003-07-01	03:55	PD	StopSign	Dry	Clear	RearEnd	N	GoAhead			29	N	Slowing			27	2	0	0	2	0	0	0	0	0	✗	✓
710700	2003-06-19	03:30	PD	StopSign	Wet	Rain	Angle	N	GoAhead			21	E	GoAhead				2	0	0	2	0	0	0	0	0	✗	✓
720043	2003-08-27	06:55	PD	NoControl	Dry	Clear	SMVUnatd	S	Parked			61		Parked			31	2	0	0	3	0	0	0	0	0	✗	✓
727721	2003-10-04	01:30	PD	StopSign	Wet	Rain	Approach		GoAhead			40	W	TurnLeft			35	2	0	0	3	0	0	0	0	0	✗	✓
729936	2003-10-18	21:00	PD	StopSign	Wet	Rain	Angle	W	GoAhead			26		Unknown				2	0	0	2	0	0	0	0	0	✗	✓
734355	2003-10-11	03:00	PI	StopSign	Dry	Clear	Approach	E	GoAhead	DrivProp	Normal	35	W	GoAhead	Disobey	Over.08	55	2	0	0	1	0	2	0	0	0	✓	✓
764344	2004-02-22	03:25	PI	StopSign	Ice	FZRAIN	Angle	W	GoAhead	LostCtrl	Unknown	23	N	GoAhead	DrivProp	Normal	41	2	0	0	2	1	0	0	0	0	✓	✓
788888	2004-08-12	23:15	PD	PedCrossing	Dry	Clear	RearEnd	E	TurnRigh			23	N	GoAhead			23	2	0	0	2	0	0	0	0	0	✗	✓
791859	2004-08-06	09:55	PD	StopSign	Dry	Clear	Turning	N	GoAhead			35	E	TurnLeft	ImpropTn		72	2	0	0	4	0	0	0	0	0	✗	✓
810264	2004-12-06	15:55	PI	StopSign	Wet	Clear	Angle	N	GoAhead	DrivProp	Normal	40	E	GoAhead	FTY ROW	Normal	35	2	0	0	2	1	0	0	0	0	✓	✓
812638	2004-12-02	06:15	PD	StopSign	Dry	Clear	Angle	N	GoAhead			47	E	GoAhead	FTY ROW		52	2	0	0	3	0	0	0	0	0	✗	✓
854669	2005-07-28	17:00	PD	PedCrossing	Dry	Clear	SMVOther	N	GoAhead			63						1	0	0	4	0	0	0	0	0	✗	✓
858269	2005-08-25	08:37	PD	StopSign	Dry	Clear	Angle	S	GoAhead			51	W	GoAhead			43	2	0	0	2	0	0	0	0	0	✗	✓
861082	2005-09-14	16:30	PD	StopSign	Wet	Rain	Approach	S	TurnLeft			32	N	GoAhead			54	2	0	0	4	0	0	0	0	0	✗	✓
895170	2006-03-28	16:30	PD	TrafficSigna	Dry	Clear	RearEnd		TurnLeft			35	W	Stopped			61	2	0	0	3	0	0	0	0	0	✗	✓
925870	2006-09-23	03:15	PD	StopSign	Wet	Rain	SideSwip		Unknown				W	Stopped			29	2	0	0	3	0	0	0	0	0	✗	✓
930495	2006-10-17	06:50	PD	TrafficSigna	Wet	Rain	Turning	N	TurnLeft			53	N	GoAhead			58	2	0	0	3	0	0	0	0	0	✗	✓
933777	2006-10-21	22:50	PD	StopSign	Dry	Clear	Angle	S	GoAhead			24	W	TurnLeft			48	2	0	0	5	0	0	0	0	0	✗	✓
937307	2006-10-31	13:00	PI	NoControl	Dry	Clear	Angle	E	Stopped	DrivProp	Unknown	50	W	GoAhead	FTY ROW	Normal	49	2	0	0	2	0	1	0	0	1	✓	✓
938714	2006-11-10	20:18	PI	StopSign	Dry	Clear	PedestrianColl	W	GoAhead	Disobey	Normal	55						1	1	0	0	1	0	1	0	0	✓	✓
944802	2006-12-31	23:15	PD	TrafficSigna	Wet	Rain	Approach	E	TurnLeft			17	N	GoAhead			39	2	0	0	2	0	0	0	0	0	✗	✓
947838	2006-12-29	10:35	PI	StopSign	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	38	W	GoAhead	Disobey	Normal	70	2	0	0	3	1	3	0	0	0	✓	✓
954032	2007-01-29	15:45	PD	StopSign	Dry	Clear	Turning	E	TurnLeft	FTY ROW		43	N	GoAhead			52	2	0	0	3	0	0	0	0	0	✗	✓
965594	2007-04-20	18:30	PD	NoControl	Dry	Clear	Angle		Unknown				N	GoAhead			48	2	0	0	2	0	0	0	0	0	✗	✓

MVA			Acc	Traffic	Rd			Driver 1					Driver 2					#	#	#	Injury						Verif	MVA
Number	Date	Time	Cla	Control	Surf	Visib	Impact	Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age	Driver	Ped	Cyclist	NO	MI	MR	MJ	FA	OT	ied	Img
967944	2007-04-15	05:10	PI	NoControl	Wet	Clear	Angle	W	GoAhead	Disobey	Inatten	18	S	GoAhead	DrivProp	Normal	55	2	0	0	2	0	1	0	0	1	✓	✓
975220	2007-06-15	10:45	PD	NoControl	Dry	Clear	SideSwip	E	TurnLeft			77	N	TurnLeft			43	2	0	0	2	0	0	0	0	0	✗	✓
979096	2007-06-10	08:37	PD	StopSign	Dry	Clear	SMVOther	E	TurnRigh			32						1	0	0	3	0	0	0	0	0	✗	✓
982587	2007-07-30	07:30	PD	NoControl	Dry	Clear	Angle		Unknown				N	TurnRigh			26	2	0	0	3	0	0	0	0	0	✗	✓
983454	2007-08-05	01:15	PD	StopSign	Dry	Clear	Angle	N	GoAhead	DrivProp	Normal	34	W	GoAhead	DrivProp	Normal	25	2	0	0	2	0	0	0	0	0	✓	✓
1015361	2008-01-07	16:30	PD	StopSign	Wet	Rain	Angle	W	GoAhead	FTY ROW		39	N	GoAhead			39	2	0	0	3	0	0	0	0	0	✗	✓
1016644	2008-01-15	13:20	PD	StopSign	Wet	Clear	Turning	W	TurnLeft	Disobey		60	N	GoAhead			26	2	0	0	4	0	0	0	0	0	✗	✓
1018661	2008-02-02	21:15	PD	StopSign	Wet	Clear	Angle	S	GoAhead			24	W	GoAhead			25	2	0	0	3	0	0	0	0	0	✗	✓
1052488	2008-08-10	16:51	PD	NoControl	Dry	Clear	Angle	W	GoAhead			70	N	GoAhead			41	2	0	0	3	0	0	0	0	0	✗	✓
1054860	2008-08-22	23:15	PD	StopSign	Dry	Clear	Angle	N	Stopped			28		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1056747	2008-08-07	10:05	PI	StopSign	Dry	Clear	CyclistColl	E	TurnLeft	DrivProp	Normal	41						1	0	1	1	0	1	0	0	0	✓	✓
1058182	2008-08-24	17:26	PD	StopSign	Dry	Clear	Angle	N	GoAhead			26	E	GoAhead			27	2	0	0	2	0	0	0	0	0	✗	✓
1059505	2008-09-15	17:20	PD	NoControl	Dry	Clear	Angle		Unknown				N	GoAhead			50	2	0	0	2	0	0	0	0	0	✗	✓
1072701	2008-11-27	14:15	PD	NoControl	Dry	Clear	RearEnd	S	GoAhead			47	S	Stopped			30	2	0	0	4	0	0	0	0	0	✗	✓
1081639	2008-12-10	08:45	PD	StopSign	Ice	Clear	Angle	W	Slowing			30	N	GoAhead				2	0	0	3	0	0	0	0	0	✗	✓
1092692	2009-01-13	09:55	PI	StopSign	Slush	Snow	Angle	N	GoAhead	DrivProp	Normal	42	W	Slowing	LostCtrl	Normal	60	2	0	0	1	0	1	0	0	1	✓	✓
1097148	2009-03-10	12:56	PD	NoControl	Wet	Clear	SMVOther	S	GoAhead			57						1	0	0	1	0	0	0	0	1	✓	✓
1098603	2009-03-17	22:56	PI	StopSign	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	47	W	TurnLeft	ImpropTn	Normal	71	2	0	0	2	0	1	0	0	1	✓	✓
1106315	2009-05-01	17:15	PD	StopSign	Dry	Clear	SideSwip	W	Stopped			74	W	TurnRigh			53	2	0	0	3	0	0	0	0	0	✗	✓
1122704	2009-08-03	00:41	PD		Dry	Clear	Angle	S	GoAhead			30	E	GoAhead			26	2	0	0	4	0	0	0	0	0	✗	✓
1124339	2009-09-12	13:00	PD	NoControl	Dry	Clear	Angle	E	Slowing			52	N	Stopped			35	2	0	0	2	0	0	0	0	0	✗	✓
1128224	2009-09-28	10:00	PD	NoControl	Wet	Rain	SideSwip	E	GoAhead			37		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1134067	2009-10-29	18:30	PD	NoControl	Dry	Clear	SideSwip	E	GoAhead			58	E	GoAhead				2	0	0	2	0	0	0	0	0	✗	✓
1147610	2010-01-10	18:15	PD	NoControl	Dry	Clear	Turning	N	GoAhead			24	W	TurnLeft			25	2	0	0	2	0	0	0	0	1	✗	✓
1154882	2010-02-26	23:15	PD	TrafficSigna	Slush	Clear	RearEnd	S	GoAhead			38	S	Stopped			28	2	0	0	3	0	0	0	0	0	✗	✓
1170014	2010-04-19	01:32	PI	TrafficSigna	Dry	Clear	PedestrianColl	W	Other	Other	Unknown	49						1	1	0	1	0	1	0	0	0	✓	✓
1177204	2010-06-18	14:45	PD	TrafficSigna	Dry	Clear	Angle		Unknown				W	Stopped			48	2	0	0	3	0	0	0	0	0	✗	✓
1188379	2010-08-30	13:00	PD	NoControl	Dry	Clear	SMVUnatd		Parked			46		Unknown				2	0	0	3	0	0	0	0	0	✗	✓
1188917	2010-08-07	22:35	PD	NoControl	Dry	Clear	Turning	E	PullAway			25	E	GoAhead			24	2	0	0	4	0	0	0	0	0	✗	✓
1225688	2011-03-30	15:00	PD	NoControl	Dry	Clear	SideSwip	S	TurnRigh			45	S	TurnRigh			24	2	0	0	3	0	0	0	0	0	✗	✓
1240803	2011-06-27	13:30	PD	NoControl	Dry	Clear	Approach	E	Slowing			57	W	GoAhead			31	2	0	0	5	0	0	0	0	0	✗	✓
1247435	2011-06-20	16:03	PD	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls		20		Stopped			28	2	0	0	2	0	0	0	0	0	✗	✓
1277910	2011-12-05	17:13	PI	PedCrossing	Wet	Rain	PedestrianColl	S	TurnLeft	ImpropTn	Inatten	49						1	1	0	1	0	1	0	0	0	✓	✓
1279418	2012-02-07	10:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead			45	W	TurnRigh			50	2	0	0	3	0	0	0	0	0	✗	✓
1287753	2012-04-06	00:05	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped			32	W	ChgLane			42	2	0	0	3	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
1296770	2012-04-05	11:50	PI	TrafficSigna	Dry	Clear	Other	N	GoAhead	DrivProp	Normal	50						1	0	0	1	0	1	0	0	1	✓	✓
1313454	2012-08-29	13:15	PD	NoControl	Dry	Clear	Turning	S	Stopped			64	S	GoAhead			43	2	0	0	3	0	0	0	0	0	✗	✓
1318072	2012-07-28	19:38	PI	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	DrivProp	Normal	33	N	GoAhead	ImpropPa	ImpairAl	36	2	0	0	1	0	1	0	0	0	✓	✓
1320100	2012-10-12	11:30	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead			34	S	GoAhead			58	2	0	0	3	0	0	0	0	0	✗	✓
148010209	2014-03-05	21:15	PD	TrafficSigna	Dry	Clear	SideSwip	E	Stopped	DrivProp	Normal	30						1	0	0	1	0	0	0	0	0	✗	✓
148022931	2014-06-15	22:06	PD	TrafficSigna	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	44						1	0	0	3	0	0	0	0	0	✗	✓
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148032347	2014-08-31	23:55	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	Foll2Cls	Normal	24	N	GoAhead	Disobey	Normal	29	2	0	0	6	0	0	0	0	0	✗	✓
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148037762	2014-10-08	22:40	PD	NoControl	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	38						1	0	0	2	0	0	0	0	0	✗	✓
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5001395416	2015-08-14	12:17	PD	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	DrivProp	Normal	45	S	Slowing	DrivProp	Normal	36	3	0	0	3	0	0	0	0	0	✗	✓
5002222827	2015-12-28	19:25	PD	TrafficSigna	LSnow	Snow	SMVOther	W	TurnLeft	LostCtrl	Normal	17						1	0	0	1	0	0	0	0	0	✓	✓
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6001328083	2016-07-28	18:30	PI	TrafficSigna	Dry	Clear	CyclistColl	N	TurnRigh	FTY ROW	Normal	72						1	0	1	1	0	1	0	0	0	✓	✓
6001365759	2016-08-03	18:24	PI	TrafficSigna	Dry	Clear	CyclistColl	S	GoAhead	DrivProp	Normal	51						1	0	1	3	0	1	0	0	0	✓	✓
6001742999	2016-10-01	02:00	PD	TrafficSigna	Dry	Clear	SMVOther	N	Unknown	LostCtrl	Unknown	0						1	0	0	1	0	0	0	0	0	✗	✓
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178009848	2017-03-06	13:30	PD	NoControl	Dry	Clear	Turning	W	TurnLeft	DrivProp	Unknown	34	S	GoAhead	DrivProp	Unknown	42	2	0	0	2	0	0	0	0	0	✗	✓
178037323	2017-08-12	11:30	PD	TrafficSigna	Dry	Clear	Turning	N	Stopped	DrivProp	Unknown	44						1	0	0	1	0	0	0	0	0	✗	✓
178044318	2017-09-21	12:50	PD	NoControl	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Unknown	38						1	0	0	1	0	0	0	0	0	✗	✓
178046267	2017-09-30	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Unknown	26						1	0	0	1	0	0	0	0	0	✗	✓
7001601801	2017-09-04	15:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	28	W	Slowing	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	✗	✓
7001839007	2017-10-10	21:30	PI	TrafficSigna	Dry	Clear	Turning	N	TurnRigh	ImpropTn	Inatten	20	N	GoAhead	DrivProp	Normal	47	2	0	0	5	0	1	0	0	0	✓	✓
7002043955	2017-11-11	18:41	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnRigh	FTY ROW	Normal	47						1	1	0	3	0	1	0	0	0	✓	✓
188011236	2018-02-25	03:30	PI	TrafficSigna	Wet	Rain	RearEnd	N	GoAhead	Foll2Cls	Unknown	57	N	Stopped	DrivProp	Unknown	47	2	0	0	1	1	0	0	0	0	✓	✓
188044117	2018-08-26	20:30	PI	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	55	N	GoAhead	DrivProp	Normal	76	2	0	0	1	1	0	0	0	0	✓	✓
8000388219	2018-03-02	07:15	PD	TrafficSigna	Wet	Clear	SMVOther	N	TurnLeft	DrivProp	Inatten	48						1	0	0	1	0	0	0	0	0	✗	✓
9000146856	2019-01-24	07:06	PD	NoControl	Ice	Snow	SMVOther	N	GoAhead	DrivProp	Normal	37						1	0	0	1	0	0	0	0	0	✗	✓

MVA Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1 Dir	Driver 1 Manoeuvre	Driver 1 Action	Driver 1 Cond	Driver 1 Age	Driver 2 Dir	Driver 2 Manoeuvre	Driver 2 Action	Driver 2 Cond	Driver 2 Age	# Driver	# Ped	# Cyclist	Injury NO	Injury MI	Injury MR	Injury MJ	Injury FA	Injury OT	Verified	MVA Img
9002406257	2019-12-14	00:35	PD	StopSign	Dry	Clear	SMVOther	S	GoAhead	LostCtrl	Unknown	0						1	0	0	1	0	0	0	0	0	✗	✓
0000169555	2020-01-25	03:48	PD	TrafficSigna	Wet	Rain	SMVOther	N	GoAhead	LostCtrl	ImpairAl	21						1	0	0	1	0	0	0	0	0	✗	✓
0001223088	2020-07-03	00:16	PD	NoControl	Dry	Clear	SMVOther	S	GoAhead	Other	Normal	19						1	0	0	1	0	0	0	0	0	✗	✓
0001527625	2020-08-15	00:01	PD	NoControl	Dry	Clear	SMVOther	S	GoAhead	LostCtrl	Normal	20						1	0	0	1	0	0	0	0	0	✗	✓

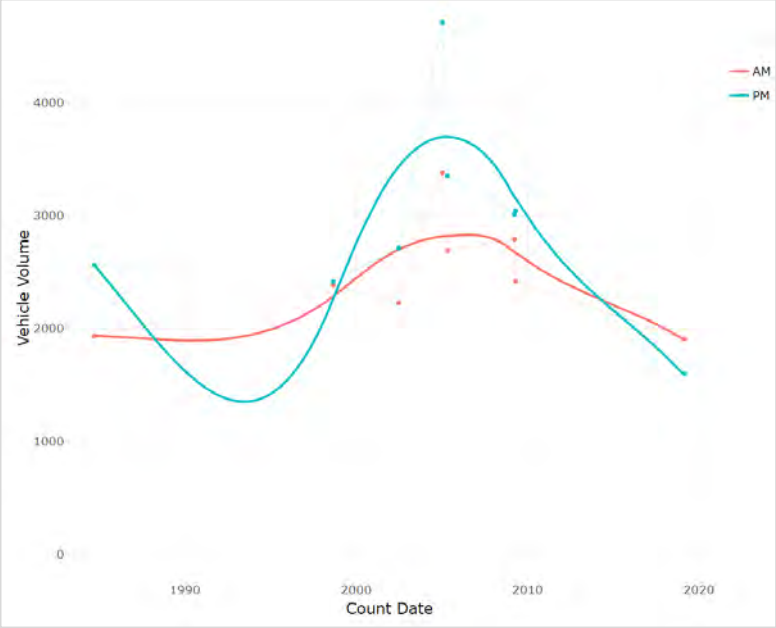
Appendix E

Demand trend analysis

E.1 Demand trend analysis

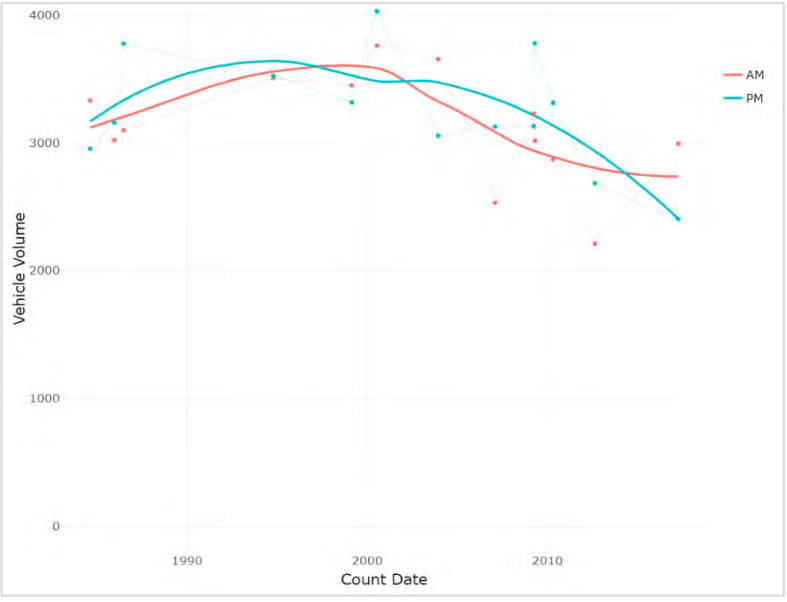
- Bay Street & Front Street

Traffic volumes at Bay Street & Front Street generally increased between 1990 and 2005 and generally decreased between 2005 and 2019. Between 2005 and 2019, vehicle volumes dropped by approximately 44% in the morning peak hour and by approximately 66% in the afternoon peak hour.



Bay Street & Lake Shore Boulevard West

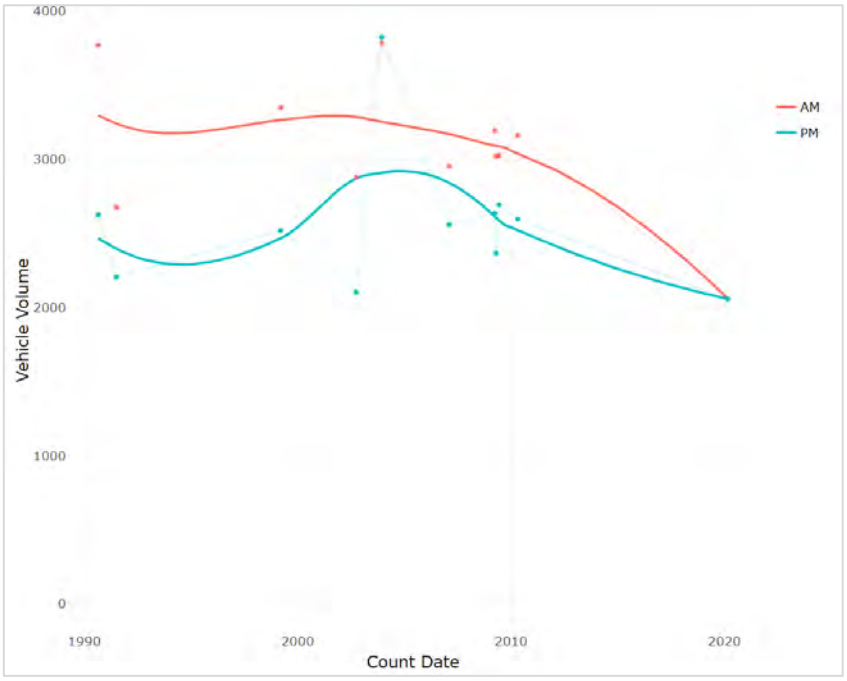
Traffic volumes at Bay Street and Lake Shore Boulevard West have generally decreased in recent years. Vehicle volumes in the morning peak hour peaked in 2000 and declined until 2012, dropping by approximately 41 percent. Morning peak hour vehicle volumes appear to be leveling out, as the rate of decline has slowed more recently. Vehicle volumes in the afternoon peak hour peaked in 2000 and declined until 2016, dropping by approximately 40% over that period.



- Bay Street & Harbour Street

Traffic volumes at Bay Street and Harbour Street have generally decreased in recent years. Vehicle volumes in both the morning and afternoon peak hours peaked in 2003 and have declined since, dropping by approximately 46% by 2020.

This decline was likely driven in part by the shortening of the Gardiner Expressway's Eastbound York-Bay-Yonge off-ramp. This ramp used to terminate at the intersection of Bay Street & Harbour Street but was shortened to terminate at Lower Simcoe Street in 2018.



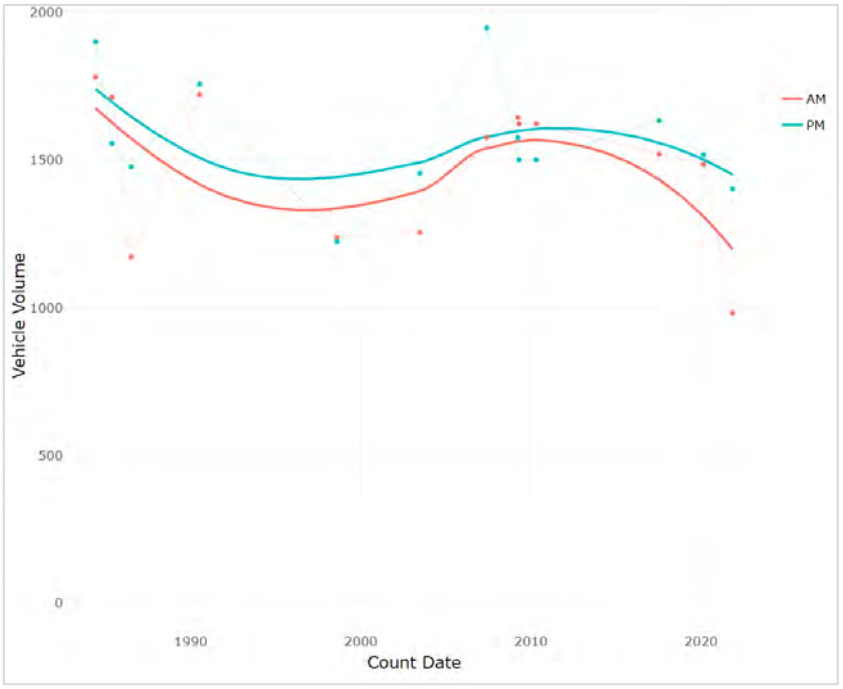
Lake Shore Boulevard East & Parliament Street

Vehicle volumes at Lake Shore Boulevard East and Parliament Street increased until their peak in 2000 and have generally declined. By 2012, morning peak hour vehicle volumes decreased by 31% while afternoon peak hour vehicle volumes decreased by 33 percent.



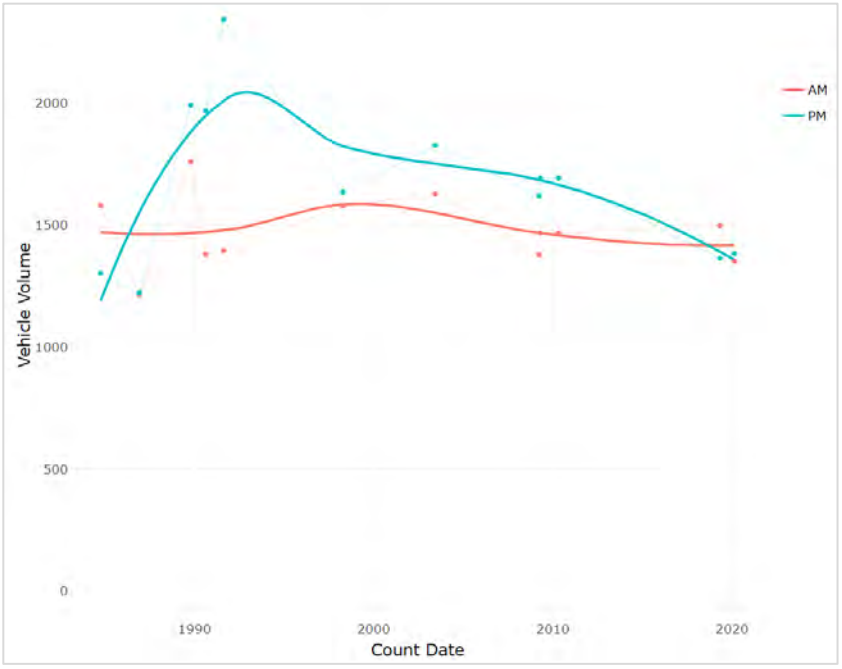
Bay Street & Queens Quay West

Vehicle volumes at Bay Street & Queens Quay West have fluctuated in recent years. In the morning peak hour, vehicle volumes generally decreased between 1984 and 1998, before increasing until 2009. More recently, morning peak hour vehicle volumes have decreased by 40% between 2009 and 2021. In the afternoon peak hour, vehicle volumes at Bay Street & Queens Quay West generally decreased between 1984 and 1998, before increasing until 2007. More recently, afternoon peak hour vehicle volumes have decreased by 28% between 2007 and 2021.



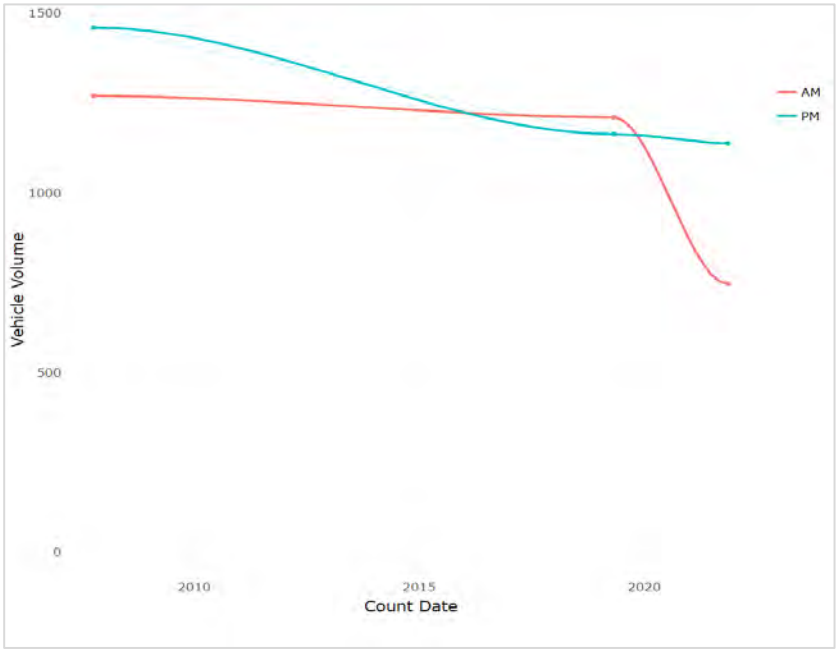
Queens Quay East & Yonge Street

Morning peak hour vehicle volumes at Queens Quay East & Yonge Street have remained relatively consistent since 1984. The afternoon peak hour vehicle volumes declined by 41% between their peak in 1991 and 2020.



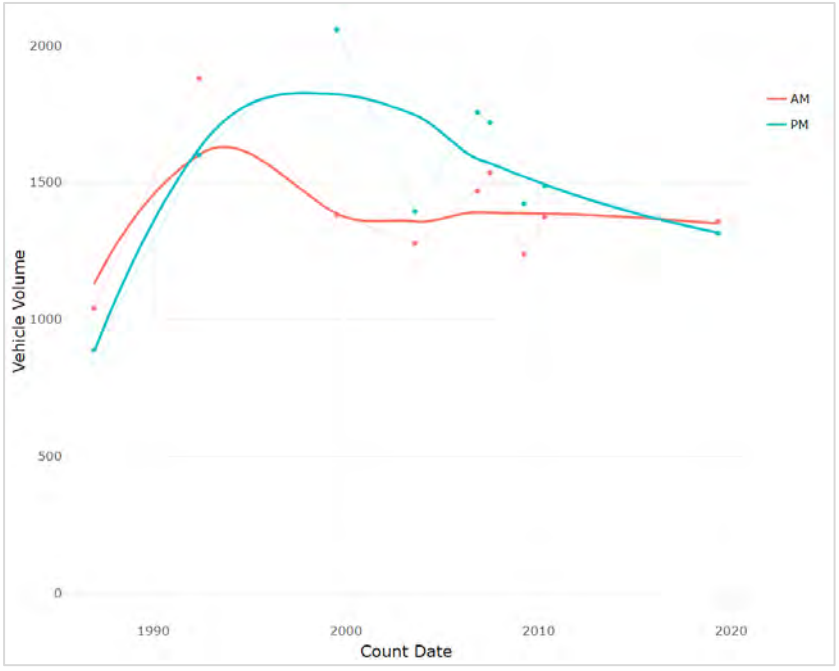
Queens Quay East & Cooper Street

Vehicle volumes at Queens Quay East & Cooper Street have declined in both the morning peak hour and the afternoon peak hour since their peak in 2007. Morning peak hour vehicle volumes declined by 41% between 2007 and 2021 while afternoon peak hour vehicle volumes declined by 22% over the same period.



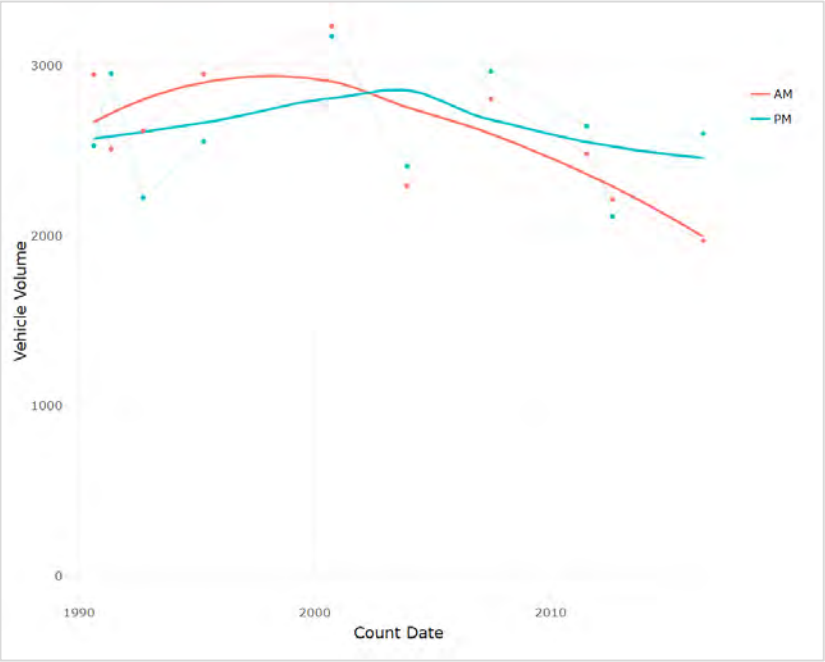
Queens Quay East & Lower Jarvis Street

Morning peak hour vehicle volumes at Queens Quay East and Lower Jarvis Street have remained relatively consistent since 1999. Afternoon peak hour vehicle volumes have generally decreased since their peak in 1999, dropping by approximately 36 percent.



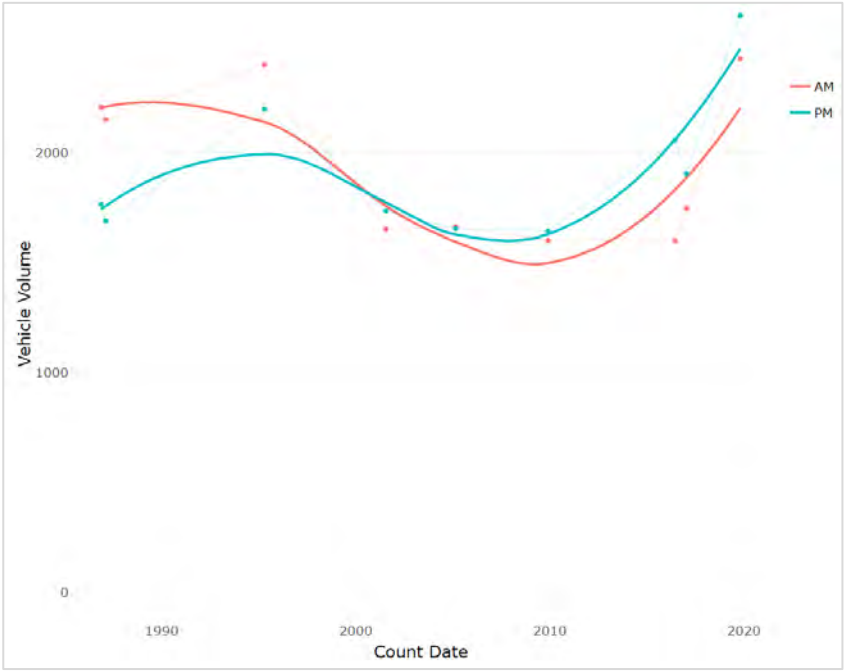
Lake Shore Boulevard East & Parliament Street

Vehicle volumes at Lake Shore Boulevard East & Parliament Street have generally declined since their peak in 2000. Morning peak hour vehicle volumes declined by 39% between 2000 and 2016, while afternoon peak hour vehicle volumes declined by 18% over the same period.



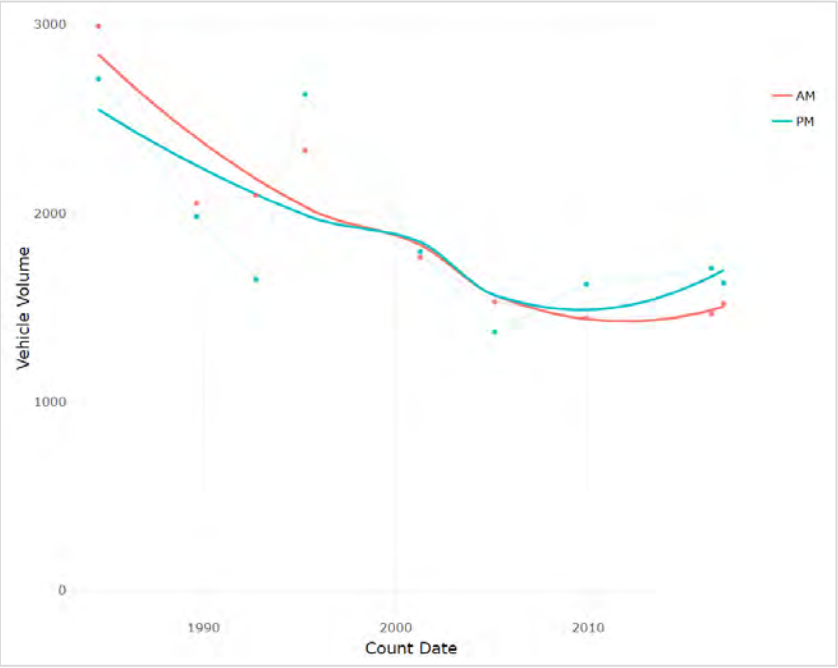
Lake Shore Boulevard East & Cherry Street North

Vehicle volumes at Lake Shore Boulevard East & Cherry Street North have increased over the last decade, following a decline in vehicle volumes in the previous decade. Morning peak hour vehicle volumes increased by 51% between 2009 and 2019 while afternoon peak hour vehicle volumes increased by 60% over the same period.



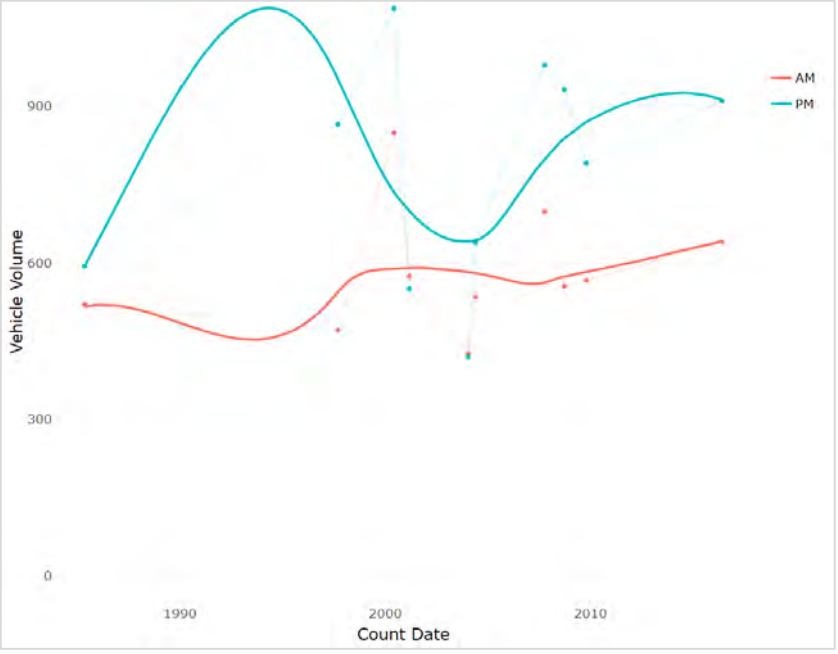
Lake Shore Boulevard East & Cherry Street South

Vehicle volumes at Lake Shore Boulevard East & Cherry Street South have generally been declining since their peak in 1984. Morning peak hour vehicle volumes decreased by 49% between 1984 and 2017 while afternoon peak hour vehicle volumes decreased by 40% over the same period. In recent years, however, vehicle volumes in both the morning and afternoon peak hours appear to be leveling out or slightly increasing.



Cherry Street & Commissioners Street

Vehicle volumes at Cherry Street & Commissioners Street have fluctuated significantly over the last three decades. Vehicle volumes in both the morning and afternoon peak hours have generally increased since 2004, rising by 50% in the morning peak hour and by 117% in the afternoon peak hour.



Appendix F

Existing condition Synchro results

F.1 AM peak hour

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
Bay Street / Queens Quay West	EBL	98	16.2	0.40	B	10	24
	EBT	406	15.7	0.56	B	46	76
	EBR	17					
	WBL	32	10.9	0.12	B	3	8
	WBT	472	16.8	0.61	B	53	#91.0
	WBR	152	11.0	0.17	B	0	10
	NBL	2					
	NBT	50	16.3	0.10	B	4	10
	NBR	25	15.8	0.03	B	0	2
	SBL	80	17.9	0.29	B	7	16
	SBT	25	15.9	0.05	B	2	6
	SBR	136	17.9	0.30	B	6	18
	Overall	1495	15.9	0.49	B		
Yonge Street / Queens Quay	EBL	107	7.3	0.25	A	6	14
	EBT	378	7.5	0.37	A	24	40
	WBT	498	8.9	0.49	A	36	59
	WBR	95	5.4	0.07	A	0	5
	SBL	126	28.7	0.42	C	18	33
	SBR	136	26.1	0.10	C	0	14
	Overall	1340	11.7	0.47	B		
Lower Jarvis Street / Queens Quay East	EBL	143					
	EBT	300	5.5	0.35	A	11	17
	WBT	572	10.6	0.40	B	28	40
	WBR	83					
	SBL	43	31.7	0.20	C	6	16
	SBR	52	29.4	0.04	C	0	10
	Overall	1193	10.3	0.37	B		
Lower Sherbourne Street / Queens Quay East	EBT	269	6.8	0.17	A	10	16
	EBR	6					
	WBL	32					
	WBT	612	8.7	0.43	A	29	41
	NBL	20	20.7	0.08	C	2	7
	NBR	15	20.6	0.06	C	2	6
	SBL	17					

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
	SBT	0	20.9	0.11	C	2	11
	SBR	68					
	Overall	1039	9.6	0.33	A		
Cherry Street / Villiers Street	WBL	157	15.6	0.36	B	13	26
	WBR	59	12.1	0.04	B	0	6
	NBT	171	7.9	0.20	A	9	18
	NBR	103	7.1	0.08	A	0	6
	SBL	66					
	SBT	255	10.0	0.42	A	20	36
	Overall	811	10.4	0.40	B		
Cherry Street (North) / Lake Shore Boulevard East	EBT	506	7.8	0.16	A	14	19
	WBT	1012	5.0	0.32	A	15	18
	WBR	192	5.0	0.21	A	8	12
	SBL	74	37.8	0.47	D	27	53
	SBR	195					
	Overall	1979	10.2	0.36	B		
Bay Street / Harbour Street	EBL	561	26.7	0.74	C	94	139
	EBT	902	16.7	0.43	B	46	57
	EBR	78					
	NBT	259	31.0	0.46	C	45	69
	NBR	41	24.2	0.04	C	0	8
	SBL	53	35.3	0.20	D	9	m17.7
	SBT	162	35.8	0.29	D	29	m45.7
	Overall	2056	23.4	0.63	C		
Bay Street / Lake Shore Boulevard East	WBL	73					
	WBT	1620	26.6	0.71	C	99	112
	WBR	173					
	NBL	108					
	NBT	538	20.5	0.54	C	38	60
	SBT	142	20.5	0.19	C	20	34
	SBR	213	26.0	0.14	C	6	16
	Overall	2867	24.9	0.65	C		
Bay Street / Front Street	EBL	88	10.0	0.22	B	5	12
	EBT	360	13.4	0.55	B	23	43
	EBR	6					
	WBL	27	9.2	0.11	A	1	5
	WBT	165	9.8	0.25	A	9	19

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
	WBR	42	8.3	0.03	A	0	4
	NBL	76	9.9	0.23	A	4	11
	NBT	582	10.5	0.47	B	19	30
	NBR	52					
	SBL	102	15.9	0.47	B	6	#18.0
	SBT	322	9.0	0.28	A	9	16
	SBR	89					
	Overall	1911	10.8	0.51	B		
Cherry Street / Commissioners Street	EBL	30					
	EBT	37	11.3	0.14	B	4	11
	EBR	11					
	WBL	151	14.1	0.37	B	11	23
	WBT	35	11.4	0.15	B	2	11
	WBR	118					
	NBL	5					
	NBT	125	8.2	0.22	A	7	16
	NBR	67					
	SBL	116					
	SBT	246	13.6	0.62	B	27	49
	SBR	50					
	Overall	991	12.1	0.51	B		
Parliament Street / Lake Shore Boulevard East	EBL	206					
	EBT	203	41.9	0.43	D	35	45
	EBR	1					
	WBL	450					
	WBT	566	139.2	1.19	F	~139.0	#165.7
	WBR	191					
	NBL	11					
	NBT	172	24.5	0.25	C	16	27
	NBR	209					
	SBL	94					
	SBT	87	25.8	0.33	C	17	29
	SBR	194					
	Overall	2384	85.8	0.59	F		
Cherry Street (South) / Lake Shore Boulevard East	EBT	259	8.9	0.10	A	7	10
	EBR	321	13.2	0.24	B	0	17
	WBT	982	12.8	0.38	B	42	51

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
	NBL	221	31.9	0.46	C	40	63
	NBR	9	9.8	0.01	A	0	2
	Overall	1792	14.7	0.41	B		

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m = Volume for 95th percentile queue is metered by upstream signal.

F.2 PM peak hour

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
Bay Street / Queens Quay West	EBL	158	27.2	0.66	C	19	#50.5
	EBT	386	16.3	0.56	B	44	74
	EBR	19					
	WBL	37	11.8	0.15	B	3	10
	WBT	448	17.2	0.60	B	51	#85.8
	WBR	224	14.5	0.35	B	2	21
	NBL	2					
	NBT	31	16.0	0.06	B	3	7
	NBR	19	15.8	0.02	B	0	0
	SBL	61	17.4	0.24	B	5	13
	SBT	13	15.8	0.03	B	1	4
	SBR	125	18.5	0.35	B	6	18
	Overall	1523	17.5	0.53	B		
Yonge Street / Queens Quay	EBL	76	6.6	0.19	A	4	10
	EBT	363	7.2	0.35	A	23	36
	WBT	558	9.4	0.53	A	41	65
	WBR	141	5.5	0.11	A	0	5
	SBL	117	28.5	0.38	C	16	31
	SBR	161	26.4	0.12	C	0	15
	Overall	1416	11.8	0.50	B		
Lower Jarvis Street / Queens Quay East	EBL	73					
	EBT	419	4.4	0.32	A	12	17
	WBT	654	10.6	0.50	B	36	50
	WBR	189					
	SBL	47	35.0	0.27	C	7	17
	SBR	40	31.1	0.03	C	0	9
	Overall	1422	9.9	0.46	A		
Lower Sherbourne Street / Queens Quay East	EBT	435	7.3	0.25	A	16	24
	EBR	0					
	WBL	8					
	WBT	678	8.6	0.42	A	29	42
	NBL	16	20.6	0.06	C	2	6
	NBR	23	20.7	0.08	C	2	7

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
	SBL	29					
	SBT	0	21.7	0.23	C	5	17
	SBR	100					
	Overall	1289	9.8	0.36	A		
Cherry Street / Villiers Street	WBL	76	33.2	0.29	C	12	25
	WBR	52	29.2	0.04	C	0	9
	NBT	229	7.6	0.18	A	17	29
	NBR	109	16.3	0.09	B	0	8
	SBL	401					
	SBT	223	16.8	0.80	B	65	#133.4
	Overall	1090	16.6	0.69	B		
Cherry Street (North) / Lake Shore Boulevard East	EBT	914	6.3	0.28	A	24	30
	WBT	1208	13.1	0.37	B	52	67
	WBR	259	12.6	0.27	B	28	48
	SBL	213	308.6	1.56	F	~136.7	#199.6
	SBR	280					
	Overall	2874	61.6	0.61	E		
Bay Street / Harbour Street	EBL	326	42.6	0.72	D	66	100
	EBT	1068	41.9	0.85	D	91	109
	EBR	99					
	NBT	374	16.1	0.43	B	48	71
	NBR	39	11.4	0.03	B	0	5
	SBL	60	20.1	0.16	C	9	20
	SBT	102	18.9	0.12	B	16	28
	Overall	2068	35.0	0.58	C		
Bay Street / Lake Shore Boulevard East	WBL	41					
	WBT	776	25.3	0.38	C	41	50
	WBR	60					
	NBL	139					
	NBT	318	18.9	0.35	B	27	36
	SBT	121	15.9	0.14	B	15	25
	SBR	320	21.4	0.18	C	8	17
	Overall	1775	22.3	0.38	C		
Bay Street / Front Street	EBL	70	9.6	0.17	A	4	10
	EBT	256	11.0	0.38	B	14	28

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
	EBR	11					
	WBL	56	9.5	0.15	A	3	8
	WBT	209	10.2	0.30	B	11	22
	WBR	56	8.4	0.04	A	0	5
	NBL	43	8.7	0.13	A	2	7
	NBT	306	8.7	0.23	A	8	14
	NBR	29					
	SBL	101	10.1	0.27	B	5	13
	SBT	374	9.2	0.30	A	10	18
	SBR	75					
	Overall	1586	9.6	0.34	A		
Cherry Street / Commissioners Street	EBL	25					
	EBT	25	8.6	0.09	A	3	7
	EBR	4					
	WBL	132	10.3	0.27	B	7	16
	WBT	15	8.6	0.07	A	1	7
	WBR	71					
	NBL	3					
	NBT	242	11.4	0.46	B	16	33
	NBR	109					
	SBL	48					
	SBT	235	12.3	0.46	B	23	m32.6
	SBR	16					
	Overall	925	11.1	0.37	B		
Parliament Street / Lake Shore Boulevard East	EBL	290					
	EBT	419	58.7	0.99dl	E	62	#81.4
	EBR	0					
	WBL	504					
	WBT	772	48.4	0.93	D	126	#156.0
	WBR	212					
	NBL	3					
	NBT	178	30.2	0.29	C	16	30
	NBR	286					
	SBL	209					
	SBT	180	49.0	0.84	D	64	#97.2
	SBR	247					

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report				
			Delay (sec)	V/C	LOS	50th % queue (m)	95th % queue (m)*
	Overall	3300	48.2	0.88	D		
Cherry Street (South) / Lake Shore Boulevard East	EBT	503	16.6	0.19	B	24	m28.6
	EBR	624	120.1	0.44	F	44	m55.9
	WBT	1198	13.5	0.44	B	51	61
	NBL	270	33.4	0.53	C	47	73
	NBR	8	9.8	0.01	A	0	2
	Overall	2603	41.7	0.47	D		

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl = de-facto left
m = Volume for 95th percentile queue is metered by upstream signal.

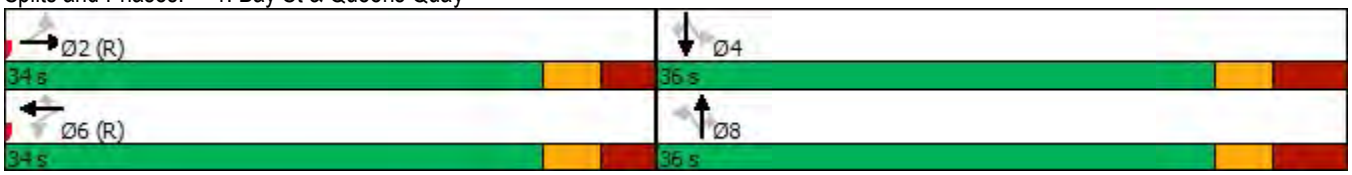
Timings
1: Bay St & Queens Quay

04-27-2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	98	406	32	472	152	2	50	25	80	25	136
Future Volume (vph)	98	406	32	472	152	2	50	25	80	25	136
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6			8			4	
Permitted Phases	2		6		6	8		8	4		4
Detector Phase	2	2	6	6	6	8	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
Minimum Split (s)	11.0	11.0	33.0	33.0	33.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	48.6%	48.6%	48.6%	48.6%	48.6%	51.4%	51.4%	51.4%	51.4%	51.4%	51.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		7.0	7.0	7.0	7.0	7.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	36.4	36.4	36.4	36.4	36.4		29.0	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.52		0.41	0.41	0.41	0.41	0.41
v/c Ratio	0.37	0.52	0.11	0.57	0.29		0.08	0.06	0.23	0.04	0.32
Control Delay	20.9	18.5	15.0	20.1	4.3		12.9	2.4	15.6	12.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	18.5	15.0	20.1	4.3		12.9	2.4	15.6	12.5	10.1
LOS	C	B	B	C	A		B	A	B	B	B
Approach Delay		19.0		16.2			9.5			12.1	
Approach LOS		B		B			A			B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Bay St & Queens Quay



Phasings
1: Bay St & Queens Quay

04-27-2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		6			8			4	
Permitted Phases	2		6		6	8		8	4		4
Minimum Initial (s)	5.0	5.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
Minimum Split (s)	11.0	11.0	33.0	33.0	33.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	48.6%	48.6%	48.6%	48.6%	48.6%	51.4%	51.4%	51.4%	51.4%	51.4%	51.4%
Maximum Green (s)	28.0	28.0	28.0	28.0	28.0	29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)			20.0	20.0	20.0	22.0	22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)			0	0	0	0	0	0	0	0	0
90th %ile Green (s)	28.0	28.0	28.0	28.0	28.0	29.0	29.0	29.0	29.0	29.0	29.0
90th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	28.0	28.0	28.0	28.0	28.0	29.0	29.0	29.0	29.0	29.0	29.0
70th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	28.0	28.0	28.0	28.0	28.0	29.0	29.0	29.0	29.0	29.0	29.0
50th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Max	Max	Max	Max	Max	Max
30th %ile Green (s)	28.0	28.0	28.0	28.0	28.0	29.0	29.0	29.0	29.0	29.0	29.0
30th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Hold	Hold	Hold	Max	Max	Max
10th %ile Green (s)	64.0	64.0	64.0	64.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip

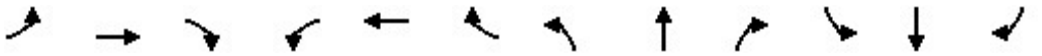
Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	102	441	33	492	158	54	26	83	26	142
v/c Ratio	0.37	0.52	0.11	0.57	0.29	0.08	0.06	0.23	0.04	0.32
Control Delay	20.9	18.5	15.0	20.1	4.3	12.9	2.4	15.6	12.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	18.5	15.0	20.1	4.3	12.9	2.4	15.6	12.5	10.1
Queue Length 50th (m)	9.6	45.6	2.7	53.2	0.0	4.1	0.0	6.8	2.0	6.0
Queue Length 95th (m)	24.1	75.6	8.3	#91.0	10.2	10.2	2.3	15.8	6.0	17.7
Internal Link Dist (m)		163.6		56.8		71.1			86.4	
Turn Bay Length (m)	15.0		16.0					30.0		75.0
Base Capacity (vph)	277	847	289	862	548	676	426	354	686	443
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.52	0.11	0.57	0.29	0.08	0.06	0.23	0.04	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



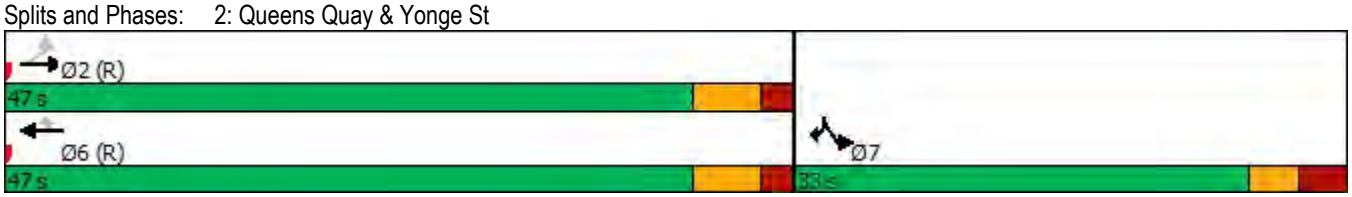
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	406	17	32	472	152	2	50	25	80	25	136
Future Volume (vph)	98	406	17	32	472	152	2	50	25	80	25	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0		7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.70		1.00	0.72	1.00	1.00	0.73
Flpb, ped/bikes	0.90	1.00		0.84	1.00	1.00		0.99	1.00	0.76	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1344	1629		1246	1658	928		1640	961	1127	1658	974
Flt Permitted	0.37	1.00		0.42	1.00	1.00		0.99	1.00	0.72	1.00	1.00
Satd. Flow (perm)	530	1629		552	1658	928		1633	961	856	1658	974
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	102	423	18	33	492	158	2	52	26	83	26	142
RTOR Reduction (vph)	0	2	0	0	0	82	0	0	17	0	0	45
Lane Group Flow (vph)	102	439	0	33	492	76	0	54	9	83	26	97
Confl. Peds. (#/hr)	171		258	258		171	207		216	216		207
Confl. Bikes (#/hr)						109			2			3
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	33.8	33.8		33.8	33.8	33.8		23.2	23.2	23.2	23.2	23.2
Effective Green, g (s)	33.8	33.8		33.8	33.8	33.8		23.2	23.2	23.2	23.2	23.2
Actuated g/C Ratio	0.48	0.48		0.48	0.48	0.48		0.33	0.33	0.33	0.33	0.33
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	255	786		266	800	448		541	318	283	549	322
v/s Ratio Prot		0.27			c0.30						0.02	
v/s Ratio Perm	0.19			0.06		0.08		0.03	0.01	0.10		c0.10
v/c Ratio	0.40	0.56		0.12	0.61	0.17		0.10	0.03	0.29	0.05	0.30
Uniform Delay, d1	11.6	12.8		10.0	13.3	10.2		16.2	15.8	17.3	15.9	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	2.9		1.0	3.5	0.8		0.1	0.0	0.6	0.0	0.5
Delay (s)	16.2	15.7		10.9	16.8	11.0		16.3	15.8	17.9	15.9	17.9
Level of Service	B	B		B	B	B		B	B	B	B	B
Approach Delay (s)		15.8			15.2			16.1			17.7	
Approach LOS		B			B			B			B	

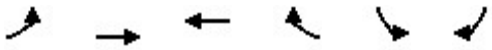
Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	107	378	498	95	126	136
Future Volume (vph)	107	378	498	95	126	136
Turn Type	Perm	NA	NA	Perm	Prot	Prot
Protected Phases		2	6		7	7
Permitted Phases	2			6		
Detector Phase	2	2	6	6	7	7
Switch Phase						
Minimum Initial (s)	31.0	31.0	31.0	31.0	16.0	16.0
Minimum Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (%)	58.8%	58.8%	58.8%	58.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	51.8	51.8	51.8	51.8	16.2	16.2
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.20	0.20
v/c Ratio	0.25	0.37	0.49	0.11	0.42	0.36
Control Delay	7.8	7.8	9.2	1.6	32.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	7.8	9.2	1.6	32.4	7.9
LOS	A	A	A	A	C	A
Approach Delay		7.8	8.0		19.7	
Approach LOS		A	A		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

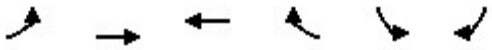
Splits and Phases: 2: Queens Quay & Yonge St





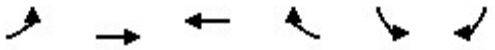
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		2	6		7	7
Permitted Phases	2			6		
Minimum Initial (s)	31.0	31.0	31.0	31.0	16.0	16.0
Minimum Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (%)	58.8%	58.8%	58.8%	58.8%	41.3%	41.3%
Maximum Green (s)	41.0	41.0	41.0	41.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Walk Time (s)	31.0	31.0	31.0	31.0	16.0	16.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	51.1	51.1	51.1	51.1	16.9	16.9
90th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap
70th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
50th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
30th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
10th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Control Type: Actuated-Coordinated



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	113	398	524	100	133	143
v/c Ratio	0.25	0.37	0.49	0.11	0.42	0.36
Control Delay	7.8	7.8	9.2	1.6	32.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	7.8	9.2	1.6	32.4	7.9
Queue Length 50th (m)	6.3	24.3	35.7	0.0	17.8	0.0
Queue Length 95th (m)	14.3	40.4	58.5	4.6	33.2	13.7
Internal Link Dist (m)		40.0	116.9		46.7	
Turn Bay Length (m)						
Base Capacity (vph)	449	1073	1073	918	531	570
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.37	0.49	0.11	0.25	0.25

Intersection Summary



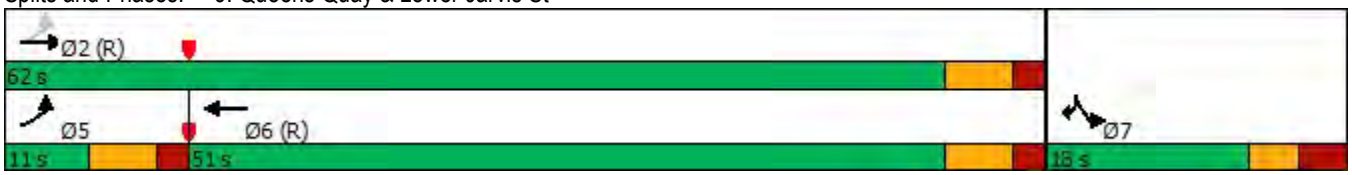
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	107	378	498	95	126	136
Future Volume (vph)	107	378	498	95	126	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1575	1658	1658	1364	1575	1409
Flt Permitted	0.42	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	695	1658	1658	1364	1575	1409
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	398	524	100	133	143
RTOR Reduction (vph)	0	0	0	35	0	114
Lane Group Flow (vph)	113	398	524	65	133	29
Bus Blockages (#/hr)	0	0	0	8	0	0
Turn Type	Perm	NA	NA	Perm	Prot	Prot
Protected Phases		2	6		7	7
Permitted Phases	2			6		
Actuated Green, G (s)	51.8	51.8	51.8	51.8	16.2	16.2
Effective Green, g (s)	51.8	51.8	51.8	51.8	16.2	16.2
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	450	1073	1073	883	318	285
v/s Ratio Prot		0.24	c0.32		c0.08	0.02
v/s Ratio Perm	0.16			0.05		
v/c Ratio	0.25	0.37	0.49	0.07	0.42	0.10
Uniform Delay, d1	5.9	6.5	7.3	5.2	27.8	26.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	1.0	1.6	0.2	0.9	0.2
Delay (s)	7.3	7.5	8.9	5.4	28.7	26.1
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.5	8.3		27.4	
Approach LOS		A	A		C	

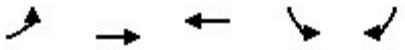
Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	143	300	572	43	52
Future Volume (vph)	143	300	572	43	52
Turn Type	pm+pt	NA	NA	Prot	Prot
Protected Phases	5	2	6	7	7
Permitted Phases	2				
Detector Phase	5	2	6	7	7
Switch Phase					
Minimum Initial (s)	5.0	30.0	30.0	5.0	5.0
Minimum Split (s)	11.0	39.0	39.0	11.0	11.0
Total Split (s)	11.0	62.0	51.0	18.0	18.0
Total Split (%)	13.8%	77.5%	63.8%	22.5%	22.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)		56.0	45.0	12.0	12.0
Actuated g/C Ratio		0.70	0.56	0.15	0.15
v/c Ratio		0.35	0.41	0.20	0.22
Control Delay		5.1	10.3	32.3	11.4
Queue Delay		0.0	0.0	0.0	0.0
Total Delay		5.1	10.3	32.3	11.4
LOS		A	B	C	B
Approach Delay		5.1	10.3	20.8	
Approach LOS		A	B	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 9.2	Intersection LOS: A
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

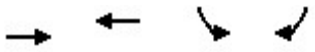
Splits and Phases: 9: Queens Quay & Lower Jarvis St





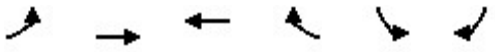
Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	5	2	6	7	7
Permitted Phases	2				
Minimum Initial (s)	5.0	30.0	30.0	5.0	5.0
Minimum Split (s)	11.0	39.0	39.0	11.0	11.0
Total Split (s)	11.0	62.0	51.0	18.0	18.0
Total Split (%)	13.8%	77.5%	63.8%	22.5%	22.5%
Maximum Green (s)	5.0	56.0	45.0	12.0	12.0
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	2.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		
Flash Dont Walk (s)		20.0	20.0		
Pedestrian Calls (#/hr)		0	0		
90th %ile Green (s)	5.0	56.0	45.0	12.0	12.0
90th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
70th %ile Green (s)	5.0	56.0	45.0	12.0	12.0
70th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
50th %ile Green (s)	5.0	56.0	45.0	12.0	12.0
50th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
30th %ile Green (s)	5.0	56.0	45.0	12.0	12.0
30th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
10th %ile Green (s)	5.0	56.0	45.0	12.0	12.0
10th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Control Type: Pretimed



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	481	712	47	57
v/c Ratio	0.35	0.41	0.20	0.22
Control Delay	5.1	10.3	32.3	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.1	10.3	32.3	11.4
Queue Length 50th (m)	11.4	28.2	6.4	0.0
Queue Length 95th (m)	16.5	39.5	15.7	9.5
Internal Link Dist (m)	11.2	83.6	52.8	
Turn Bay Length (m)				
Base Capacity (vph)	1368	1752	236	259
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.41	0.20	0.22

Intersection Summary



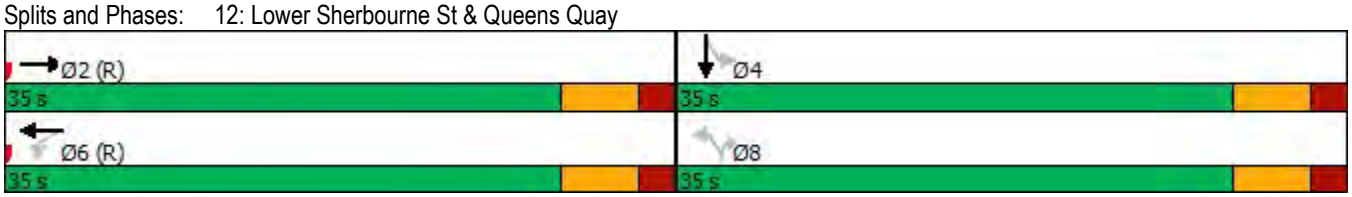
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	143	300	572	83	43	52
Future Volume (vph)	143	300	572	83	43	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frt		1.00	0.98		1.00	0.85
Flt Protected		0.98	1.00		0.95	1.00
Satd. Flow (prot)		3100	3090		1575	1409
Flt Permitted		0.59	1.00		0.95	1.00
Satd. Flow (perm)		1843	3090		1575	1409
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	326	622	90	47	57
RTOR Reduction (vph)	0	0	14	0	0	48
Lane Group Flow (vph)	0	481	698	0	47	9
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		7	7
Permitted Phases	2					
Actuated Green, G (s)		56.0	45.0		12.0	12.0
Effective Green, g (s)		56.0	45.0		12.0	12.0
Actuated g/C Ratio		0.70	0.56		0.15	0.15
Clearance Time (s)		6.0	6.0		6.0	6.0
Lane Grp Cap (vph)		1368	1738		236	211
v/s Ratio Prot		c0.02	c0.23		c0.03	0.01
v/s Ratio Perm		0.22				
v/c Ratio		0.35	0.40		0.20	0.04
Uniform Delay, d1		4.8	9.9		29.8	29.1
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.7	0.7		1.9	0.4
Delay (s)		5.5	10.6		31.7	29.4
Level of Service		A	B		C	C
Approach Delay (s)		5.5	10.6		30.4	
Approach LOS		A	B		C	

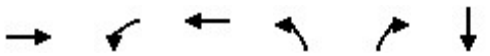
Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Configurations						
Traffic Volume (vph)	269	32	612	20	15	0
Future Volume (vph)	269	32	612	20	15	0
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	2		6			4
Permitted Phases		6		8	8	
Detector Phase	2	6	6	8	8	4
Switch Phase						
Minimum Initial (s)	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	43.6		43.6	21.0	21.0	21.0
Actuated g/C Ratio	0.62		0.62	0.30	0.30	0.30
v/c Ratio	0.16		0.40	0.06	0.04	0.20
Control Delay	8.1		10.1	18.2	17.9	8.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	8.1		10.1	18.2	17.9	8.0
LOS	A		B	B	B	A
Approach Delay	8.1		10.1			8.0
Approach LOS	A		B			A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 63 (90%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Lower Sherbourne St & Queens Quay





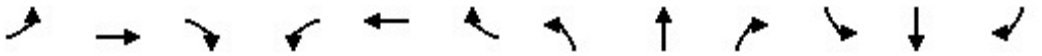
Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Protected Phases	2		6			4
Permitted Phases		6		8	8	
Minimum Initial (s)	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	None	None
Walk Time (s)	21.0	21.0	21.0	21.0	21.0	21.0
Flash Dont Walk (s)	8.0	8.0	8.0	8.0	8.0	8.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
90th %ile Term Code	Coord	Coord	Coord	Min	Min	Min
70th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
70th %ile Term Code	Coord	Coord	Coord	Min	Min	Min
50th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
50th %ile Term Code	Coord	Coord	Coord	Hold	Hold	Min
30th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
30th %ile Term Code	Coord	Coord	Coord	Hold	Hold	Min
10th %ile Green (s)	64.0	64.0	64.0	0.0	0.0	0.0
10th %ile Term Code	Coord	Coord	Coord	Skip	Skip	Skip

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 63 (90%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated



Lane Group	EBT	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	309	724	22	17	95
v/c Ratio	0.16	0.40	0.06	0.04	0.20
Control Delay	8.1	10.1	18.2	17.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	10.1	18.2	17.9	8.0
Queue Length 50th (m)	10.1	29.0	2.0	1.6	1.8
Queue Length 95th (m)	16.0	41.0	6.7	5.6	10.9
Internal Link Dist (m)	177.5	88.3			72.5
Turn Bay Length (m)					
Base Capacity (vph)	1948	1796	473	535	631
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.40	0.05	0.03	0.15

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	269	6	32	612	0	20	0	15	17	0	68
Future Volume (vph)	0	269	6	32	612	0	20	0	15	17	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0		6.0	
Lane Util. Factor		0.95			0.95		1.00		1.00		1.00	
Frpb, ped/bikes		1.00			1.00		1.00		0.91		0.98	
Flpb, ped/bikes		1.00			1.00		0.99		1.00		0.99	
Frt		1.00			1.00		1.00		0.85		0.89	
Flt Protected		1.00			1.00		0.95		1.00		0.99	
Satd. Flow (prot)		3126			3110		1561		1287		1417	
Flt Permitted		1.00			0.92		0.70		1.00		0.99	
Satd. Flow (perm)		3126			2883		1143		1287		1417	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	302	7	36	688	0	22	0	17	19	0	76
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	58	0
Lane Group Flow (vph)	0	307	0	0	724	0	22	0	17	0	37	0
Confl. Peds. (#/hr)	31		112	112		31	14		90	90		14
Confl. Bikes (#/hr)			70			1			13			3
Bus Blockages (#/hr)	0	0	3	0	3	0	0	0	0	0	0	0
Turn Type		NA		Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	
Permitted Phases				6			8		8	4		
Actuated Green, G (s)		41.2			41.2		16.8		16.8		16.8	
Effective Green, g (s)		41.2			41.2		16.8		16.8		16.8	
Actuated g/C Ratio		0.59			0.59		0.24		0.24		0.24	
Clearance Time (s)		6.0			6.0		6.0		6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)		1839			1696		274		308		340	
v/s Ratio Prot		0.10										
v/s Ratio Perm					c0.25		0.02		0.01		0.03	
v/c Ratio		0.17			0.43		0.08		0.06		0.11	
Uniform Delay, d1		6.6			7.9		20.6		20.5		20.8	
Progression Factor		1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2		0.2			0.8		0.1		0.1		0.1	
Delay (s)		6.8			8.7		20.7		20.6		20.9	
Level of Service		A			A		C		C		C	
Approach Delay (s)		6.8			8.7			20.7			20.9	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	157	59	171	103	66	255	
Future Volume (vph)	157	59	171	103	66	255	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	23.0	23.0	32.0	32.0	32.0	32.0	23.0
Total Split (%)	41.8%	41.8%	58.2%	58.2%	58.2%	58.2%	42%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	19.0	19.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.35	0.35	0.51	0.51		0.51	
v/c Ratio	0.36	0.12	0.20	0.14		0.42	
Control Delay	16.2	4.6	8.1	2.3		10.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	16.2	4.6	8.1	2.3		10.4	
LOS	B	A	A	A		B	
Approach Delay			5.9			10.4	
Approach LOS			A			B	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Cherry St/Cherry St (S) & Villiers St





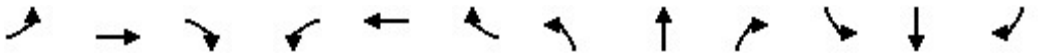
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	23.0	23.0	32.0	32.0	32.0	32.0	23.0
Total Split (%)	41.8%	41.8%	58.2%	58.2%	58.2%	58.2%	42%
Maximum Green (s)	19.0	19.0	28.0	28.0	28.0	28.0	19.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0
90th %ile Green (s)	19.0	19.0	28.0	28.0	28.0	28.0	19.0
90th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
70th %ile Green (s)	19.0	19.0	28.0	28.0	28.0	28.0	19.0
70th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
50th %ile Green (s)	19.0	19.0	28.0	28.0	28.0	28.0	19.0
50th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
30th %ile Green (s)	19.0	19.0	28.0	28.0	28.0	28.0	19.0
30th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
10th %ile Green (s)	19.0	19.0	28.0	28.0	28.0	28.0	19.0
10th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR

Intersection Summary
Cycle Length: 55
Actuated Cycle Length: 55
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	174	66	190	114	356
v/c Ratio	0.36	0.12	0.20	0.14	0.42
Control Delay	16.2	4.6	8.1	2.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	4.6	8.1	2.3	10.4
Queue Length 50th (m)	12.6	0.0	9.4	0.0	20.1
Queue Length 95th (m)	25.9	6.1	18.3	5.6	36.0
Internal Link Dist (m)			139.8		148.4
Turn Bay Length (m)					
Base Capacity (vph)	478	569	937	808	847
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.12	0.20	0.14	0.42

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	157	0	59	0	171	103	66	255	0
Future Volume (vph)	0	0	0	157	0	59	0	171	103	66	255	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0		4.0	4.0		4.0	
Lane Util. Factor				1.00		1.00		1.00	1.00		1.00	
Frpb, ped/bikes				1.00		0.97		1.00	0.94		1.00	
Flpb, ped/bikes				0.99		1.00		1.00	1.00		0.99	
Frt				1.00		0.85		1.00	0.85		1.00	
Flt Protected				0.95		1.00		1.00	1.00		0.99	
Satd. Flow (prot)				1739		1523		1842	1478		1813	
Flt Permitted				0.76		1.00		1.00	1.00		0.91	
Satd. Flow (perm)				1386		1523		1842	1478		1664	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	174	0	66	0	190	114	73	283	0
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	56	0	0	0
Lane Group Flow (vph)	0	0	0	174	0	23	0	190	58	0	356	0
Confl. Peds. (#/hr)	5		4	4		5	21		24	24		21
Turn Type				Perm		Perm		NA	Perm	Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)				19.0		19.0		28.0	28.0		28.0	
Effective Green, g (s)				19.0		19.0		28.0	28.0		28.0	
Actuated g/C Ratio				0.35		0.35		0.51	0.51		0.51	
Clearance Time (s)				4.0		4.0		4.0	4.0		4.0	
Lane Grp Cap (vph)				478		526		937	752		847	
v/s Ratio Prot								0.10				
v/s Ratio Perm				c0.13		0.01			0.04		c0.21	
v/c Ratio				0.36		0.04		0.20	0.08		0.42	
Uniform Delay, d1				13.5		12.0		7.4	6.9		8.4	
Progression Factor				1.00		1.00		1.00	1.00		1.00	
Incremental Delay, d2				2.1		0.2		0.5	0.2		1.5	
Delay (s)				15.6		12.1		7.9	7.1		10.0	
Level of Service				B		B		A	A		A	
Approach Delay (s)		0.0			14.7			7.6			10.0	
Approach LOS		A			B			A			A	

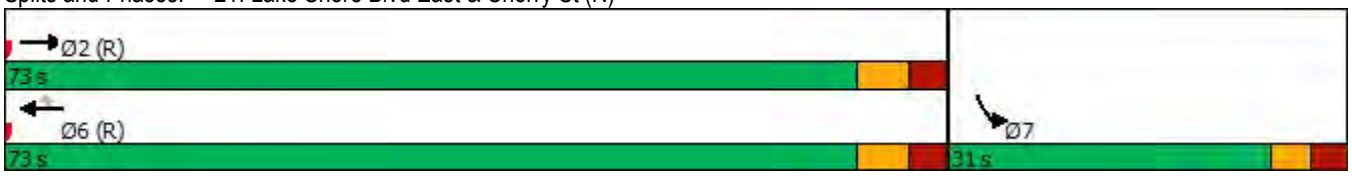
Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

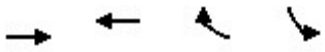
c Critical Lane Group

Lane Group	EBT	WBT	WBR	SBL
Lane Configurations				
Traffic Volume (vph)	506	1012	192	74
Future Volume (vph)	506	1012	192	74
Turn Type	NA	NA	Perm	Prot
Protected Phases	2	6		7
Permitted Phases			6	
Detector Phase	2	6	6	7
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	12.0
Minimum Split (s)	17.0	17.0	17.0	21.0
Total Split (s)	73.0	73.0	73.0	31.0
Total Split (%)	70.2%	70.2%	70.2%	29.8%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	66.0	66.0	66.0	25.0
Actuated g/C Ratio	0.63	0.63	0.63	0.24
v/c Ratio	0.16	0.32	0.21	0.57
Control Delay	7.9	5.1	5.1	24.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.9	5.1	5.1	24.5
LOS	A	A	A	C
Approach Delay	7.9	5.1		24.5
Approach LOS	A	A		C

Intersection Summary	
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 10 (10%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

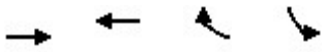
Splits and Phases: 21: Lake Shore Blvd East & Cherry St (N)





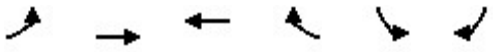
Lane Group	EBT	WBT	WBR	SBL
Protected Phases	2	6		7
Permitted Phases			6	
Minimum Initial (s)	10.0	10.0	10.0	12.0
Minimum Split (s)	17.0	17.0	17.0	21.0
Total Split (s)	73.0	73.0	73.0	31.0
Total Split (%)	70.2%	70.2%	70.2%	29.8%
Maximum Green (s)	66.0	66.0	66.0	25.0
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	3.0	3.0	3.0	2.5
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	66.0	66.0	66.0	25.0
90th %ile Term Code	Coord	Coord	Coord	MaxR
70th %ile Green (s)	66.0	66.0	66.0	25.0
70th %ile Term Code	Coord	Coord	Coord	MaxR
50th %ile Green (s)	66.0	66.0	66.0	25.0
50th %ile Term Code	Coord	Coord	Coord	MaxR
30th %ile Green (s)	66.0	66.0	66.0	25.0
30th %ile Term Code	Coord	Coord	Coord	MaxR
10th %ile Green (s)	66.0	66.0	66.0	25.0
10th %ile Term Code	Coord	Coord	Coord	MaxR

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 10 (10%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Pretimed



Lane Group	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	516	1033	196	275
v/c Ratio	0.16	0.32	0.21	0.57
Control Delay	7.9	5.1	5.1	24.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.9	5.1	5.1	24.5
Queue Length 50th (m)	14.2	15.2	7.8	27.1
Queue Length 95th (m)	18.8	17.9	12.0	53.4
Internal Link Dist (m)	380.2	136.4		120.9
Turn Bay Length (m)			34.0	
Base Capacity (vph)	3191	3191	937	484
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.32	0.21	0.57

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	506	1012	192	74	195
Future Volume (vph)	0	506	1012	192	74	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.5	3.0	3.5	3.0
Total Lost time (s)		7.0	7.0	7.0	6.0	
Lane Util. Factor		0.91	0.91	1.00	1.00	
Frt		1.00	1.00	0.85	0.90	
Flt Protected		1.00	1.00	1.00	0.99	
Satd. Flow (prot)		5029	5029	1478	1639	
Flt Permitted		1.00	1.00	1.00	0.99	
Satd. Flow (perm)		5029	5029	1478	1639	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	516	1033	196	76	199
RTOR Reduction (vph)	0	0	0	0	90	0
Lane Group Flow (vph)	0	516	1033	196	185	0
Turn Type		NA	NA	Perm	Prot	
Protected Phases		2	6		7	
Permitted Phases				6		
Actuated Green, G (s)		66.0	66.0	66.0	25.0	
Effective Green, g (s)		66.0	66.0	66.0	25.0	
Actuated g/C Ratio		0.63	0.63	0.63	0.24	
Clearance Time (s)		7.0	7.0	7.0	6.0	
Lane Grp Cap (vph)		3191	3191	937	393	
v/s Ratio Prot		0.10	c0.21		c0.11	
v/s Ratio Perm				0.13		
v/c Ratio		0.16	0.32	0.21	0.47	
Uniform Delay, d1		7.7	8.7	8.0	33.8	
Progression Factor		1.00	0.55	0.57	1.00	
Incremental Delay, d2		0.1	0.3	0.5	4.0	
Delay (s)		7.8	5.0	5.0	37.8	
Level of Service		A	A	A	D	
Approach Delay (s)		7.8	5.0		37.8	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	561	902	259	41	53	162
Future Volume (vph)	561	902	259	41	53	162
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		2	8			4
Permitted Phases	2			8	4	
Detector Phase	2	2	8	8	4	4
Switch Phase						
Minimum Initial (s)	37.0	37.0	12.0	12.0	12.0	12.0
Minimum Split (s)	53.0	53.0	46.0	46.0	46.0	46.0
Total Split (s)	66.0	66.0	46.0	46.0	46.0	46.0
Total Split (%)	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
Actuated g/C Ratio	0.53	0.53	0.35	0.35	0.35	0.35
v/c Ratio	0.74	0.43	0.46	0.09	0.20	0.29
Control Delay	27.7	16.5	31.6	8.9	36.5	36.4
Queue Delay	0.1	0.0	2.0	0.0	0.0	1.4
Total Delay	27.8	16.5	33.6	8.9	36.5	37.8
LOS	C	B	C	A	D	D
Approach Delay		20.6	30.2			37.5
Approach LOS		C	C			D

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:, Start of Green	
Natural Cycle: 100	
Control Type: Pretimed	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: Bay St & Harbour St





Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Protected Phases		2	8			4
Permitted Phases	2			8	4	
Minimum Initial (s)	37.0	37.0	12.0	12.0	12.0	12.0
Minimum Split (s)	53.0	53.0	46.0	46.0	46.0	46.0
Total Split (s)	66.0	66.0	46.0	46.0	46.0	46.0
Total Split (%)	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Maximum Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max
Walk Time (s)	37.0	37.0	27.0	27.0	27.0	27.0
Flash Dont Walk (s)	9.0	9.0	12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
90th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
70th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
50th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
30th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	59.0	59.0	39.0	39.0	39.0	39.0
10th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR

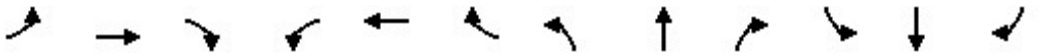
Intersection Summary
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:, Start of Green
Control Type: Pretimed



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	578	1010	267	42	55	167
v/c Ratio	0.74	0.43	0.46	0.09	0.20	0.29
Control Delay	27.7	16.5	31.6	8.9	36.5	36.4
Queue Delay	0.1	0.0	2.0	0.0	0.0	1.4
Total Delay	27.8	16.5	33.6	8.9	36.5	37.8
Queue Length 50th (m)	93.9	46.4	45.1	0.4	9.1	29.0
Queue Length 95th (m)	139.4	56.8	69.1	7.8	m17.7	m45.7
Internal Link Dist (m)		146.8	86.4			54.0
Turn Bay Length (m)				30.0	30.0	
Base Capacity (vph)	782	2364	577	488	276	577
Starvation Cap Reductn	0	0	182	0	0	254
Spillback Cap Reductn	11	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.43	0.68	0.09	0.20	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	561	902	78	0	0	0	0	259	41	53	162	0
Future Volume (vph)	561	902	78	0	0	0	0	259	41	53	162	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0	3.5	3.5
Total Lost time (s)	7.0	7.0						7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.91						1.00	1.00	1.00	1.00	
Frt	1.00	0.99						1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1486	4472						1658	1330	1486	1658	
Flt Permitted	0.95	1.00						1.00	1.00	0.51	1.00	
Satd. Flow (perm)	1486	4472						1658	1330	794	1658	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	578	930	80	0	0	0	0	267	42	55	167	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	25	0	0	0
Lane Group Flow (vph)	578	1001	0	0	0	0	0	267	17	55	167	0
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2								8	4		
Actuated Green, G (s)	59.0	59.0						39.0	39.0	39.0	39.0	
Effective Green, g (s)	59.0	59.0						39.0	39.0	39.0	39.0	
Actuated g/C Ratio	0.53	0.53						0.35	0.35	0.35	0.35	
Clearance Time (s)	7.0	7.0						7.0	7.0	7.0	7.0	
Lane Grp Cap (vph)	782	2355						577	463	276	577	
v/s Ratio Prot		0.22						c0.16			0.10	
v/s Ratio Perm	c0.39								0.01	0.07		
v/c Ratio	0.74	0.43						0.46	0.04	0.20	0.29	
Uniform Delay, d1	20.5	16.2						28.4	24.1	25.6	26.5	
Progression Factor	1.00	1.00						1.00	1.00	1.32	1.31	
Incremental Delay, d2	6.2	0.6						2.7	0.1	1.5	1.2	
Delay (s)	26.7	16.7						31.0	24.2	35.3	35.8	
Level of Service	C	B						C	C	D	D	
Approach Delay (s)		20.4			0.0			30.1			35.7	
Approach LOS		C			A			C			D	

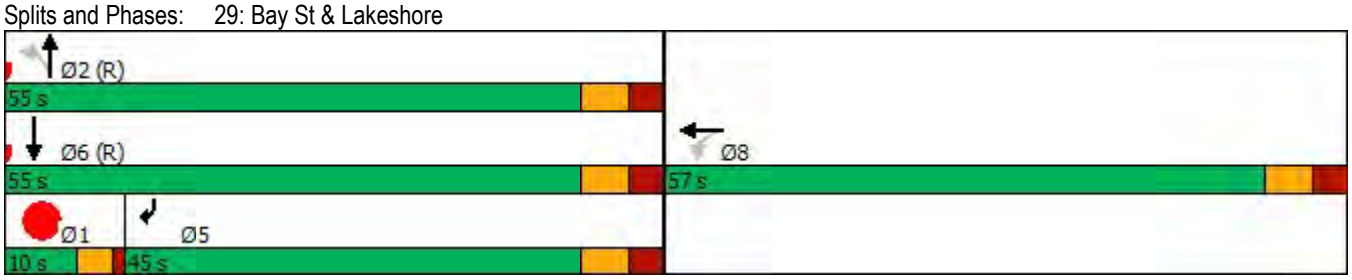
Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations						
Traffic Volume (vph)	1620	108	538	142	213	
Future Volume (vph)	1620	108	538	142	213	
Turn Type	NA	Perm	NA	NA	custom	
Protected Phases	8		2	6	5	1
Permitted Phases		2				
Detector Phase	8	2	2	6	5	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	43.0	43.0	43.0	32.0	43.0	9.0
Total Split (s)	57.0	55.0	55.0	55.0	45.0	10.0
Total Split (%)	50.9%	49.1%	49.1%	49.1%	40.2%	9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	7.0		7.0	7.0	7.0	
Lead/Lag					Lag	Lead
Lead-Lag Optimize?					Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	50.0		48.0	48.0	38.0	
Actuated g/C Ratio	0.45		0.43	0.43	0.34	
v/c Ratio	0.71		0.54	0.19	0.23	
Control Delay	26.5		20.7	20.8	9.7	
Queue Delay	0.0		2.1	0.0	0.0	
Total Delay	26.5		22.8	20.8	9.7	
LOS	C		C	C	A	
Approach Delay	26.5		22.8	14.1		
Approach LOS	C		C	B		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 29: Bay St & Lakeshore





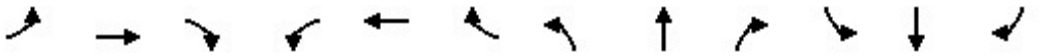
Lane Group	WBT	NBL	NBT	SBT	SBR	Ø1
Protected Phases	8		2	6	5	1
Permitted Phases		2				
Minimum Initial (s)	7.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	43.0	43.0	43.0	32.0	43.0	9.0
Total Split (s)	57.0	55.0	55.0	55.0	45.0	10.0
Total Split (%)	50.9%	49.1%	49.1%	49.1%	40.2%	9%
Maximum Green (s)	50.0	48.0	48.0	48.0	38.0	6.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0
Lead/Lag					Lag	Lead
Lead-Lag Optimize?					Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max
Walk Time (s)	25.0	14.0	14.0	14.0	25.0	
Flash Dont Walk (s)	11.0	7.0	7.0	7.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
90th %ile Green (s)	50.0	48.0	48.0	48.0	38.0	6.0
90th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
70th %ile Green (s)	50.0	48.0	48.0	48.0	38.0	6.0
70th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
50th %ile Green (s)	50.0	48.0	48.0	48.0	38.0	6.0
50th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
30th %ile Green (s)	50.0	48.0	48.0	48.0	38.0	6.0
30th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
10th %ile Green (s)	50.0	48.0	48.0	48.0	38.0	6.0
10th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR

Intersection Summary
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Control Type: Pretimed



Lane Group	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	1985	687	151	227
v/c Ratio	0.71	0.54	0.19	0.23
Control Delay	26.5	20.7	20.8	9.7
Queue Delay	0.0	2.1	0.0	0.0
Total Delay	26.5	22.8	20.8	9.7
Queue Length 50th (m)	98.5	38.0	20.2	6.1
Queue Length 95th (m)	112.1	60.0	33.6	15.5
Internal Link Dist (m)	131.0	0.1	326.2	
Turn Bay Length (m)				30.0
Base Capacity (vph)	2798	1284	789	984
Starvation Cap Reductn	0	431	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.81	0.19	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	73	1620	173	108	538	0	0	142	213
Future Volume (vph)	0	0	0	73	1620	173	108	538	0	0	142	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0
Total Lost time (s)					7.0			7.0			7.0	7.0
Lane Util. Factor					0.86			0.95			1.00	0.88
Frt					0.99			1.00			1.00	0.85
Flt Protected					1.00			0.99			1.00	1.00
Satd. Flow (prot)					6236			3471			1842	2601
Flt Permitted					1.00			0.86			1.00	1.00
Satd. Flow (perm)					6236			2995			1842	2601
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	78	1723	184	115	572	0	0	151	227
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	0	102
Lane Group Flow (vph)	0	0	0	0	1970	0	0	687	0	0	151	125
Turn Type				Perm	NA		Perm	NA			NA	custom
Protected Phases					8			2			6	5
Permitted Phases				8			2					
Actuated Green, G (s)					50.0			48.0			48.0	38.0
Effective Green, g (s)					50.0			48.0			48.0	38.0
Actuated g/C Ratio					0.45			0.43			0.43	0.34
Clearance Time (s)					7.0			7.0			7.0	7.0
Lane Grp Cap (vph)					2783			1283			789	882
v/s Ratio Prot											0.08	0.05
v/s Ratio Perm					0.32			c0.23				
v/c Ratio					0.71			0.54			0.19	0.14
Uniform Delay, d1					25.1			23.7			19.9	25.7
Progression Factor					1.00			0.81			1.00	1.00
Incremental Delay, d2					1.5			1.3			0.5	0.3
Delay (s)					26.6			20.5			20.5	26.0
Level of Service					C			C			C	C
Approach Delay (s)		0.0			26.6			20.5			23.8	
Approach LOS		A			C			C			C	

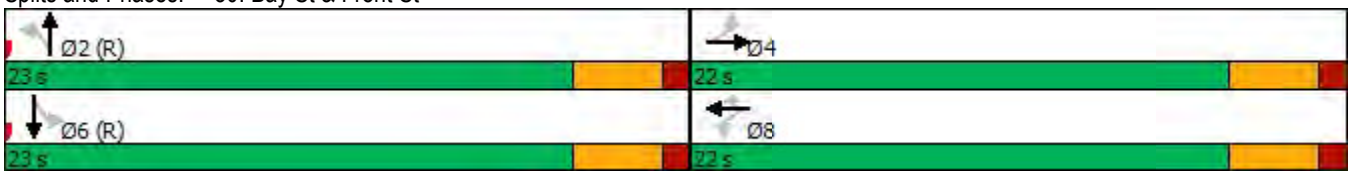
Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	88	360	27	165	42	76	582	102	322
Future Volume (vph)	88	360	27	165	42	76	582	102	322
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.42	0.42	0.42	0.42
v/c Ratio	0.22	0.55	0.11	0.25	0.08	0.23	0.48	0.47	0.31
Control Delay	10.5	13.9	9.7	10.2	3.8	10.5	10.4	17.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	13.9	9.7	10.2	3.8	10.5	10.4	17.5	7.4
LOS	B	B	A	B	A	B	B	B	A
Approach Delay		13.2		8.9			10.4		9.4
Approach LOS		B		A			B		A

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 30: Bay St & Front St





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0
90th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
90th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
70th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
70th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
50th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
30th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
10th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
10th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord

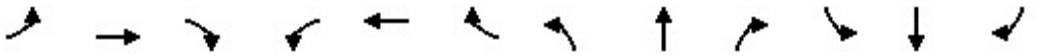
Intersection Summary
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	407	30	183	47	84	705	113	457
v/c Ratio	0.22	0.55	0.11	0.25	0.08	0.23	0.48	0.47	0.31
Control Delay	10.5	13.9	9.7	10.2	3.8	10.5	10.4	17.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	13.9	9.7	10.2	3.8	10.5	10.4	17.5	7.4
Queue Length 50th (m)	4.8	23.0	1.4	9.0	0.0	3.9	18.8	6.0	8.9
Queue Length 95th (m)	12.2	42.8	5.2	18.8	4.1	10.8	29.5	#18.0	16.1
Internal Link Dist (m)		180.4		158.6			326.2		306.2
Turn Bay Length (m)	30.0		27.0			30.0		30.0	
Base Capacity (vph)	446	736	285	736	619	358	1475	240	1486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.55	0.11	0.25	0.08	0.23	0.48	0.47	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	360	6	27	165	42	76	582	52	102	322	89
Future Volume (vph)	88	360	6	27	165	42	76	582	52	102	322	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1652	1837		1652	1842	1478	1652	3457		1652	3386	
Flt Permitted	0.64	1.00		0.41	1.00	1.00	0.49	1.00		0.33	1.00	
Satd. Flow (perm)	1116	1837		713	1842	1478	849	3457		570	3386	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	98	400	7	30	183	47	84	647	58	113	358	99
RTOR Reduction (vph)	0	1	0	0	0	28	0	15	0	0	56	0
Lane Group Flow (vph)	98	406	0	30	183	19	84	690	0	113	401	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	18.0	18.0		18.0	18.0	18.0	19.0	19.0		19.0	19.0	
Effective Green, g (s)	18.0	18.0		18.0	18.0	18.0	19.0	19.0		19.0	19.0	
Actuated g/C Ratio	0.40	0.40		0.40	0.40	0.40	0.42	0.42		0.42	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	446	734		285	736	591	358	1459		240	1429	
v/s Ratio Prot		c0.22			0.10			c0.20			0.12	
v/s Ratio Perm	0.09			0.04		0.01	0.10			0.20		
v/c Ratio	0.22	0.55		0.11	0.25	0.03	0.23	0.47		0.47	0.28	
Uniform Delay, d1	8.9	10.4		8.5	9.0	8.2	8.3	9.4		9.4	8.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	3.0		0.7	0.8	0.1	1.5	1.1		6.5	0.5	
Delay (s)	10.0	13.4		9.2	9.8	8.3	9.9	10.5		15.9	9.0	
Level of Service	B	B		A	A	A	A	B		B	A	
Approach Delay (s)		12.7			9.5			10.4			10.4	
Approach LOS		B			A			B			B	

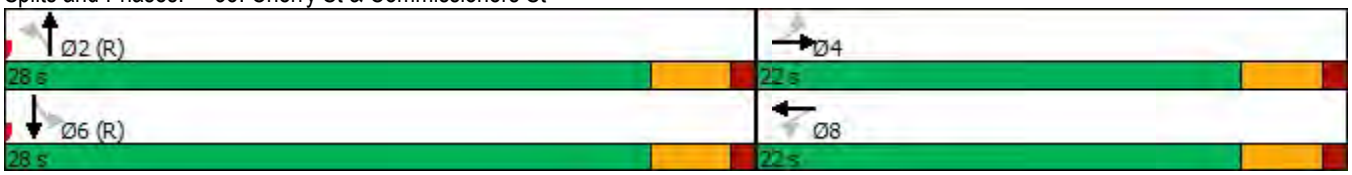
Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

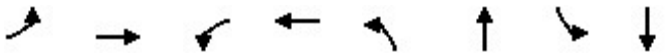
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	37	151	35	5	125	116	246
Future Volume (vph)	30	37	151	35	5	125	116	246
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	28.0	28.0	28.0	28.0
Total Split (%)	44.0%	44.0%	44.0%	44.0%	56.0%	56.0%	56.0%	56.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		4.0	4.0	4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		18.0	18.0	18.0		24.0		24.0
Actuated g/C Ratio		0.36	0.36	0.36		0.48		0.48
v/c Ratio		0.15	0.37	0.26		0.26		0.63
Control Delay		10.5	14.8	5.1		6.2		13.9
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		10.5	14.8	5.1		6.2		13.9
LOS		B	B	A		A		B
Approach Delay		10.5		9.9		6.2		13.9
Approach LOS		B		A		A		B

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 50	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

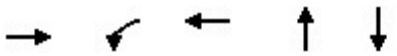
Splits and Phases: 35: Cherry St & Commissioners St





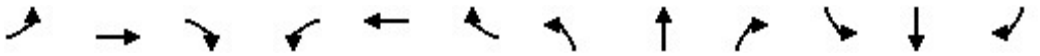
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	28.0	28.0	28.0	28.0
Total Split (%)	44.0%	44.0%	44.0%	44.0%	56.0%	56.0%	56.0%	56.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	24.0	24.0	24.0	24.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
90th %ile Green (s)	18.0	18.0	18.0	18.0	24.0	24.0	24.0	24.0
90th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
70th %ile Green (s)	18.0	18.0	18.0	18.0	24.0	24.0	24.0	24.0
70th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
50th %ile Green (s)	18.0	18.0	18.0	18.0	24.0	24.0	24.0	24.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
30th %ile Green (s)	18.0	18.0	18.0	18.0	24.0	24.0	24.0	24.0
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
10th %ile Green (s)	18.0	18.0	18.0	18.0	24.0	24.0	24.0	24.0
10th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord

Intersection Summary
Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	89	172	174	224	469
v/c Ratio	0.15	0.37	0.26	0.26	0.63
Control Delay	10.5	14.8	5.1	6.2	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	14.8	5.1	6.2	13.9
Queue Length 50th (m)	4.4	10.9	2.3	7.1	27.0
Queue Length 95th (m)	11.2	22.6	11.2	16.0	49.4
Internal Link Dist (m)	74.0		332.3	45.2	19.4
Turn Bay Length (m)					
Base Capacity (vph)	575	463	671	871	747
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.37	0.26	0.26	0.63

Intersection Summary



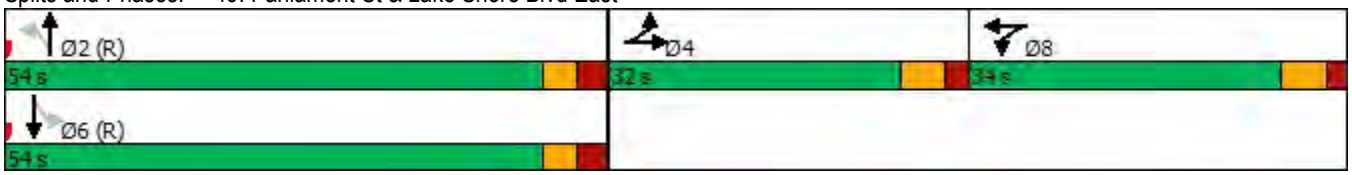
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	37	11	151	35	118	5	125	67	116	246	50
Future Volume (vph)	30	37	11	151	35	118	5	125	67	116	246	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	0.88			0.95			0.98	
Flt Protected		0.98		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1772		1750	1629			1755			1787	
Flt Permitted		0.87		0.70	1.00			0.99			0.85	
Satd. Flow (perm)		1576		1288	1629			1739			1536	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	34	42	12	172	40	134	6	142	76	132	280	57
RTOR Reduction (vph)	0	8	0	0	86	0	0	37	0	0	10	0
Lane Group Flow (vph)	0	81	0	172	88	0	0	187	0	0	459	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0		18.0	18.0			24.0			24.0	
Effective Green, g (s)		18.0		18.0	18.0			24.0			24.0	
Actuated g/C Ratio		0.36		0.36	0.36			0.48			0.48	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Grp Cap (vph)		567		463	586			834			737	
v/s Ratio Prot					0.05							
v/s Ratio Perm		0.05		c0.13				0.11			c0.30	
v/c Ratio		0.14		0.37	0.15			0.22			0.62	
Uniform Delay, d1		10.8		11.8	10.8			7.6			9.6	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.5		2.3	0.5			0.6			3.9	
Delay (s)		11.3		14.1	11.4			8.2			13.6	
Level of Service		B		B	B			A			B	
Approach Delay (s)		11.3			12.7			8.2			13.6	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	203	566	11	172	94	87
Future Volume (vph)	203	566	11	172	94	87
Turn Type	NA	NA	Perm	NA	Perm	NA
Protected Phases	4	8		2		6
Permitted Phases			2		6	
Detector Phase	4	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	54.0	54.0	54.0	54.0
Total Split (s)	32.0	34.0	54.0	54.0	54.0	54.0
Total Split (%)	26.7%	28.3%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	26.0	28.0		48.0		48.0
Actuated g/C Ratio	0.22	0.23		0.40		0.40
v/c Ratio	0.43	1.18		0.33		0.41
Control Delay	42.1	131.3		11.7		13.2
Queue Delay	0.0	0.0		0.0		0.0
Total Delay	42.1	131.3		11.7		13.2
LOS	D	F		B		B
Approach Delay	42.1	131.3		11.7		13.2
Approach LOS	D	F		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 120	
Control Type: Pretimed	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 77.8	Intersection LOS: E
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

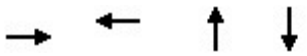
Splits and Phases: 49: Parliament St & Lake Shore Blvd East





Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Protected Phases	4	8		2		6
Permitted Phases			2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	54.0	54.0	54.0	54.0
Total Split (s)	32.0	34.0	54.0	54.0	54.0	54.0
Total Split (%)	26.7%	28.3%	45.0%	45.0%	45.0%	45.0%
Maximum Green (s)	26.0	28.0	48.0	48.0	48.0	48.0
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0	25.0	25.0	25.0	25.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	26.0	28.0	48.0	48.0	48.0	48.0
90th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
70th %ile Green (s)	26.0	28.0	48.0	48.0	48.0	48.0
70th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
50th %ile Green (s)	26.0	28.0	48.0	48.0	48.0	48.0
50th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
30th %ile Green (s)	26.0	28.0	48.0	48.0	48.0	48.0
30th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
10th %ile Green (s)	26.0	28.0	48.0	48.0	48.0	48.0
10th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed

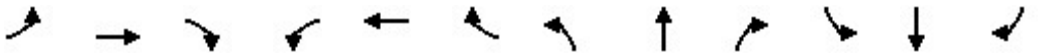


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	460	1357	440	422
v/c Ratio	0.43	1.18	0.33	0.41
Control Delay	42.1	131.3	11.7	13.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	42.1	131.3	11.7	13.2
Queue Length 50th (m)	34.5	~139.0	16.1	16.6
Queue Length 95th (m)	44.8	#165.7	27.3	29.2
Internal Link Dist (m)	150.0	380.2	150.0	181.5
Turn Bay Length (m)				
Base Capacity (vph)	1063	1147	1350	1022
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	1.18	0.33	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	203	1	450	566	191	11	172	209	94	87	194
Future Volume (vph)	206	203	1	450	566	191	11	172	209	94	87	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.91			0.91			0.95			0.95	
Frt		1.00			0.98			0.92			0.92	
Flt Protected		0.98			0.98			1.00			0.99	
Satd. Flow (prot)		4904			4819			3215			3189	
Flt Permitted		0.98			0.98			0.94			0.69	
Satd. Flow (perm)		4904			4819			3022			2228	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	231	228	1	506	636	215	12	193	235	106	98	218
RTOR Reduction (vph)	0	0	0	0	23	0	0	141	0	0	131	0
Lane Group Flow (vph)	0	460	0	0	1334	0	0	299	0	0	291	0
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	3	0	0	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		26.0			28.0			48.0			48.0	
Effective Green, g (s)		26.0			28.0			48.0			48.0	
Actuated g/C Ratio		0.22			0.23			0.40			0.40	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		1062			1124			1208			891	
v/s Ratio Prot		c0.09			c0.28							
v/s Ratio Perm								0.10			c0.13	
v/c Ratio		0.43			1.19			0.25			0.33	
Uniform Delay, d1		40.6			46.0			24.0			24.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.3			93.2			0.5			1.0	
Delay (s)		41.9			139.2			24.5			25.8	
Level of Service		D			F			C			C	
Approach Delay (s)		41.9			139.2			24.5			25.8	
Approach LOS		D			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	85.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	259	321	982	221	9
Future Volume (vph)	259	321	982	221	9
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	2		6	8	
Permitted Phases		2			2
Detector Phase	2	2	6	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	13.0	10.0
Minimum Split (s)	66.0	66.0	66.0	38.0	66.0
Total Split (s)	66.0	66.0	66.0	38.0	66.0
Total Split (%)	63.5%	63.5%	63.5%	36.5%	63.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	59.0	59.0	59.0	32.0	59.0
Actuated g/C Ratio	0.57	0.57	0.57	0.31	0.57
v/c Ratio	0.10	0.36	0.38	0.46	0.01
Control Delay	9.0	2.4	12.9	32.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	2.4	12.9	32.5	5.2
LOS	A	A	B	C	A
Approach Delay	5.3		12.9	31.5	
Approach LOS	A		B	C	

Intersection Summary	
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Pretimed	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 50: Cherry St (S) & Lake Shore Blvd East





Lane Group	EBT	EBR	WBT	NBL	NBR
Protected Phases	2		6	8	
Permitted Phases		2			2
Minimum Initial (s)	10.0	10.0	10.0	13.0	10.0
Minimum Split (s)	66.0	66.0	66.0	38.0	66.0
Total Split (s)	66.0	66.0	66.0	38.0	66.0
Total Split (%)	63.5%	63.5%	63.5%	36.5%	63.5%
Maximum Green (s)	59.0	59.0	59.0	32.0	59.0
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max
Walk Time (s)	10.0	10.0		13.0	10.0
Flash Dont Walk (s)	5.0	5.0		19.0	5.0
Pedestrian Calls (#/hr)	0	0		0	0
90th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
90th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
70th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
70th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
50th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
50th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
30th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
30th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
10th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
10th %ile Term Code	Coord	Coord	Coord	MaxR	Coord

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Pretimed



Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	288	357	1091	246	10
v/c Ratio	0.10	0.36	0.38	0.46	0.01
Control Delay	9.0	2.4	12.9	32.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	2.4	12.9	32.5	5.2
Queue Length 50th (m)	7.2	0.0	42.0	40.0	0.0
Queue Length 95th (m)	9.8	17.0	51.3	62.9	2.3
Internal Link Dist (m)	136.4		175.8	148.4	
Turn Bay Length (m)		45.0			30.0
Base Capacity (vph)	2852	982	2852	532	842
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.36	0.38	0.46	0.01

Intersection Summary



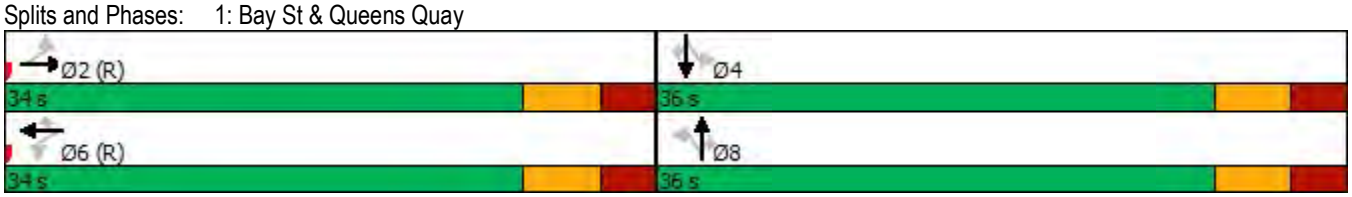
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	259	321	0	982	221	9
Future Volume (vph)	259	321	0	982	221	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.5	3.5	3.5	3.0
Total Lost time (s)	7.0	7.0		7.0	6.0	7.0
Lane Util. Factor	0.91	1.00		0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5029	1460		5029	1729	1478
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5029	1460		5029	1729	1478
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	288	357	0	1091	246	10
RTOR Reduction (vph)	0	154	0	0	0	4
Lane Group Flow (vph)	288	203	0	1091	246	6
Bus Blockages (#/hr)	0	3	0	0	3	0
Turn Type	NA	Perm		NA	Prot	Perm
Protected Phases	2			6	8	
Permitted Phases		2				2
Actuated Green, G (s)	59.0	59.0		59.0	32.0	59.0
Effective Green, g (s)	59.0	59.0		59.0	32.0	59.0
Actuated g/C Ratio	0.57	0.57		0.57	0.31	0.57
Clearance Time (s)	7.0	7.0		7.0	6.0	7.0
Lane Grp Cap (vph)	2852	828		2852	532	838
v/s Ratio Prot	0.06			c0.22	c0.14	
v/s Ratio Perm		0.14				0.00
v/c Ratio	0.10	0.24		0.38	0.46	0.01
Uniform Delay, d1	10.3	11.3		12.4	29.1	9.8
Progression Factor	0.86	1.11		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.7		0.4	2.9	0.0
Delay (s)	8.9	13.2		12.8	31.9	9.8
Level of Service	A	B		B	C	A
Approach Delay (s)	11.3			12.8	31.1	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	158	386	37	448	224	2	31	19	61	13	125
Future Volume (vph)	158	386	37	448	224	2	31	19	61	13	125
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6			8			4	
Permitted Phases	2		6		6	8		8	4		4
Detector Phase	2	2	6	6	6	8	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	48.6%	48.6%	48.6%	48.6%	48.6%	51.4%	51.4%	51.4%	51.4%	51.4%	51.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	35.6	35.6	35.6	35.6	35.6		29.0	29.0	29.0	29.0	29.0
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.51		0.41	0.41	0.41	0.41	0.41
v/c Ratio	0.60	0.51	0.14	0.55	0.49		0.05	0.05	0.19	0.02	0.37
Control Delay	32.5	19.1	16.1	20.3	7.8		12.6	0.2	14.9	12.3	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	19.1	16.1	20.3	7.8		12.6	0.2	14.9	12.3	11.4
LOS	C	B	B	C	A		B	A	B	B	B
Approach Delay		22.8		16.1			8.0			12.6	
Approach LOS		C		B			A			B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Bay St & Queens Quay





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		6			8			4	
Permitted Phases	2		6		6	8		8	4		4
Minimum Initial (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
Minimum Split (s)	34.0	34.0	34.0	34.0	34.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	48.6%	48.6%	48.6%	48.6%	48.6%	51.4%	51.4%	51.4%	51.4%	51.4%	51.4%
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	20.0	22.0	22.0	22.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0
90th %ile Green (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
90th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
70th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
50th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Hold	Hold	Hold	Max	Max	Max
30th %ile Green (s)	27.0	27.0	27.0	27.0	27.0	29.0	29.0	29.0	29.0	29.0	29.0
30th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Hold	Hold	Hold	Max	Max	Max
10th %ile Green (s)	63.0	63.0	63.0	63.0	63.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip

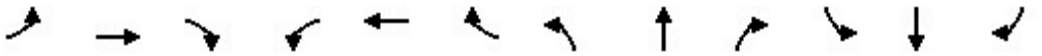
Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	165	422	39	467	233	34	20	64	14	130
v/c Ratio	0.60	0.51	0.14	0.55	0.49	0.05	0.05	0.19	0.02	0.37
Control Delay	32.5	19.1	16.1	20.3	7.8	12.6	0.2	14.9	12.3	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	19.1	16.1	20.3	7.8	12.6	0.2	14.9	12.3	11.4
Queue Length 50th (m)	18.6	44.2	3.3	50.8	2.2	2.6	0.0	5.1	1.1	5.5
Queue Length 95th (m)	#50.5	73.7	9.8	#85.8	20.9	7.3	0.3	12.7	4.0	17.8
Internal Link Dist (m)		163.6		56.8		71.1			86.4	
Turn Bay Length (m)	15.0		16.0					30.0		75.0
Base Capacity (vph)	273	823	285	843	477	664	414	340	686	355
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.51	0.14	0.55	0.49	0.05	0.05	0.19	0.02	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	386	19	37	448	224	2	31	19	61	13	125
Future Volume (vph)	158	386	19	37	448	224	2	31	19	61	13	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.0	3.5	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.57		1.00	0.69	1.00	1.00	0.58
Flpb, ped/bikes	0.84	1.00		0.79	1.00	1.00		0.98	1.00	0.71	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1255	1614		1179	1658	761		1614	912	1062	1658	771
Flt Permitted	0.40	1.00		0.45	1.00	1.00		0.99	1.00	0.73	1.00	1.00
Satd. Flow (perm)	534	1614		555	1658	761		1604	912	822	1658	771
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	165	402	20	39	467	233	2	32	20	64	14	130
RTOR Reduction (vph)	0	2	0	0	0	109	0	0	13	0	0	41
Lane Group Flow (vph)	165	420	0	39	467	124	0	34	7	64	14	89
Confl. Peds. (#/hr)	259		312	312		259	338		248	248		338
Confl. Bikes (#/hr)						150			1			1
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	32.8	32.8		32.8	32.8	32.8		23.2	23.2	23.2	23.2	23.2
Effective Green, g (s)	32.8	32.8		32.8	32.8	32.8		23.2	23.2	23.2	23.2	23.2
Actuated g/C Ratio	0.47	0.47		0.47	0.47	0.47		0.33	0.33	0.33	0.33	0.33
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	250	756		260	776	356		531	302	272	549	255
v/s Ratio Prot		0.26			0.28						0.01	
v/s Ratio Perm	c0.31			0.07		0.16		0.02	0.01	0.08		c0.11
v/c Ratio	0.66	0.56		0.15	0.60	0.35		0.06	0.02	0.24	0.03	0.35
Uniform Delay, d1	14.3	13.4		10.6	13.8	11.8		16.0	15.8	17.0	15.8	17.7
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.9	2.9		1.2	3.4	2.7		0.1	0.0	0.4	0.0	0.8
Delay (s)	27.2	16.3		11.8	17.2	14.5		16.0	15.8	17.4	15.8	18.5
Level of Service	C	B		B	B	B		B	B	B	B	B
Approach Delay (s)		19.4			16.1			15.9			18.0	
Approach LOS		B			B			B			B	

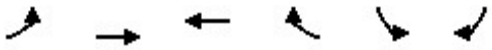
Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	363	558	141	117	161
Future Volume (vph)	76	363	558	141	117	161
Turn Type	Perm	NA	NA	Perm	Prot	Prot
Protected Phases		2	6		7	7
Permitted Phases	2			6		
Detector Phase	2	2	6	6	7	7
Switch Phase						
Minimum Initial (s)	31.0	31.0	31.0	31.0	16.0	16.0
Minimum Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (%)	58.8%	58.8%	58.8%	58.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.20	0.20
v/c Ratio	0.19	0.35	0.53	0.16	0.38	0.40
Control Delay	7.0	7.4	9.8	1.4	32.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.4	9.8	1.4	32.0	8.1
LOS	A	A	A	A	C	A
Approach Delay		7.3	8.1		18.1	
Approach LOS		A	A		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

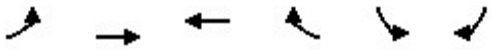
Splits and Phases: 2: Queens Quay & Yonge St





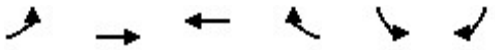
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		2	6		7	7
Permitted Phases	2			6		
Minimum Initial (s)	31.0	31.0	31.0	31.0	16.0	16.0
Minimum Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (s)	47.0	47.0	47.0	47.0	33.0	33.0
Total Split (%)	58.8%	58.8%	58.8%	58.8%	41.3%	41.3%
Maximum Green (s)	41.0	41.0	41.0	41.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Walk Time (s)	31.0	31.0	31.0	31.0	16.0	16.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
70th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
50th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
30th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min
10th %ile Green (s)	52.0	52.0	52.0	52.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Control Type: Actuated-Coordinated



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	78	374	575	145	121	166
v/c Ratio	0.19	0.35	0.53	0.16	0.38	0.40
Control Delay	7.0	7.4	9.8	1.4	32.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.4	9.8	1.4	32.0	8.1
Queue Length 50th (m)	4.1	22.5	40.8	0.0	16.1	0.0
Queue Length 95th (m)	9.8	35.9	64.6	5.3	31.0	14.8
Internal Link Dist (m)		40.0	116.9		46.7	
Turn Bay Length (m)						
Base Capacity (vph)	416	1077	1077	933	531	585
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.35	0.53	0.16	0.23	0.28

Intersection Summary



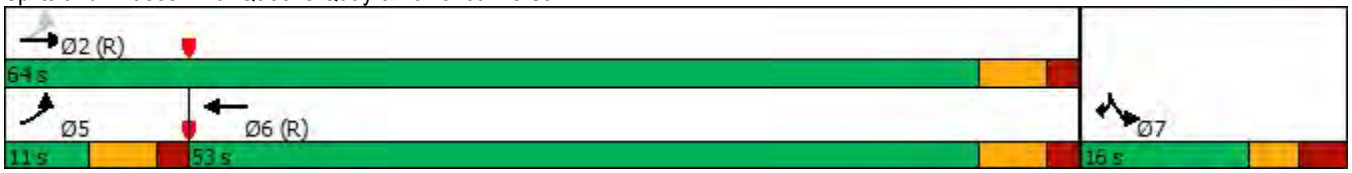
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	363	558	141	117	161
Future Volume (vph)	76	363	558	141	117	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1575	1658	1658	1358	1575	1409
Flt Permitted	0.39	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	641	1658	1658	1358	1575	1409
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	78	374	575	145	121	166
RTOR Reduction (vph)	0	0	0	51	0	133
Lane Group Flow (vph)	78	374	575	94	121	33
Bus Blockages (#/hr)	0	0	0	9	0	0
Turn Type	Perm	NA	NA	Perm	Prot	Prot
Protected Phases		2	6		7	7
Permitted Phases	2			6		
Actuated Green, G (s)	52.0	52.0	52.0	52.0	16.0	16.0
Effective Green, g (s)	52.0	52.0	52.0	52.0	16.0	16.0
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	416	1077	1077	882	315	281
v/s Ratio Prot		0.23	c0.35		c0.08	0.02
v/s Ratio Perm	0.12			0.07		
v/c Ratio	0.19	0.35	0.53	0.11	0.38	0.12
Uniform Delay, d1	5.6	6.3	7.5	5.3	27.7	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.9	1.9	0.2	0.8	0.2
Delay (s)	6.6	7.2	9.4	5.5	28.5	26.4
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.1	8.6		27.3	
Approach LOS		A	A		C	

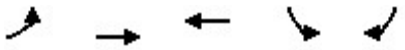
Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	73	419	654	47	40
Future Volume (vph)	73	419	654	47	40
Turn Type	pm+pt	NA	NA	Prot	Prot
Protected Phases	5	2	6	7	7
Permitted Phases	2				
Detector Phase	5	2	6	7	7
Switch Phase					
Minimum Initial (s)	5.0	30.0	30.0	5.0	5.0
Minimum Split (s)	11.0	39.0	39.0	11.0	11.0
Total Split (s)	11.0	64.0	53.0	16.0	16.0
Total Split (%)	13.8%	80.0%	66.3%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)		58.0	47.0	10.0	10.0
Actuated g/C Ratio		0.72	0.59	0.12	0.12
v/c Ratio		0.32	0.51	0.27	0.21
Control Delay		4.2	9.9	35.6	13.1
Queue Delay		0.0	0.0	0.0	0.0
Total Delay		4.2	9.9	35.6	13.1
LOS		A	A	D	B
Approach Delay		4.2	9.9	25.3	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

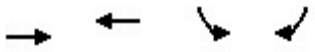
Splits and Phases: 9: Queens Quay & Lower Jarvis St





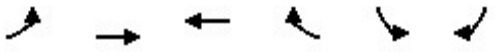
Lane Group	EBL	EBT	WBT	SBL	SBR
Protected Phases	5	2	6	7	7
Permitted Phases	2				
Minimum Initial (s)	5.0	30.0	30.0	5.0	5.0
Minimum Split (s)	11.0	39.0	39.0	11.0	11.0
Total Split (s)	11.0	64.0	53.0	16.0	16.0
Total Split (%)	13.8%	80.0%	66.3%	20.0%	20.0%
Maximum Green (s)	5.0	58.0	47.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	2.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		
Flash Dont Walk (s)		20.0	20.0		
Pedestrian Calls (#/hr)		0	0		
90th %ile Green (s)	5.0	58.0	47.0	10.0	10.0
90th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
70th %ile Green (s)	5.0	58.0	47.0	10.0	10.0
70th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
50th %ile Green (s)	5.0	58.0	47.0	10.0	10.0
50th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
30th %ile Green (s)	5.0	58.0	47.0	10.0	10.0
30th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR
10th %ile Green (s)	5.0	58.0	47.0	10.0	10.0
10th %ile Term Code	MaxR	Coord	Coord	MaxR	MaxR

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Control Type: Pretimed



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	540	927	52	44
v/c Ratio	0.32	0.51	0.27	0.21
Control Delay	4.2	9.9	35.6	13.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	4.2	9.9	35.6	13.1
Queue Length 50th (m)	11.6	35.7	7.3	0.0
Queue Length 95th (m)	16.5	49.7	17.4	8.6
Internal Link Dist (m)	11.2	83.6	52.8	
Turn Bay Length (m)				
Base Capacity (vph)	1687	1821	196	214
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.51	0.27	0.21

Intersection Summary



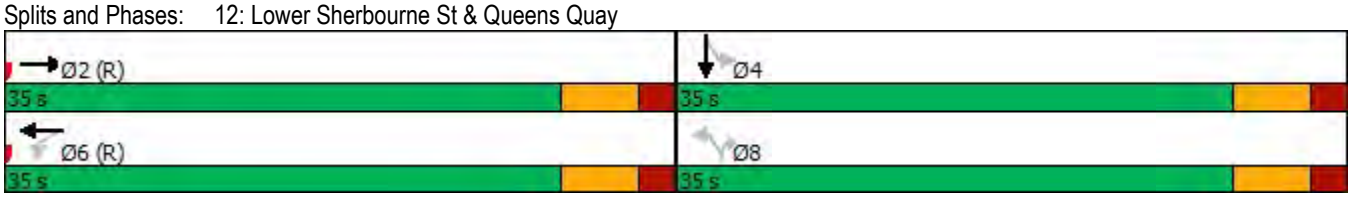
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	73	419	654	189	47	40
Future Volume (vph)	73	419	654	189	47	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frt		1.00	0.97		1.00	0.85
Flt Protected		0.99	1.00		0.95	1.00
Satd. Flow (prot)		3127	3044		1575	1409
Flt Permitted		0.71	1.00		0.95	1.00
Satd. Flow (perm)		2252	3044		1575	1409
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	80	460	719	208	52	44
RTOR Reduction (vph)	0	0	33	0	0	39
Lane Group Flow (vph)	0	540	894	0	52	6
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		7	7
Permitted Phases	2					
Actuated Green, G (s)		58.0	47.0		10.0	10.0
Effective Green, g (s)		58.0	47.0		10.0	10.0
Actuated g/C Ratio		0.72	0.59		0.12	0.12
Clearance Time (s)		6.0	6.0		6.0	6.0
Lane Grp Cap (vph)		1687	1788		196	176
v/s Ratio Prot		c0.02	c0.29		c0.03	0.00
v/s Ratio Perm		0.21				
v/c Ratio		0.32	0.50		0.27	0.03
Uniform Delay, d1		3.9	9.6		31.7	30.7
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.5	1.0		3.3	0.3
Delay (s)		4.4	10.6		35.0	31.1
Level of Service		A	B		C	C
Approach Delay (s)		4.4	10.6		33.2	
Approach LOS		A	B		C	

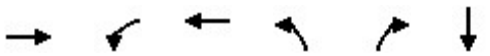
Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Configurations						
Traffic Volume (vph)	435	8	678	16	23	0
Future Volume (vph)	435	8	678	16	23	0
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	2		6			4
Permitted Phases		6		8	8	
Detector Phase	2	6	6	8	8	4
Switch Phase						
Minimum Initial (s)	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	43.6		43.6	21.0	21.0	21.0
Actuated g/C Ratio	0.62		0.62	0.30	0.30	0.30
v/c Ratio	0.24		0.40	0.05	0.07	0.29
Control Delay	8.6		10.0	18.1	18.2	10.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	8.6		10.0	18.1	18.2	10.8
LOS	A		A	B	B	B
Approach Delay	8.6		10.0			10.8
Approach LOS	A		A			B

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 23 (33%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Lower Sherbourne St & Queens Quay





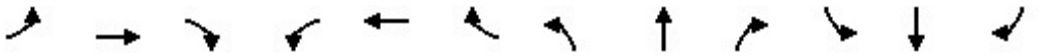
Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Protected Phases	2		6			4
Permitted Phases		6		8	8	
Minimum Initial (s)	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	None	None
Walk Time (s)	21.0	21.0	21.0	21.0	21.0	21.0
Flash Dont Walk (s)	8.0	8.0	8.0	8.0	8.0	8.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
90th %ile Term Code	Coord	Coord	Coord	Min	Min	Min
70th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
70th %ile Term Code	Coord	Coord	Coord	Min	Min	Min
50th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
50th %ile Term Code	Coord	Coord	Coord	Hold	Hold	Min
30th %ile Green (s)	37.0	37.0	37.0	21.0	21.0	21.0
30th %ile Term Code	Coord	Coord	Coord	Hold	Hold	Min
10th %ile Green (s)	64.0	64.0	64.0	0.0	0.0	0.0
10th %ile Term Code	Coord	Coord	Coord	Skip	Skip	Skip

Intersection Summary
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 23 (33%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated



Lane Group	EBT	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	463	730	17	24	137
v/c Ratio	0.24	0.40	0.05	0.07	0.29
Control Delay	8.6	10.0	18.1	18.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	10.0	18.1	18.2	10.8
Queue Length 50th (m)	16.3	29.0	1.6	2.2	5.4
Queue Length 95th (m)	24.3	41.5	5.7	7.2	17.3
Internal Link Dist (m)	177.5	88.3			72.5
Turn Bay Length (m)					
Base Capacity (vph)	1962	1847	485	507	627
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.40	0.04	0.05	0.22

Intersection Summary



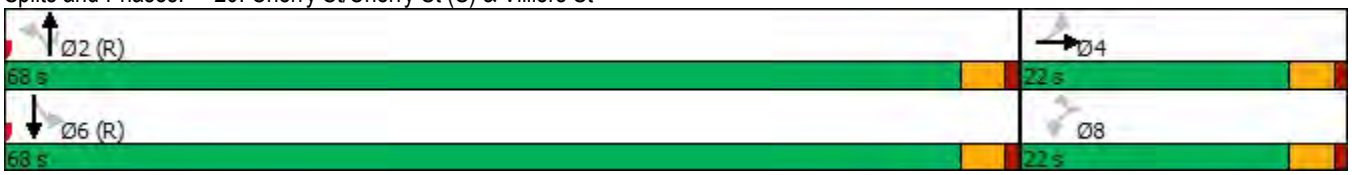
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	435	0	8	678	0	16	0	23	29	0	100
Future Volume (vph)	0	435	0	8	678	0	16	0	23	29	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0		6.0		6.0	
Lane Util. Factor		0.95			0.95		1.00		1.00		1.00	
Frpb, ped/bikes		1.00			1.00		1.00		0.86		0.97	
Flpb, ped/bikes		1.00			1.00		0.99		1.00		0.98	
Frt		1.00			1.00		1.00		0.85		0.90	
Flt Protected		1.00			1.00		0.95		1.00		0.99	
Satd. Flow (prot)		3150			3123		1556		1209		1398	
Flt Permitted		1.00			0.95		0.72		1.00		0.99	
Satd. Flow (perm)		3150			2966		1172		1209		1398	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	463	0	9	721	0	17	0	24	31	0	106
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	61	0
Lane Group Flow (vph)	0	463	0	0	730	0	17	0	24	0	76	0
Confl. Peds. (#/hr)	47		235	235		47	21		144	144		21
Confl. Bikes (#/hr)			145			7			36			6
Bus Blockages (#/hr)	0	0	3	0	3	0	0	0	0	0	0	0
Turn Type		NA		Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	
Permitted Phases				6			8		8	4		
Actuated Green, G (s)		41.2			41.2		16.8		16.8		16.8	
Effective Green, g (s)		41.2			41.2		16.8		16.8		16.8	
Actuated g/C Ratio		0.59			0.59		0.24		0.24		0.24	
Clearance Time (s)		6.0			6.0		6.0		6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)		1854			1745		281		290		335	
v/s Ratio Prot		0.15										
v/s Ratio Perm					c0.25		0.01		0.02		0.05	
v/c Ratio		0.25			0.42		0.06		0.08		0.23	
Uniform Delay, d1		6.9			7.9		20.5		20.6		21.4	
Progression Factor		1.00			1.00		1.00		1.00		1.00	
Incremental Delay, d2		0.3			0.7		0.1		0.1		0.3	
Delay (s)		7.3			8.6		20.6		20.7		21.7	
Level of Service		A			A		C		C		C	
Approach Delay (s)		7.3			8.6			20.7			21.7	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	76	52	229	109	401	223	
Future Volume (vph)	76	52	229	109	401	223	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	68.0	68.0	68.0	68.0	22.0
Total Split (%)	24.4%	24.4%	75.6%	75.6%	75.6%	75.6%	24%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	18.0	18.0	64.0	64.0		64.0	
Actuated g/C Ratio	0.20	0.20	0.71	0.71		0.71	
v/c Ratio	0.29	0.16	0.18	0.12		0.80	
Control Delay	34.0	10.0	7.7	3.7		18.5	
Queue Delay	0.0	0.0	0.0	0.0		0.5	
Total Delay	34.0	10.0	7.7	3.7		19.0	
LOS	C	B	A	A		B	
Approach Delay			6.4			19.0	
Approach LOS			A			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Pretimed	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Cherry St/Cherry St (S) & Villiers St





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Protected Phases			2			6	4
Permitted Phases	8	8		2	6		
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	68.0	68.0	68.0	68.0	22.0
Total Split (%)	24.4%	24.4%	75.6%	75.6%	75.6%	75.6%	24%
Maximum Green (s)	18.0	18.0	64.0	64.0	64.0	64.0	18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0
90th %ile Green (s)	18.0	18.0	64.0	64.0	64.0	64.0	18.0
90th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
70th %ile Green (s)	18.0	18.0	64.0	64.0	64.0	64.0	18.0
70th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
50th %ile Green (s)	18.0	18.0	64.0	64.0	64.0	64.0	18.0
50th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
30th %ile Green (s)	18.0	18.0	64.0	64.0	64.0	64.0	18.0
30th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR
10th %ile Green (s)	18.0	18.0	64.0	64.0	64.0	64.0	18.0
10th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord	MaxR

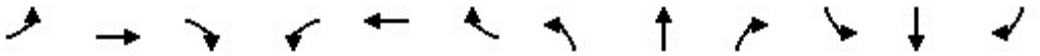
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	80	55	241	115	657
v/c Ratio	0.29	0.16	0.18	0.12	0.80
Control Delay	34.0	10.0	7.7	3.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	34.0	10.0	7.7	3.7	19.0
Queue Length 50th (m)	11.8	0.0	17.3	0.0	64.7
Queue Length 95th (m)	24.5	9.3	29.0	8.1	#133.4
Internal Link Dist (m)			139.8		148.4
Turn Bay Length (m)					
Base Capacity (vph)	276	344	1309	974	819
Starvation Cap Reductn	0	0	0	0	22
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.16	0.18	0.12	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



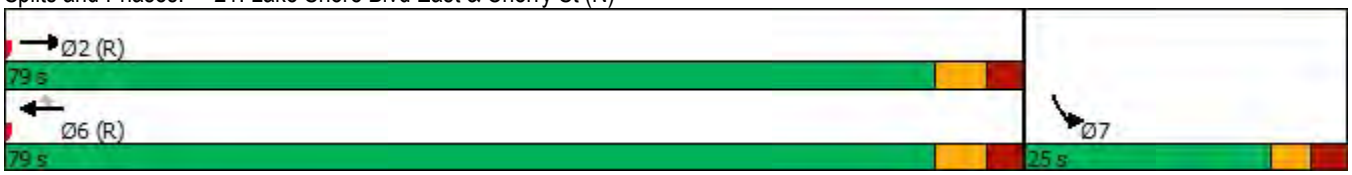
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	76	0	52	0	229	109	401	223	0
Future Volume (vph)	0	0	0	76	0	52	0	229	109	401	223	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		4.0		4.0	4.0		4.0	
Lane Util. Factor				1.00		1.00		1.00	1.00		1.00	
Frpb, ped/bikes				1.00		0.96		1.00	0.85		1.00	
Flpb, ped/bikes				0.99		1.00		1.00	1.00		0.94	
Frt				1.00		0.85		1.00	0.85		1.00	
Flt Protected				0.95		1.00		1.00	1.00		0.97	
Satd. Flow (prot)				1732		1500		1842	1323		1672	
Flt Permitted				0.76		1.00		1.00	1.00		0.67	
Satd. Flow (perm)				1381		1500		1842	1323		1154	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	80	0	55	0	241	115	422	235	0
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	33	0	0	0
Lane Group Flow (vph)	0	0	0	80	0	11	0	241	82	0	657	0
Confl. Peds. (#/hr)	6		4	4		6	29		55	55		29
Confl. Bikes (#/hr)						4						
Turn Type				Perm		Perm		NA	Perm	Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)				18.0		18.0		64.0	64.0		64.0	
Effective Green, g (s)				18.0		18.0		64.0	64.0		64.0	
Actuated g/C Ratio				0.20		0.20		0.71	0.71		0.71	
Clearance Time (s)				4.0		4.0		4.0	4.0		4.0	
Lane Grp Cap (vph)				276		300		1309	940		820	
v/s Ratio Prot								0.13				
v/s Ratio Perm				c0.06		0.01			0.06		c0.57	
v/c Ratio				0.29		0.04		0.18	0.09		0.80	
Uniform Delay, d1				30.6		29.0		4.3	4.0		8.7	
Progression Factor				1.00		1.00		1.69	4.03		1.00	
Incremental Delay, d2				2.6		0.2		0.3	0.2		8.1	
Delay (s)				33.2		29.2		7.6	16.3		16.8	
Level of Service				C		C		A	B		B	
Approach Delay (s)		0.0			31.6			10.4			16.8	
Approach LOS		A			C			B			B	

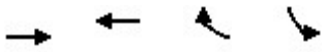
Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBT	WBR	SBL
Lane Configurations				
Traffic Volume (vph)	914	1208	259	213
Future Volume (vph)	914	1208	259	213
Turn Type	NA	NA	Perm	Prot
Protected Phases	2	6		7
Permitted Phases			6	
Detector Phase	2	6	6	7
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	12.0
Minimum Split (s)	17.0	17.0	17.0	21.0
Total Split (s)	79.0	79.0	79.0	25.0
Total Split (%)	76.0%	76.0%	76.0%	24.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	72.0	72.0	72.0	19.0
Actuated g/C Ratio	0.69	0.69	0.69	0.18
v/c Ratio	0.28	0.37	0.27	1.49
Control Delay	6.3	13.2	12.9	263.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.3	13.2	12.9	263.3
LOS	A	B	B	F
Approach Delay	6.3	13.2		263.3
Approach LOS	A	B		F

Intersection Summary	
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 53 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

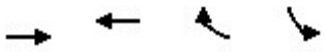
Splits and Phases: 21: Lake Shore Blvd East & Cherry St (N)





Lane Group	EBT	WBT	WBR	SBL
Protected Phases	2	6		7
Permitted Phases			6	
Minimum Initial (s)	10.0	10.0	10.0	12.0
Minimum Split (s)	17.0	17.0	17.0	21.0
Total Split (s)	79.0	79.0	79.0	25.0
Total Split (%)	76.0%	76.0%	76.0%	24.0%
Maximum Green (s)	72.0	72.0	72.0	19.0
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	3.0	3.0	3.0	2.5
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	72.0	72.0	72.0	19.0
90th %ile Term Code	Coord	Coord	Coord	MaxR
70th %ile Green (s)	72.0	72.0	72.0	19.0
70th %ile Term Code	Coord	Coord	Coord	MaxR
50th %ile Green (s)	72.0	72.0	72.0	19.0
50th %ile Term Code	Coord	Coord	Coord	MaxR
30th %ile Green (s)	72.0	72.0	72.0	19.0
30th %ile Term Code	Coord	Coord	Coord	MaxR
10th %ile Green (s)	72.0	72.0	72.0	19.0
10th %ile Term Code	Coord	Coord	Coord	MaxR

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 53 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Pretimed

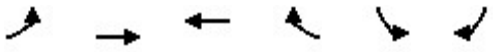


Lane Group	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	962	1272	273	519
v/c Ratio	0.28	0.37	0.27	1.49
Control Delay	6.3	13.2	12.9	263.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.3	13.2	12.9	263.3
Queue Length 50th (m)	23.9	51.8	28.4	~136.7
Queue Length 95th (m)	29.5	67.2	47.9	#199.6
Internal Link Dist (m)	380.2	136.4		120.9
Turn Bay Length (m)			34.0	
Base Capacity (vph)	3481	3481	1023	349
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.37	0.27	1.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	914	1208	259	213	280
Future Volume (vph)	0	914	1208	259	213	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.5	3.0	3.5	3.0
Total Lost time (s)		7.0	7.0	7.0	6.0	
Lane Util. Factor		0.91	0.91	1.00	1.00	
Frt		1.00	1.00	0.85	0.92	
Flt Protected		1.00	1.00	1.00	0.98	
Satd. Flow (prot)		5029	5029	1478	1665	
Flt Permitted		1.00	1.00	1.00	0.98	
Satd. Flow (perm)		5029	5029	1478	1665	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	962	1272	273	224	295
RTOR Reduction (vph)	0	0	0	0	46	0
Lane Group Flow (vph)	0	962	1272	273	473	0
Turn Type		NA	NA	Perm	Prot	
Protected Phases		2	6		7	
Permitted Phases				6		
Actuated Green, G (s)		72.0	72.0	72.0	19.0	
Effective Green, g (s)		72.0	72.0	72.0	19.0	
Actuated g/C Ratio		0.69	0.69	0.69	0.18	
Clearance Time (s)		7.0	7.0	7.0	6.0	
Lane Grp Cap (vph)		3481	3481	1023	304	
v/s Ratio Prot		0.19	c0.25		c0.28	
v/s Ratio Perm				0.18		
v/c Ratio		0.28	0.37	0.27	1.56	
Uniform Delay, d1		6.1	6.6	6.0	42.5	
Progression Factor		1.00	1.95	1.98	1.00	
Incremental Delay, d2		0.2	0.3	0.6	266.1	
Delay (s)		6.3	13.1	12.6	308.6	
Level of Service		A	B	B	F	
Approach Delay (s)		6.3	13.0		308.6	
Approach LOS		A	B		F	

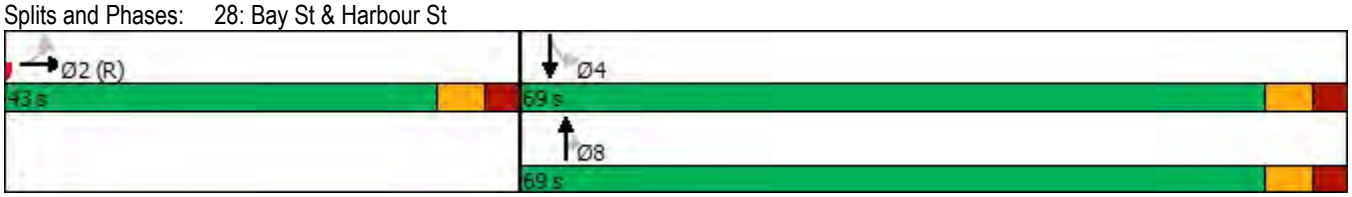
Intersection Summary			
HCM 2000 Control Delay	61.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	326	1068	374	39	60	102
Future Volume (vph)	326	1068	374	39	60	102
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		2	8			4
Permitted Phases	2			8	4	
Detector Phase	2	2	8	8	4	4
Switch Phase						
Minimum Initial (s)	9.0	9.0	40.0	40.0	40.0	40.0
Minimum Split (s)	43.0	43.0	69.0	69.0	69.0	69.0
Total Split (s)	43.0	43.0	69.0	69.0	69.0	69.0
Total Split (%)	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
Actuated g/C Ratio	0.32	0.32	0.55	0.55	0.55	0.55
v/c Ratio	0.72	0.85	0.43	0.05	0.16	0.12
Control Delay	43.5	41.9	16.5	4.1	20.9	19.2
Queue Delay	0.0	0.0	3.3	0.0	0.0	0.0
Total Delay	43.5	41.9	19.7	4.1	20.9	19.2
LOS	D	D	B	A	C	B
Approach Delay		42.2	18.3			19.8
Approach LOS		D	B			B

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:, Start of Green	
Natural Cycle: 115	
Control Type: Pretimed	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 109.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 28: Bay St & Harbour St





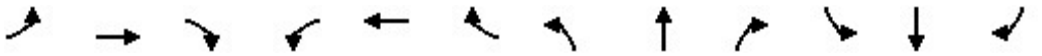
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Protected Phases		2	8			4
Permitted Phases	2			8	4	
Minimum Initial (s)	9.0	9.0	40.0	40.0	40.0	40.0
Minimum Split (s)	43.0	43.0	69.0	69.0	69.0	69.0
Total Split (s)	43.0	43.0	69.0	69.0	69.0	69.0
Total Split (%)	38.4%	38.4%	61.6%	61.6%	61.6%	61.6%
Maximum Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max
Walk Time (s)	27.0	27.0	50.0	50.0	50.0	50.0
Flash Dont Walk (s)	9.0	9.0	12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
90th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
70th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
50th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
30th %ile Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
30th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s)	36.0	36.0	62.0	62.0	62.0	62.0
10th %ile Term Code	Coord	Coord	MaxR	MaxR	MaxR	MaxR

Intersection Summary
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:, Start of Green
Control Type: Pretimed



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	343	1228	394	41	63	107
v/c Ratio	0.72	0.85	0.43	0.05	0.16	0.12
Control Delay	43.5	41.9	16.5	4.1	20.9	19.2
Queue Delay	0.0	0.0	3.3	0.0	0.0	0.0
Total Delay	43.5	41.9	19.7	4.1	20.9	19.2
Queue Length 50th (m)	65.9	90.5	48.0	0.2	9.4	15.8
Queue Length 95th (m)	99.8	109.2	70.7	5.0	19.6	27.9
Internal Link Dist (m)		146.8	86.4			54.0
Turn Bay Length (m)				30.0	30.0	
Base Capacity (vph)	477	1445	917	753	406	917
Starvation Cap Reductn	0	0	413	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.85	0.78	0.05	0.16	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	1068	99	0	0	0	0	374	39	60	102	0
Future Volume (vph)	326	1068	99	0	0	0	0	374	39	60	102	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0	3.5	3.5
Total Lost time (s)	7.0	7.0						7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.91						1.00	1.00	1.00	1.00	
Frt	1.00	0.99						1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1486	4468						1658	1330	1486	1658	
Flt Permitted	0.95	1.00						1.00	1.00	0.47	1.00	
Satd. Flow (perm)	1486	4468						1658	1330	735	1658	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	343	1124	104	0	0	0	0	394	41	63	107	0
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	17	0	0	0
Lane Group Flow (vph)	343	1219	0	0	0	0	0	394	24	63	107	0
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2								8	4		
Actuated Green, G (s)	36.0	36.0						62.0	62.0	62.0	62.0	
Effective Green, g (s)	36.0	36.0						62.0	62.0	62.0	62.0	
Actuated g/C Ratio	0.32	0.32						0.55	0.55	0.55	0.55	
Clearance Time (s)	7.0	7.0						7.0	7.0	7.0	7.0	
Lane Grp Cap (vph)	477	1436						917	736	406	917	
v/s Ratio Prot		c0.27						c0.24			0.06	
v/s Ratio Perm	0.23								0.02	0.09		
v/c Ratio	0.72	0.85						0.43	0.03	0.16	0.12	
Uniform Delay, d1	33.5	35.5						14.6	11.4	12.2	11.9	
Progression Factor	1.00	1.00						1.00	1.00	1.58	1.56	
Incremental Delay, d2	9.0	6.4						1.5	0.1	0.8	0.3	
Delay (s)	42.6	41.9						16.1	11.4	20.1	18.9	
Level of Service	D	D						B	B	C	B	
Approach Delay (s)		42.0			0.0			15.7			19.3	
Approach LOS		D			A			B			B	

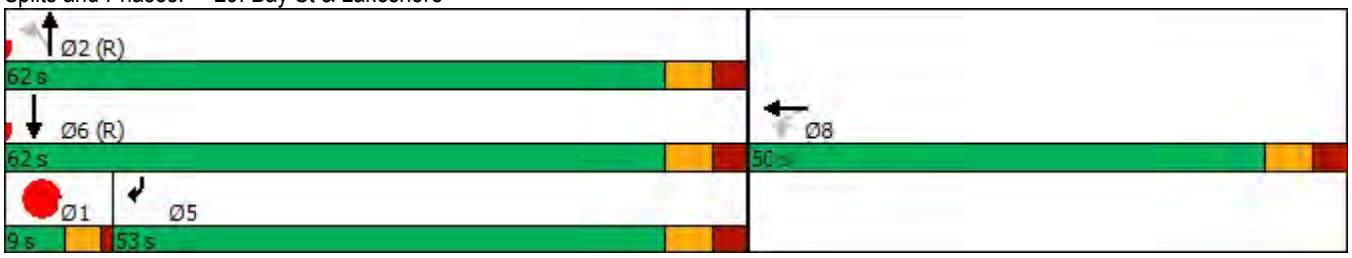
Intersection Summary			
HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	109.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations						
Traffic Volume (vph)	776	139	318	121	320	
Future Volume (vph)	776	139	318	121	320	
Turn Type	NA	Perm	NA	NA	custom	
Protected Phases	8		2	6	5	1
Permitted Phases		2				
Detector Phase	8	2	2	6	5	
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	44.0	41.0	41.0	41.0	44.0	9.0
Total Split (s)	50.0	62.0	62.0	62.0	53.0	9.0
Total Split (%)	44.6%	55.4%	55.4%	55.4%	47.3%	8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	7.0		7.0	7.0	7.0	
Lead/Lag					Lag	Lead
Lead-Lag Optimize?					Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	43.0		55.0	55.0	46.0	
Actuated g/C Ratio	0.38		0.49	0.49	0.41	
v/c Ratio	0.38		0.35	0.14	0.28	
Control Delay	25.0		19.1	16.1	7.2	
Queue Delay	0.0		0.9	0.0	0.0	
Total Delay	25.0		20.0	16.1	7.2	
LOS	C		B	B	A	
Approach Delay	25.0		20.0	9.6		
Approach LOS	C		B	A		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Pretimed	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 29: Bay St & Lakeshore





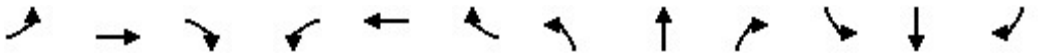
Lane Group	WBT	NBL	NBT	SBT	SBR	Ø1
Protected Phases	8		2	6	5	1
Permitted Phases		2				
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	44.0	41.0	41.0	41.0	44.0	9.0
Total Split (s)	50.0	62.0	62.0	62.0	53.0	9.0
Total Split (%)	44.6%	55.4%	55.4%	55.4%	47.3%	8%
Maximum Green (s)	43.0	55.0	55.0	55.0	46.0	5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	1.0
Lead/Lag					Lag	Lead
Lead-Lag Optimize?					Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max
Walk Time (s)	26.0	14.0	14.0	14.0	26.0	
Flash Dont Walk (s)	11.0	10.0	10.0	10.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
90th %ile Green (s)	43.0	55.0	55.0	55.0	46.0	5.0
90th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
70th %ile Green (s)	43.0	55.0	55.0	55.0	46.0	5.0
70th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
50th %ile Green (s)	43.0	55.0	55.0	55.0	46.0	5.0
50th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
30th %ile Green (s)	43.0	55.0	55.0	55.0	46.0	5.0
30th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR
10th %ile Green (s)	43.0	55.0	55.0	55.0	46.0	5.0
10th %ile Term Code	MaxR	Coord	Coord	Coord	Coord	MaxR

Intersection Summary
Cycle Length: 112
Actuated Cycle Length: 112
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Control Type: Pretimed



Lane Group	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	923	481	127	337
v/c Ratio	0.38	0.35	0.14	0.28
Control Delay	25.0	19.1	16.1	7.2
Queue Delay	0.0	0.9	0.0	0.0
Total Delay	25.0	20.0	16.1	7.2
Queue Length 50th (m)	41.1	26.8	14.7	7.5
Queue Length 95th (m)	49.9	36.2	25.3	17.2
Internal Link Dist (m)	131.0	0.1	326.2	
Turn Bay Length (m)				30.0
Base Capacity (vph)	2413	1386	904	1207
Starvation Cap Reductn	0	597	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.61	0.14	0.28

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	41	776	60	139	318	0	0	121	320
Future Volume (vph)	0	0	0	41	776	60	139	318	0	0	121	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0
Total Lost time (s)					7.0			7.0			7.0	7.0
Lane Util. Factor					0.86			0.95			1.00	0.88
Frt					0.99			1.00			1.00	0.85
Flt Protected					1.00			0.99			1.00	1.00
Satd. Flow (prot)					6257			3448			1842	2601
Flt Permitted					1.00			0.81			1.00	1.00
Satd. Flow (perm)					6257			2826			1842	2601
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	43	817	63	146	335	0	0	127	337
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	0	140
Lane Group Flow (vph)	0	0	0	0	913	0	0	481	0	0	127	197
Turn Type				Perm	NA		Perm	NA			NA	custom
Protected Phases					8			2			6	5
Permitted Phases				8			2					
Actuated Green, G (s)					43.0			55.0			55.0	46.0
Effective Green, g (s)					43.0			55.0			55.0	46.0
Actuated g/C Ratio					0.38			0.49			0.49	0.41
Clearance Time (s)					7.0			7.0			7.0	7.0
Lane Grp Cap (vph)					2402			1387			904	1068
v/s Ratio Prot											0.07	0.08
v/s Ratio Perm					0.15			c0.17				
v/c Ratio					0.38			0.35			0.14	0.18
Uniform Delay, d1					24.9			17.5			15.6	21.0
Progression Factor					1.00			1.05			1.00	1.00
Incremental Delay, d2					0.5			0.6			0.3	0.4
Delay (s)					25.3			18.9			15.9	21.4
Level of Service					C			B			B	C
Approach Delay (s)		0.0			25.3			18.9			19.9	
Approach LOS		A			C			B			B	

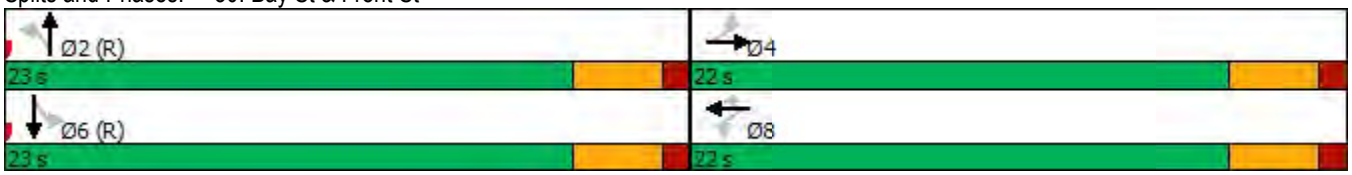
Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	256	56	209	56	43	306	101	374
Future Volume (vph)	70	256	56	209	56	43	306	101	374
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.42	0.42	0.42	0.42
v/c Ratio	0.17	0.38	0.15	0.30	0.09	0.13	0.24	0.27	0.32
Control Delay	10.0	11.3	9.9	10.6	3.6	9.2	8.2	10.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	11.3	9.9	10.6	3.6	9.2	8.2	10.8	8.2
LOS	B	B	A	B	A	A	A	B	A
Approach Delay		11.0		9.3			8.3		8.6
Approach LOS		B		A			A		A

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 9.2	Intersection LOS: A
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 30: Bay St & Front St





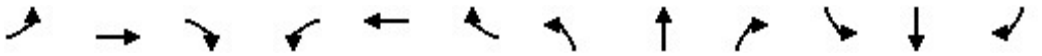
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0
90th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
90th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
70th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
70th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
50th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
30th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
10th %ile Green (s)	18.0	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
10th %ile Term Code	MaxR	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord

Intersection Summary
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	281	59	220	59	45	353	106	473
v/c Ratio	0.17	0.38	0.15	0.30	0.09	0.13	0.24	0.27	0.32
Control Delay	10.0	11.3	9.9	10.6	3.6	9.2	8.2	10.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	11.3	9.9	10.6	3.6	9.2	8.2	10.8	8.2
Queue Length 50th (m)	3.5	14.4	2.8	11.1	0.0	2.0	8.0	5.1	10.3
Queue Length 95th (m)	9.7	28.0	8.2	22.3	4.6	6.5	14.2	13.0	17.8
Internal Link Dist (m)		180.4		158.6			326.2		306.2
Turn Bay Length (m)	30.0		27.0			30.0		30.0	
Base Capacity (vph)	432	736	386	736	626	350	1474	396	1477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.38	0.15	0.30	0.09	0.13	0.24	0.27	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	256	11	56	209	56	43	306	29	101	374	75
Future Volume (vph)	70	256	11	56	209	56	43	306	29	101	374	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1652	1830		1652	1842	1478	1652	3454		1652	3412	
Flt Permitted	0.62	1.00		0.55	1.00	1.00	0.48	1.00		0.54	1.00	
Satd. Flow (perm)	1079	1830		964	1842	1478	829	3454		940	3412	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	269	12	59	220	59	45	322	31	106	394	79
RTOR Reduction (vph)	0	4	0	0	0	35	0	16	0	0	37	0
Lane Group Flow (vph)	74	277	0	59	220	24	45	337	0	106	436	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	18.0	18.0		18.0	18.0	18.0	19.0	19.0		19.0	19.0	
Effective Green, g (s)	18.0	18.0		18.0	18.0	18.0	19.0	19.0		19.0	19.0	
Actuated g/C Ratio	0.40	0.40		0.40	0.40	0.40	0.42	0.42		0.42	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	431	732		385	736	591	350	1458		396	1440	
v/s Ratio Prot		c0.15			0.12			0.10			c0.13	
v/s Ratio Perm	0.07			0.06		0.02	0.05			0.11		
v/c Ratio	0.17	0.38		0.15	0.30	0.04	0.13	0.23		0.27	0.30	
Uniform Delay, d1	8.7	9.5		8.6	9.2	8.2	7.9	8.3		8.5	8.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	1.5		0.8	1.0	0.1	0.8	0.4		1.7	0.5	
Delay (s)	9.6	11.0		9.5	10.2	8.4	8.7	8.7		10.1	9.2	
Level of Service	A	B		A	B	A	A	A		B	A	
Approach Delay (s)		10.7			9.8			8.7			9.3	
Approach LOS		B			A			A			A	

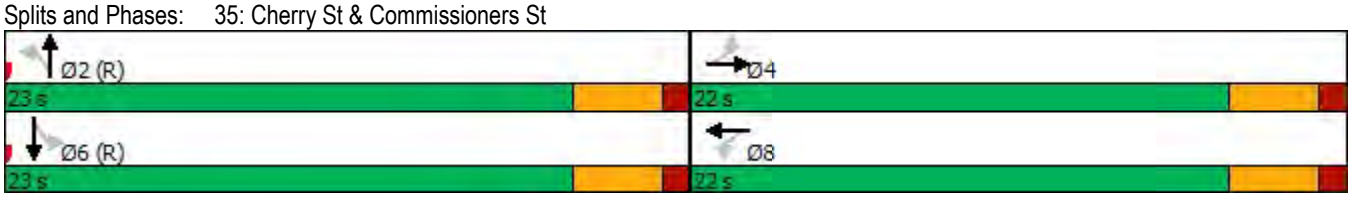
Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

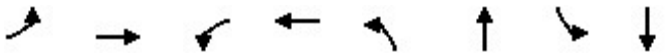
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	25	132	15	3	242	48	235
Future Volume (vph)	25	25	132	15	3	242	48	235
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		4.0	4.0	4.0		4.0		4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		18.0	18.0	18.0		19.0		19.0
Actuated g/C Ratio		0.40	0.40	0.40		0.42		0.42
v/c Ratio		0.09	0.27	0.13		0.49		0.46
Control Delay		8.5	10.8	4.1		10.4		12.4
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		8.5	10.8	4.1		10.4		12.4
LOS		A	B	A		B		B
Approach Delay		8.5		8.2		10.4		12.4
Approach LOS		A		A		B		B

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

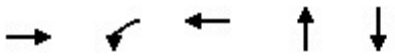
Splits and Phases: 35: Cherry St & Commissioners St





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	23.0	23.0	23.0	23.0
Total Split (%)	48.9%	48.9%	48.9%	48.9%	51.1%	51.1%	51.1%	51.1%
Maximum Green (s)	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
90th %ile Green (s)	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
90th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
70th %ile Green (s)	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
70th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
50th %ile Green (s)	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
30th %ile Green (s)	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord
10th %ile Green (s)	18.0	18.0	18.0	18.0	19.0	19.0	19.0	19.0
10th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Coord	Coord	Coord	Coord

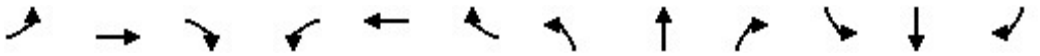
Intersection Summary
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	58	142	92	380	322
v/c Ratio	0.09	0.27	0.13	0.49	0.46
Control Delay	8.5	10.8	4.1	10.4	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	10.8	4.1	10.4	12.4
Queue Length 50th (m)	2.5	7.1	0.7	16.4	23.3
Queue Length 95th (m)	7.3	16.2	6.5	33.3	m32.6
Internal Link Dist (m)	74.0		332.3	45.2	19.4
Turn Bay Length (m)					
Base Capacity (vph)	651	529	691	779	700
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.27	0.13	0.49	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	25	4	132	15	71	3	242	109	48	235	16
Future Volume (vph)	25	25	4	132	15	71	3	242	109	48	235	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.99		1.00	0.88			0.96			0.99	
Flt Protected		0.98		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1783		1750	1614			1765			1814	
Flt Permitted		0.89		0.72	1.00			1.00			0.90	
Satd. Flow (perm)		1622		1325	1614			1761			1647	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	27	4	142	16	76	3	260	117	52	253	17
RTOR Reduction (vph)	0	2	0	0	46	0	0	36	0	0	5	0
Lane Group Flow (vph)	0	56	0	142	46	0	0	344	0	0	317	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0		18.0	18.0			19.0			19.0	
Effective Green, g (s)		18.0		18.0	18.0			19.0			19.0	
Actuated g/C Ratio		0.40		0.40	0.40			0.42			0.42	
Clearance Time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Grp Cap (vph)		648		530	645			743			695	
v/s Ratio Prot					0.03							
v/s Ratio Perm		0.03		c0.11				c0.20			0.19	
v/c Ratio		0.09		0.27	0.07			0.46			0.46	
Uniform Delay, d1		8.4		9.1	8.3			9.3			9.3	
Progression Factor		1.00		1.00	1.00			1.00			1.15	
Incremental Delay, d2		0.3		1.2	0.2			2.1			1.6	
Delay (s)		8.6		10.3	8.6			11.4			12.3	
Level of Service		A		B	A			B			B	
Approach Delay (s)		8.6			9.6			11.4			12.3	
Approach LOS		A			A			B			B	

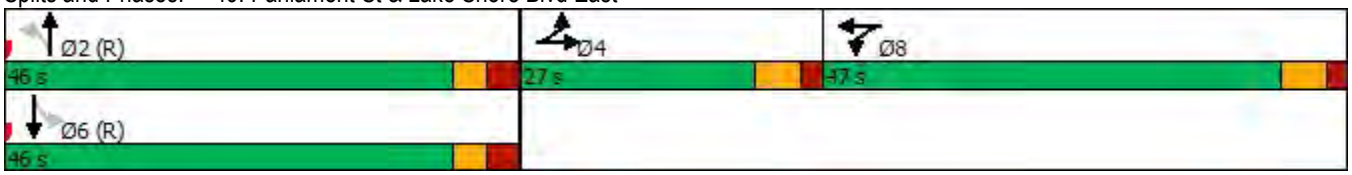
Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	419	772	3	178	209	180
Future Volume (vph)	419	772	3	178	209	180
Turn Type	NA	NA	Perm	NA	Perm	NA
Protected Phases	4	8		2		6
Permitted Phases			2		6	
Detector Phase	4	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	38.0	38.0	38.0	38.0
Total Split (s)	27.0	47.0	46.0	46.0	46.0	46.0
Total Split (%)	22.5%	39.2%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	21.0	41.0		40.0		40.0
Actuated g/C Ratio	0.18	0.34		0.33		0.33
v/c Ratio	0.99dl	0.93		0.40		0.86
Control Delay	59.0	48.0		12.4		42.6
Queue Delay	0.0	0.0		0.0		0.0
Total Delay	59.0	48.0		12.4		42.6
LOS	E	D		B		D
Approach Delay	59.0	48.0		12.4		42.6
Approach LOS	E	D		B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 99.2%	ICU Level of Service F
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

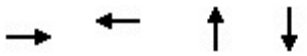
Splits and Phases: 49: Parliament St & Lake Shore Blvd East





Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Protected Phases	4	8		2		6
Permitted Phases			2		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	38.0	38.0	38.0	38.0
Total Split (s)	27.0	47.0	46.0	46.0	46.0	46.0
Total Split (%)	22.5%	39.2%	38.3%	38.3%	38.3%	38.3%
Maximum Green (s)	21.0	41.0	40.0	40.0	40.0	40.0
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0	25.0	25.0	25.0	25.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
90th %ile Green (s)	21.0	41.0	40.0	40.0	40.0	40.0
90th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
70th %ile Green (s)	21.0	41.0	40.0	40.0	40.0	40.0
70th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
50th %ile Green (s)	21.0	41.0	40.0	40.0	40.0	40.0
50th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
30th %ile Green (s)	21.0	41.0	40.0	40.0	40.0	40.0
30th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord
10th %ile Green (s)	21.0	41.0	40.0	40.0	40.0	40.0
10th %ile Term Code	MaxR	MaxR	Coord	Coord	Coord	Coord

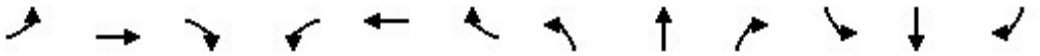
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Pretimed



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	738	1550	486	663
v/c Ratio	0.99dl	0.93	0.40	0.86
Control Delay	59.0	48.0	12.4	42.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	59.0	48.0	12.4	42.6
Queue Length 50th (m)	62.4	126.1	16.4	63.8
Queue Length 95th (m)	#81.4	#156.0	30.4	#97.2
Internal Link Dist (m)	150.0	380.2	150.0	181.5
Turn Bay Length (m)				
Base Capacity (vph)	862	1672	1207	772
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.86	0.93	0.40	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	419	0	504	772	212	3	178	286	209	180	247
Future Volume (vph)	290	419	0	504	772	212	3	178	286	209	180	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.91			0.91			0.95			0.95	
Frt		1.00			0.98			0.91			0.94	
Flt Protected		0.98			0.98			1.00			0.98	
Satd. Flow (prot)		4928			4839			3177			3243	
Flt Permitted		0.98			0.98			0.95			0.63	
Satd. Flow (perm)		4928			4839			3024			2065	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	302	436	0	525	804	221	3	185	298	218	188	257
RTOR Reduction (vph)	0	0	0	0	19	0	0	199	0	0	84	0
Lane Group Flow (vph)	0	738	0	0	1531	0	0	287	0	0	579	0
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)		21.0			41.0			40.0			40.0	
Effective Green, g (s)		21.0			41.0			40.0			40.0	
Actuated g/C Ratio		0.18			0.34			0.33			0.33	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		862			1653			1008			688	
v/s Ratio Prot		c0.15			c0.32							
v/s Ratio Perm								0.10			c0.28	
v/c Ratio		0.99dl			0.93			0.29			0.84	
Uniform Delay, d1		48.0			38.0			29.5			37.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		10.7			10.4			0.7			11.9	
Delay (s)		58.7			48.4			30.2			49.0	
Level of Service		E			D			C			D	
Approach Delay (s)		58.7			48.4			30.2			49.0	
Approach LOS		E			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

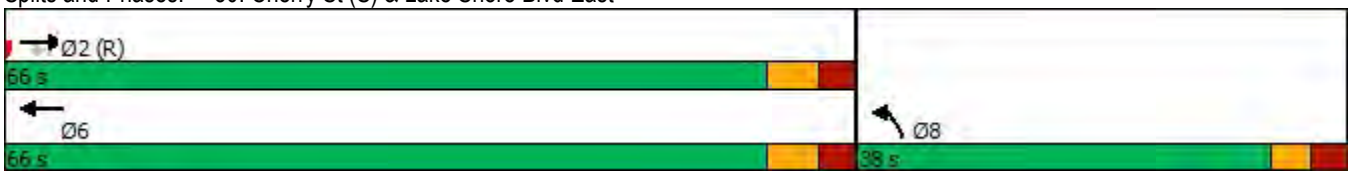
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	503	624	1198	270	8
Future Volume (vph)	503	624	1198	270	8
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	2		6	8	
Permitted Phases		2			2
Detector Phase	2	2	6	8	2
Switch Phase					
Minimum Initial (s)	13.0	13.0	10.0	13.0	13.0
Minimum Split (s)	22.0	22.0	22.0	38.0	22.0
Total Split (s)	66.0	66.0	66.0	38.0	66.0
Total Split (%)	63.5%	63.5%	63.5%	36.5%	63.5%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	59.0	59.0	59.0	32.0	59.0
Actuated g/C Ratio	0.57	0.57	0.57	0.31	0.57
v/c Ratio	0.19	0.59	0.44	0.53	0.01
Control Delay	16.7	11.1	13.6	34.1	5.5
Queue Delay	0.0	1.0	0.0	0.0	0.0
Total Delay	16.7	12.1	13.6	34.1	5.5
LOS	B	B	B	C	A
Approach Delay	14.2		13.6	33.3	
Approach LOS	B		B	C	

Intersection Summary	
Cycle Length: 104	
Actuated Cycle Length: 104	
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 50: Cherry St (S) & Lake Shore Blvd East





Lane Group	EBT	EBR	WBT	NBL	NBR
Protected Phases	2		6	8	
Permitted Phases		2			2
Minimum Initial (s)	13.0	13.0	10.0	13.0	13.0
Minimum Split (s)	22.0	22.0	22.0	38.0	22.0
Total Split (s)	66.0	66.0	66.0	38.0	66.0
Total Split (%)	63.5%	63.5%	63.5%	36.5%	63.5%
Maximum Green (s)	59.0	59.0	59.0	32.0	59.0
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	Max	Max	Max
Walk Time (s)	10.0	10.0		13.0	10.0
Flash Dont Walk (s)	5.0	5.0		19.0	5.0
Pedestrian Calls (#/hr)	0	0		0	0
90th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
90th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
70th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
70th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
50th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
50th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
30th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
30th %ile Term Code	Coord	Coord	Coord	MaxR	Coord
10th %ile Green (s)	59.0	59.0	59.0	32.0	59.0
10th %ile Term Code	Coord	Coord	Coord	MaxR	Coord

Intersection Summary
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Control Type: Pretimed



Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	529	657	1261	284	8
v/c Ratio	0.19	0.59	0.44	0.53	0.01
Control Delay	16.7	11.1	13.6	34.1	5.5
Queue Delay	0.0	1.0	0.0	0.0	0.0
Total Delay	16.7	12.1	13.6	34.1	5.5
Queue Length 50th (m)	24.2	43.6	50.7	47.3	0.0
Queue Length 95th (m)	m28.6	m55.9	61.1	72.7	2.0
Internal Link Dist (m)	136.4		175.8	148.4	
Turn Bay Length (m)		45.0			30.0
Base Capacity (vph)	2852	1122	2852	538	841
Starvation Cap Reductn	0	230	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.74	0.44	0.53	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	503	624	0	1198	270	8
Future Volume (vph)	503	624	0	1198	270	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.5	3.5	3.5	3.0
Total Lost time (s)	7.0	7.0		7.0	6.0	7.0
Lane Util. Factor	0.91	1.00		0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5029	1478		5029	1750	1478
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5029	1478		5029	1750	1478
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	529	657	0	1261	284	8
RTOR Reduction (vph)	0	284	0	0	0	3
Lane Group Flow (vph)	529	373	0	1261	284	5
Turn Type	NA	Perm		NA	Prot	Perm
Protected Phases	2			6	8	
Permitted Phases		2				2
Actuated Green, G (s)	59.0	59.0		59.0	32.0	59.0
Effective Green, g (s)	59.0	59.0		59.0	32.0	59.0
Actuated g/C Ratio	0.57	0.57		0.57	0.31	0.57
Clearance Time (s)	7.0	7.0		7.0	6.0	7.0
Lane Grp Cap (vph)	2852	838		2852	538	838
v/s Ratio Prot	0.11			0.25	c0.16	
v/s Ratio Perm		c0.25				0.00
v/c Ratio	0.19	0.44		0.44	0.53	0.01
Uniform Delay, d1	10.9	13.0		13.0	29.8	9.8
Progression Factor	1.51	9.11		1.00	1.00	1.00
Incremental Delay, d2	0.1	1.5		0.5	3.7	0.0
Delay (s)	16.6	120.1		13.5	33.4	9.8
Level of Service	B	F		B	C	A
Approach Delay (s)	73.9			13.5	32.8	
Approach LOS	E			B	C	

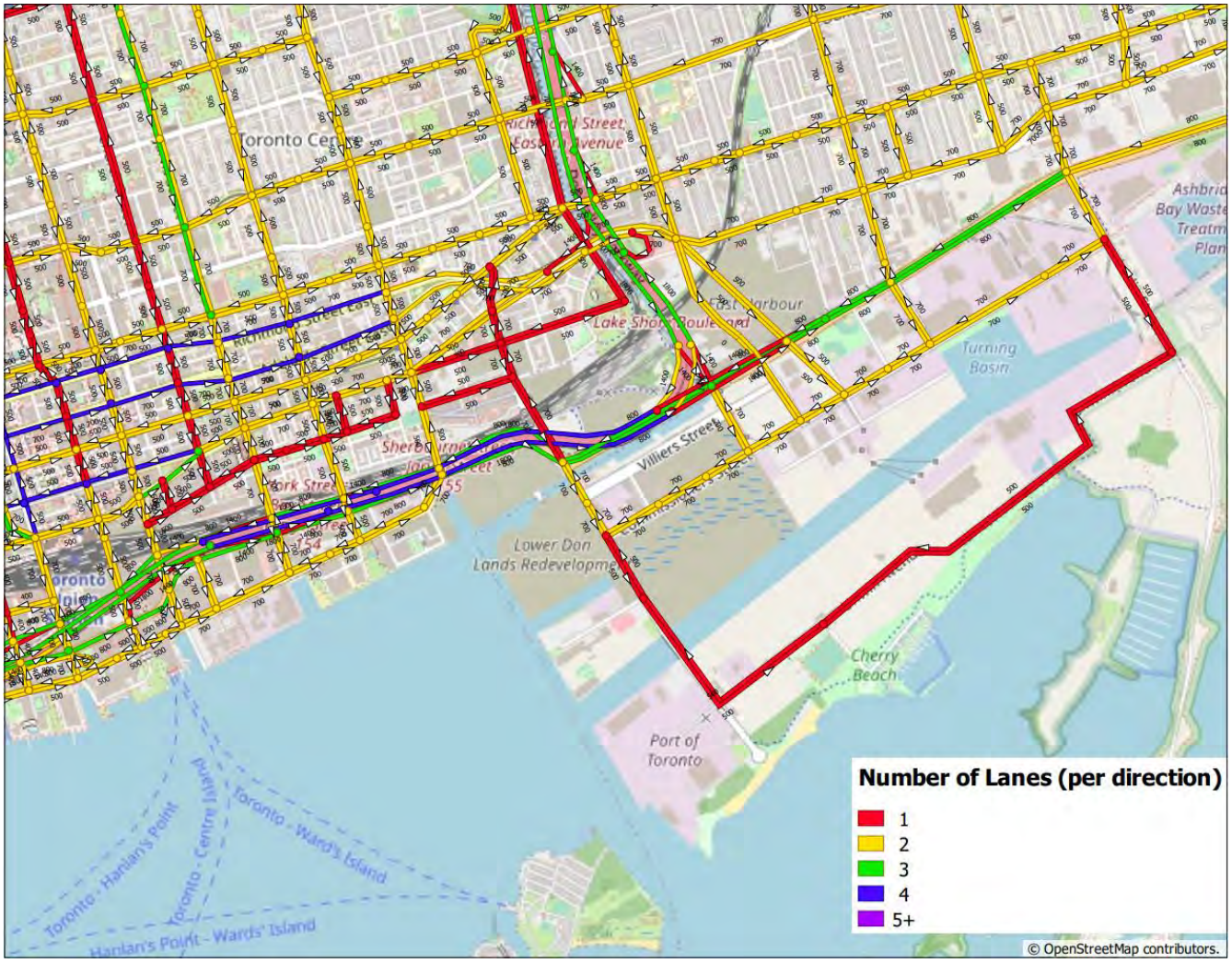
Intersection Summary			
HCM 2000 Control Delay	41.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Appendix G

2041 EMME model outputs

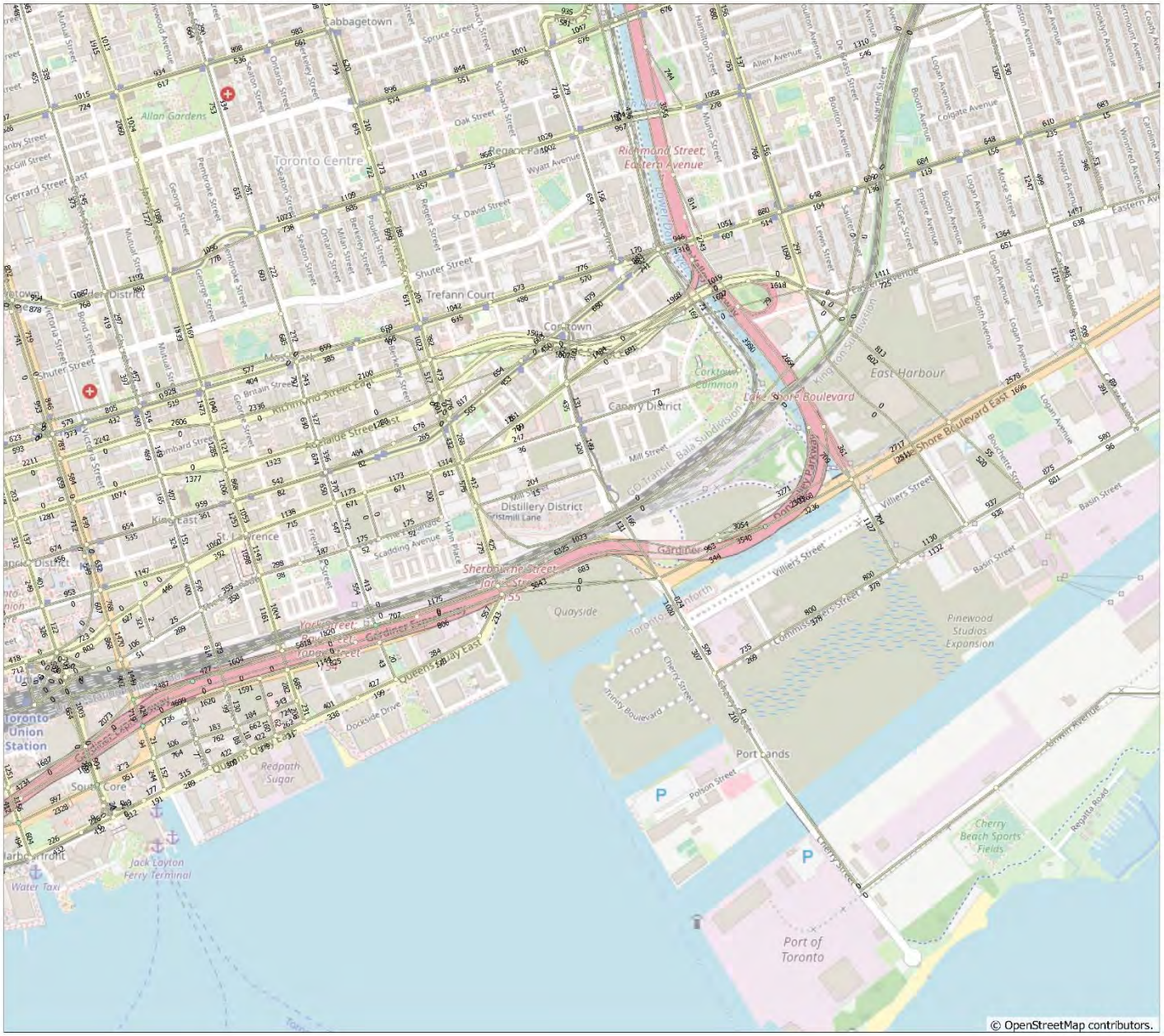
G.1 Number of lanes and capacity



G.2 Auto volumes

G.2.1 AM peak hour

G.2.1.1 With Lower Yonge Precinct road network

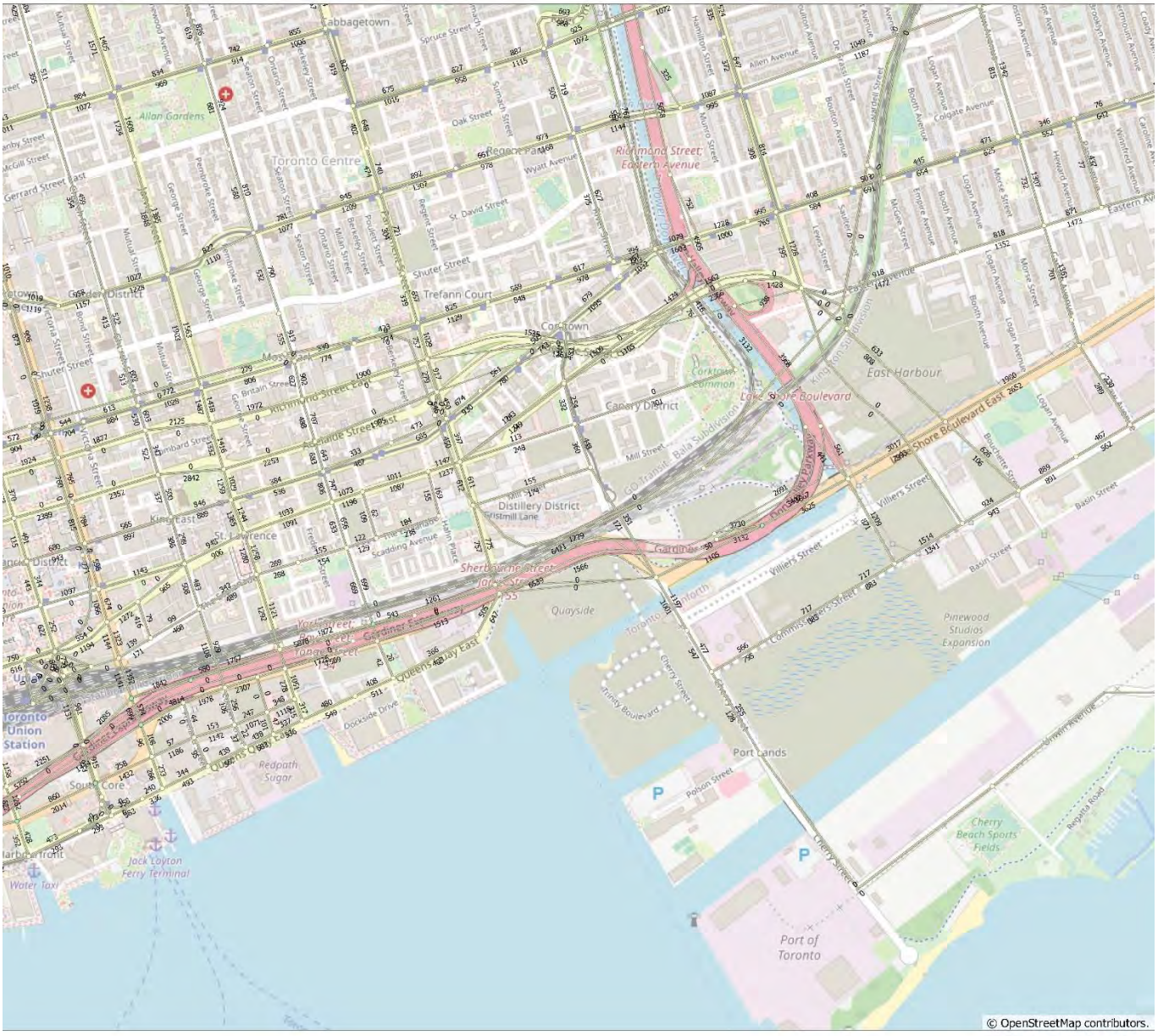


G.2.1.2 With Munition Street crossing



G.2.2 PM peak hour

G.2.2.1 With Lower Yonge Precinct road network



G.2.2.2 With Munition Street crossing



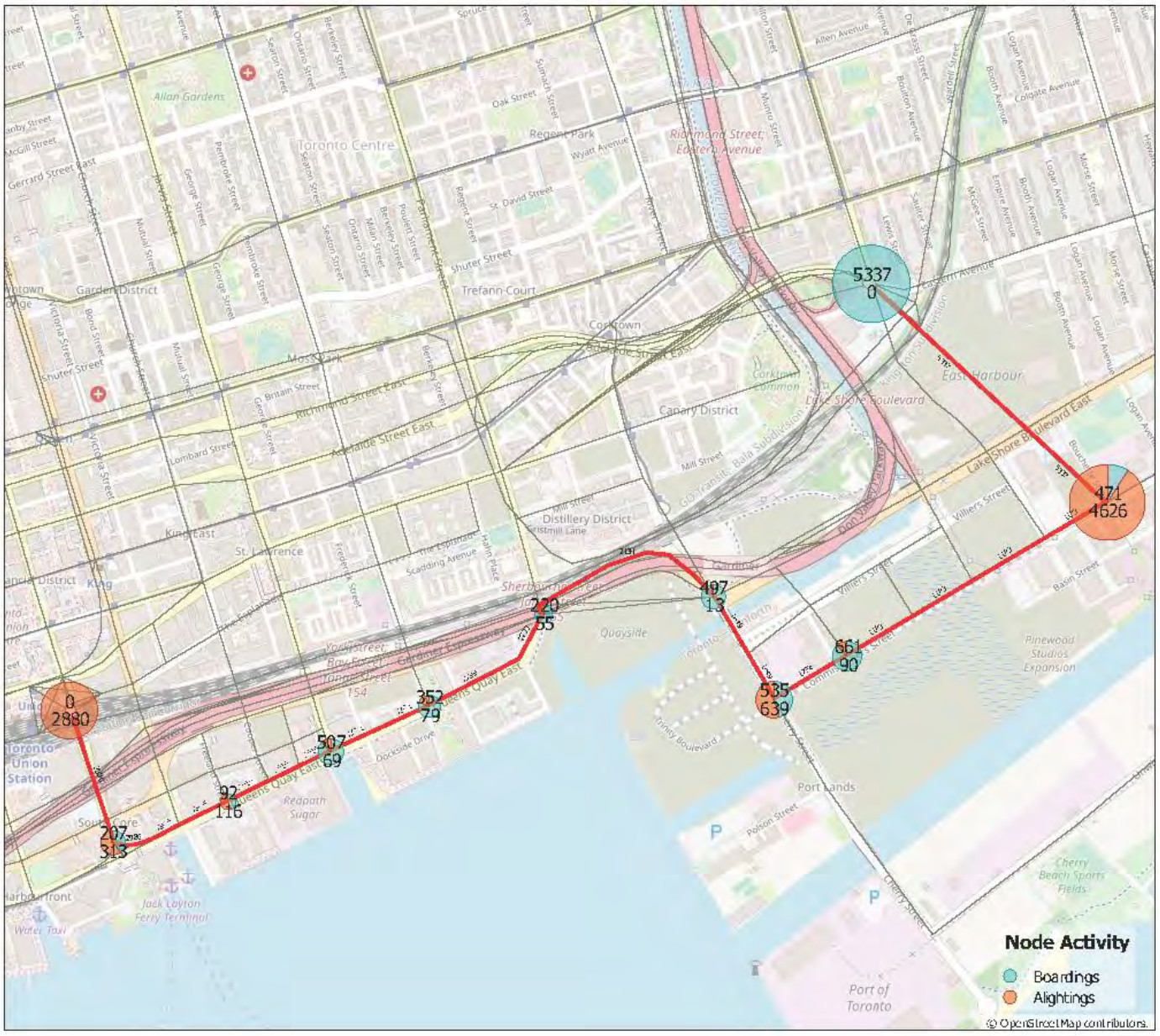
G.3 Transit volumes

G.3.1 AM peak period

G.3.1.1 Eastbound

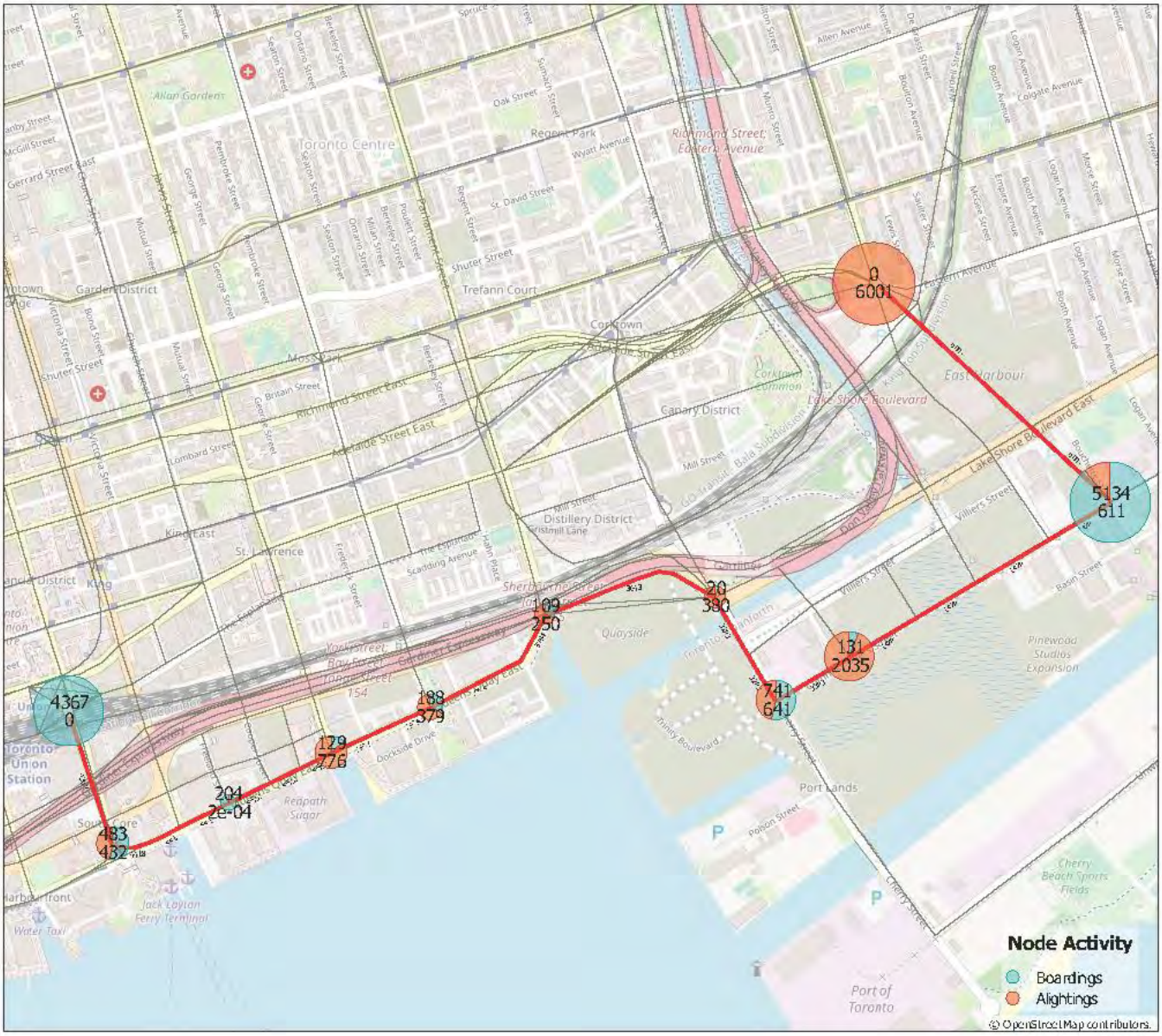


G.3.1.2 Westbound

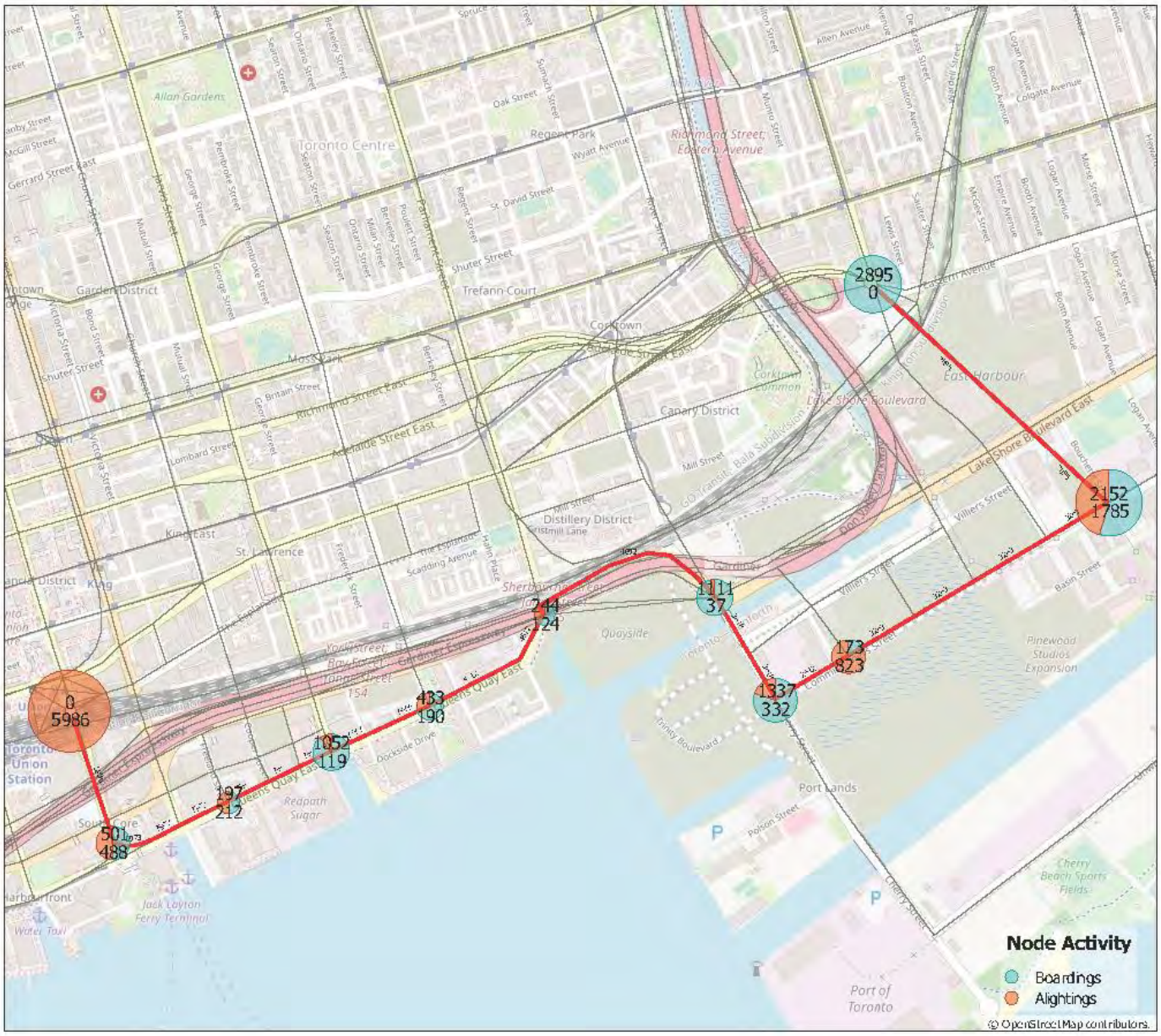


G.3.2 PM peak period

G.3.2.1 Eastbound



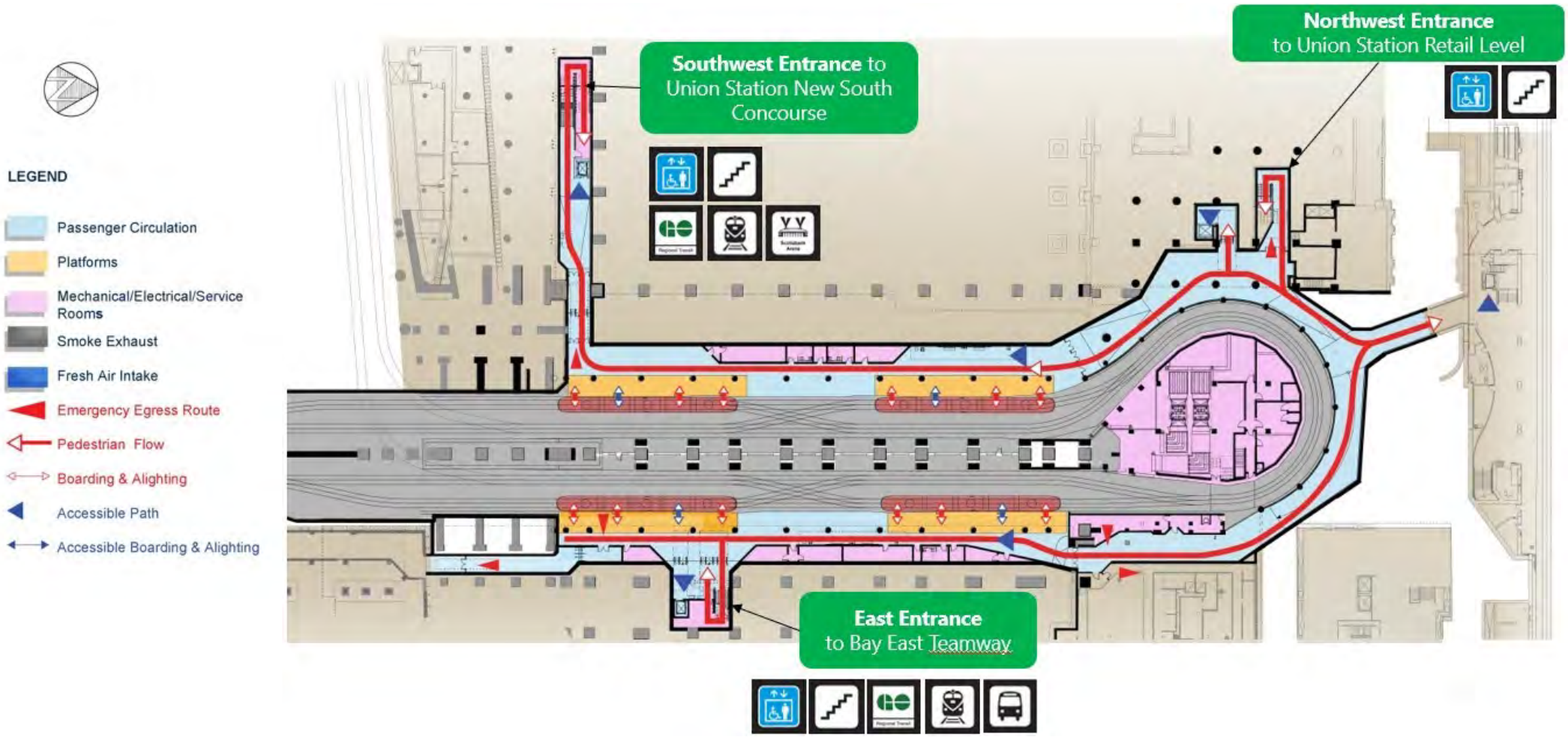
G.3.2.2 Westbound



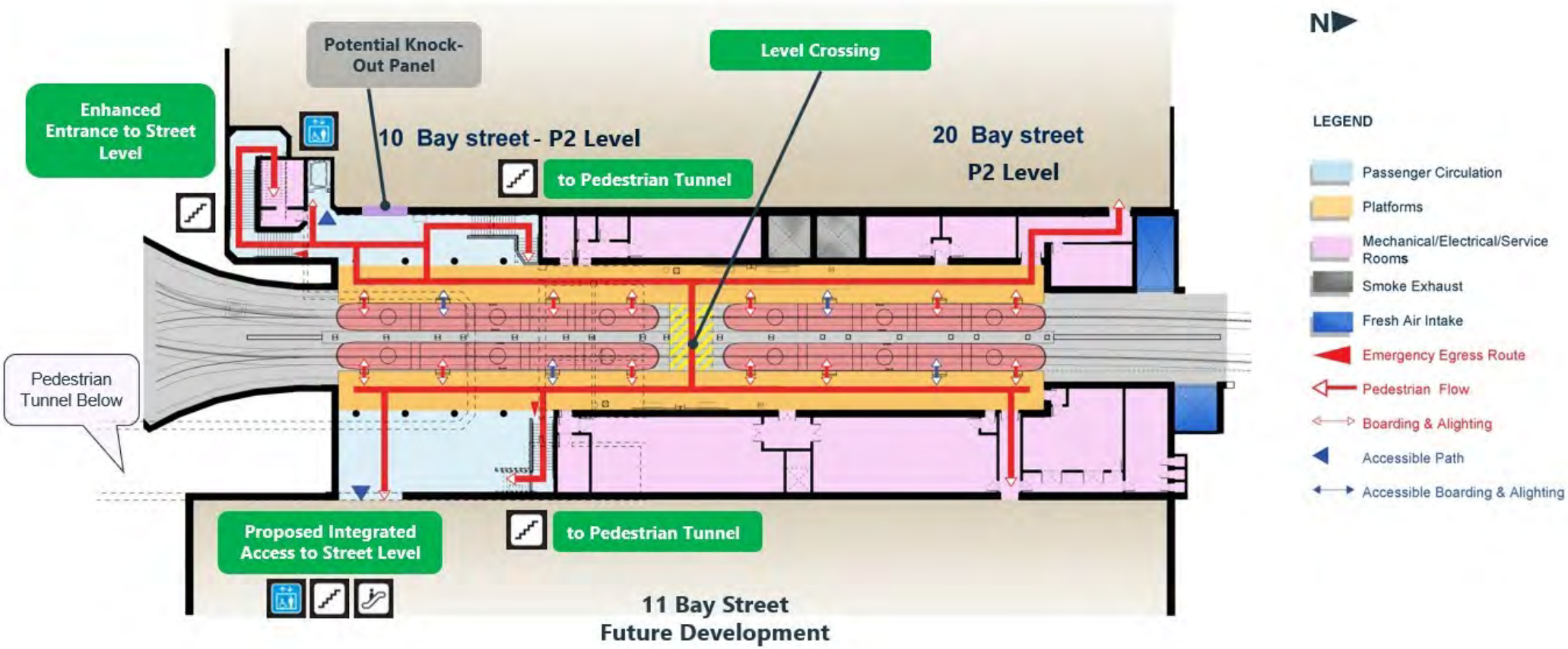
Appendix H

Future condition designs

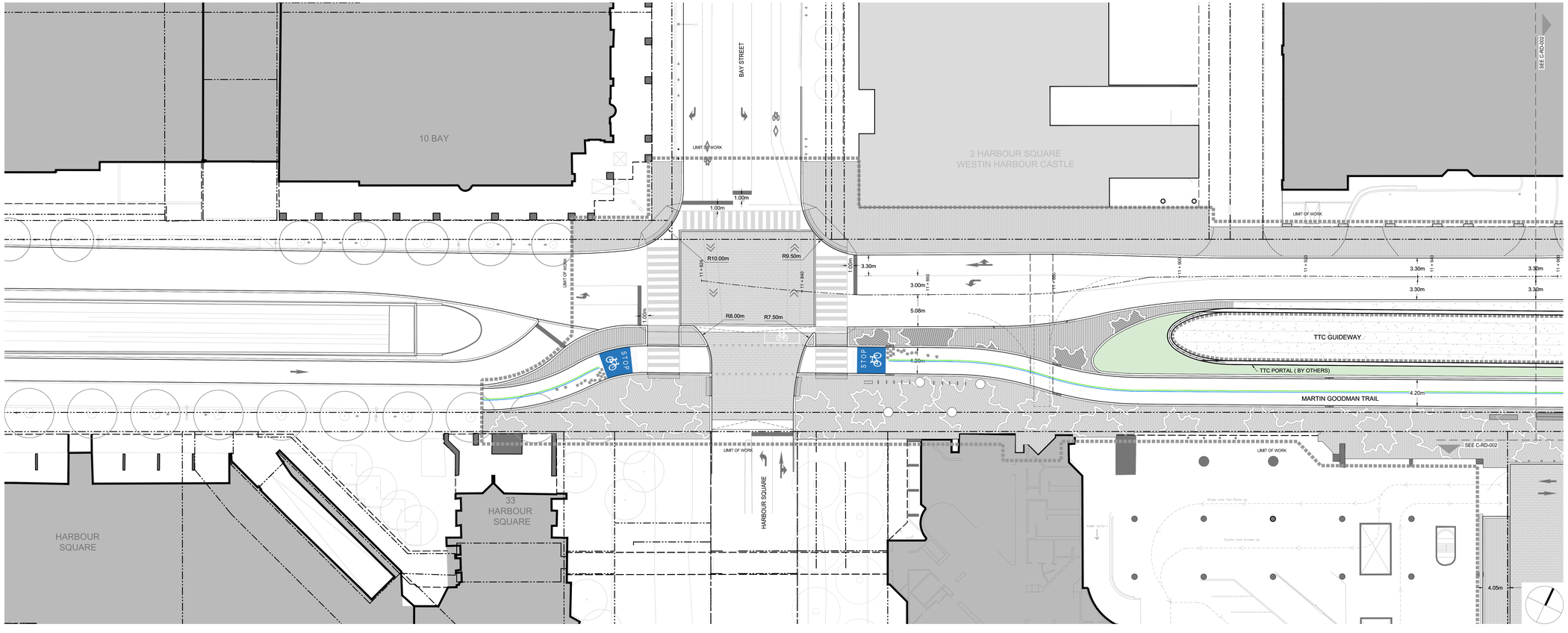
H.1 Union Station


LEGEND
Passenger Circulation
Platforms
Mechanical/Electrical/Service Rooms
Smoke Exhaust
Fresh Air Intake
Emergency Egress Route
Pedestrian Flow
Boarding & Alighting
Accessible Path
Accessible Boarding & Alighting
Southwest Entrance to Union Station New South Concourse
Northwest Entrance to Union Station Retail Level
East Entrance to Bay East Teamway

H.2 Queens Quay Station


Potential Knock-Out Panel
Level Crossing
Enhanced Entrance to Street Level
10 Bay street - P2 Level
20 Bay street
P2 Level
to Pedestrian Tunnel
Pedestrian Tunnel Below
Proposed Integrated Access to Street Level
to Pedestrian Tunnel
11 Bay Street
Future Development
N
LEGEND
Passenger Circulation
Platforms
Mechanical/Electrical/Service Rooms
Smoke Exhaust
Fresh Air Intake
Emergency Egress Route
Pedestrian Flow
Boarding & Alighting
Accessible Path
Accessible Boarding & Alighting

H.3 Queens Quay from Bay Street to Street A





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) 0.10m, 0.60m, 3.00m, 0.60m

N-S CROSSINGS – 5m, TYPICAL (EXCEPT WHERE NOTED)
E-W CROSSINGS – 3m

BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
S.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

No.	DATE	REVISIONS	INITIAL	SIGNED
4	2022-03-04	Issued for Final 30% Submission	ROY	
3	2021-05-28	Issued for 30% Submission	ROY	
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1	2021-07-31	Issued for 10% Consensus Design	ROY	

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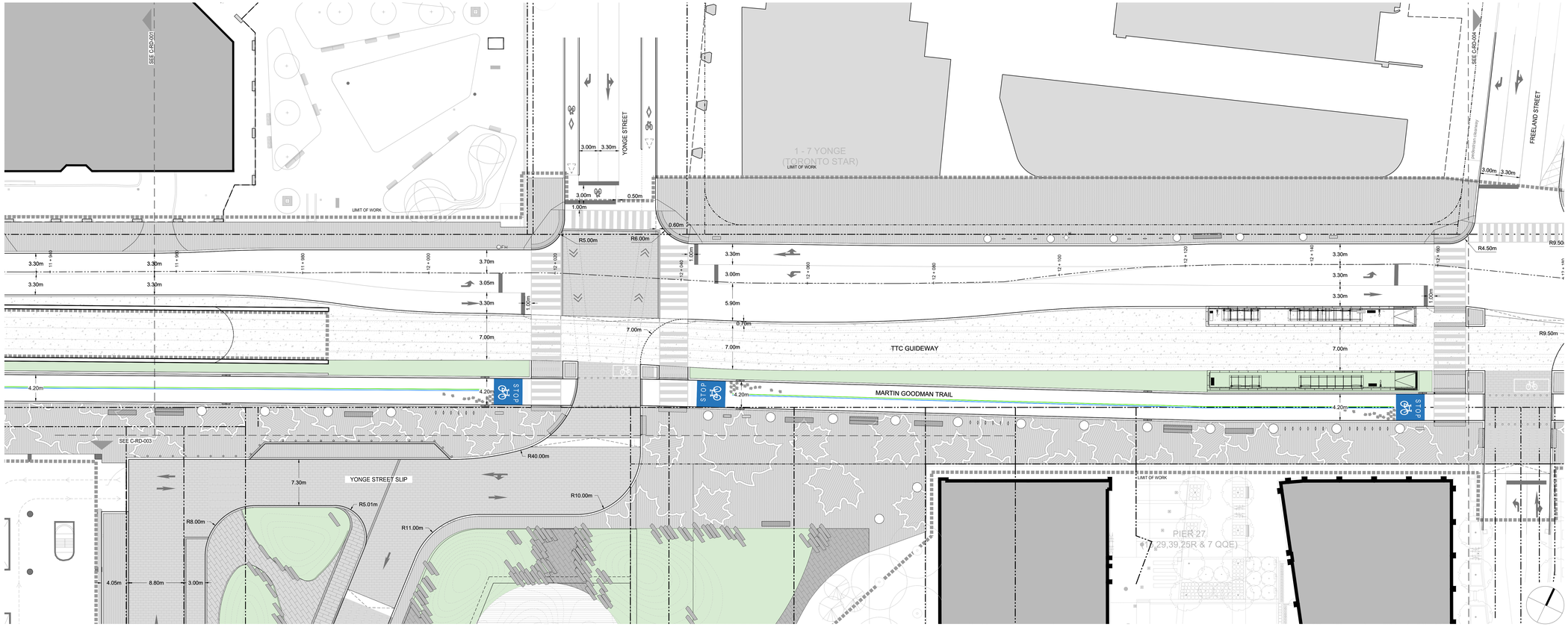
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QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200					
DATE:	April 30, 2021			DRAWING NUMBER		C-RD-001





KEY PLAN NOT TO SCALE

LEGEND

- PROPERTY LINE
- PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION
- LIMIT OF WORK

CURBS AND PAVING

- GRANITE CURB – 300MM
- GRANITE RAMP
- CURB CUT AND VEHICULAR RAMP
- GRANITE UNIT PAVER – SMOOTH
- GRANITE UNIT PAVER–ROUGH
- GRANITE MOSAIC
- PALEDTECH CONCRETE VEHICULAR UNIT PAVER
- C.I.P. CONCRETE PAVING
- MARTIN GOODMAN TRAIL – ASPHALT
- MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE
- PLANTED AREA

PAVEMENT MARKINGS

- MGT INTERSECTION MARKERS
- DIRECTIONAL DIVIDING LINE (SOLID YELLOW) 0.10m
- INTERSECTION STOP LINE (INTERSECTION STOP LINE) 0.45m
- BICYCLE LANE PAVEMENT MARKING (WHITE)
- ZEBRA CROSSING MARKING (WHITE) (TYPICAL) 0.10m, 0.60m, 5.00m, 0.60m — N-S CROSSINGS – 3m, TYPICAL (EXCEPT WHERE NOTED) E-W CROSSINGS – 3m
- BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

No.	DATE	REVISIONS	INITIAL	SIGNED
4	2022-03-04	Issued for Final 30% Submission	ROY.	
3	2021-05-28	Issued for 30% Submission	ROY.	
2	2021-04-30	Issued for 30% Client Review	ROY.	
1	2021-07-31	Issued for 10% Consensus Design	ROY.	

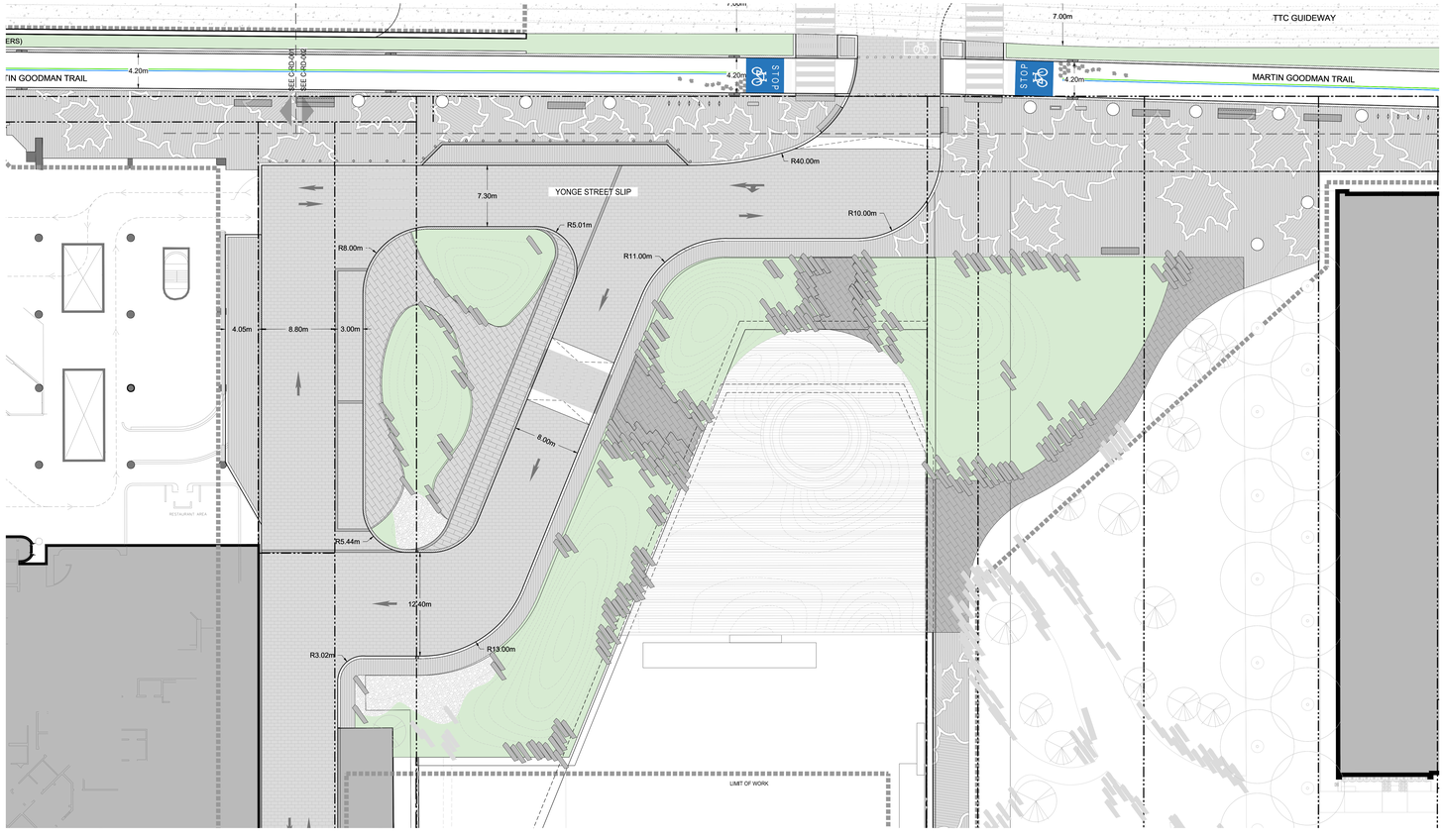
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WATERFRONTToronto

QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200					
DATE:	April 30, 2021					DRAWING NUMBER C-RD-002





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) — 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) — 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) — 0.10m, 0.60m, 5.00m, 0.60m

N-S CROSSINGS – 3m, TYPICAL (EXCEPT WHERE NOTED)
E-W CROSSINGS – 3m

BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

No.	DATE	REVISIONS	INITIAL	SIGNED
4	2022-03-04	Issued for Final 30% Submission	ROY.	
3	2021-05-28	Issued for 30% Submission	ROY.	
2	2021-04-30	Issued for 30% Client Review	ROY.	
1	2021-07-31	Issued for 10% Consensus Design	ROY.	

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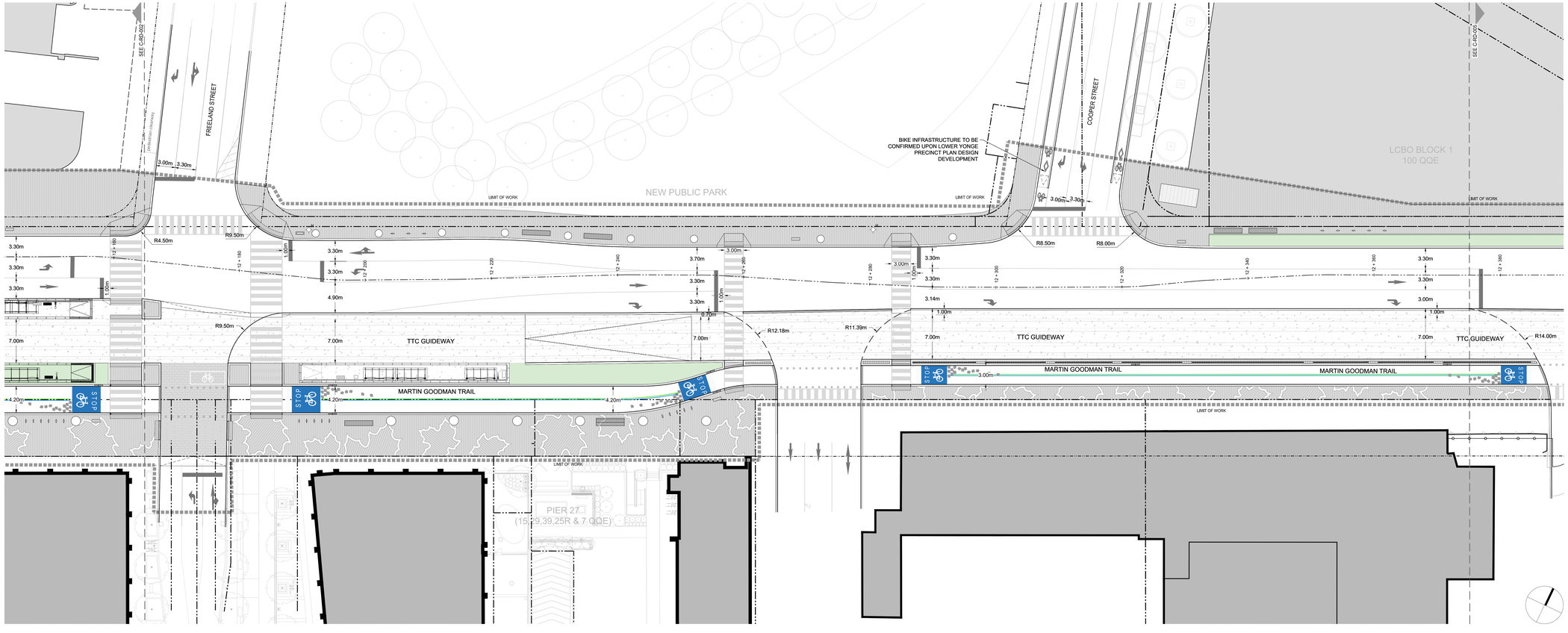
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QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200			DRAWING NUMBER		C-RD-003
DATE:	April 30, 2021					





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) 0.10m, 0.60m, 3.00m, 9.00m

N–S CROSSINGS – 5m, TYPICAL
(EXCEPT @ICE NOTED)
E–W CROSSINGS – 3m

BIKE BOX – GREEN

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NOTES:
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H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

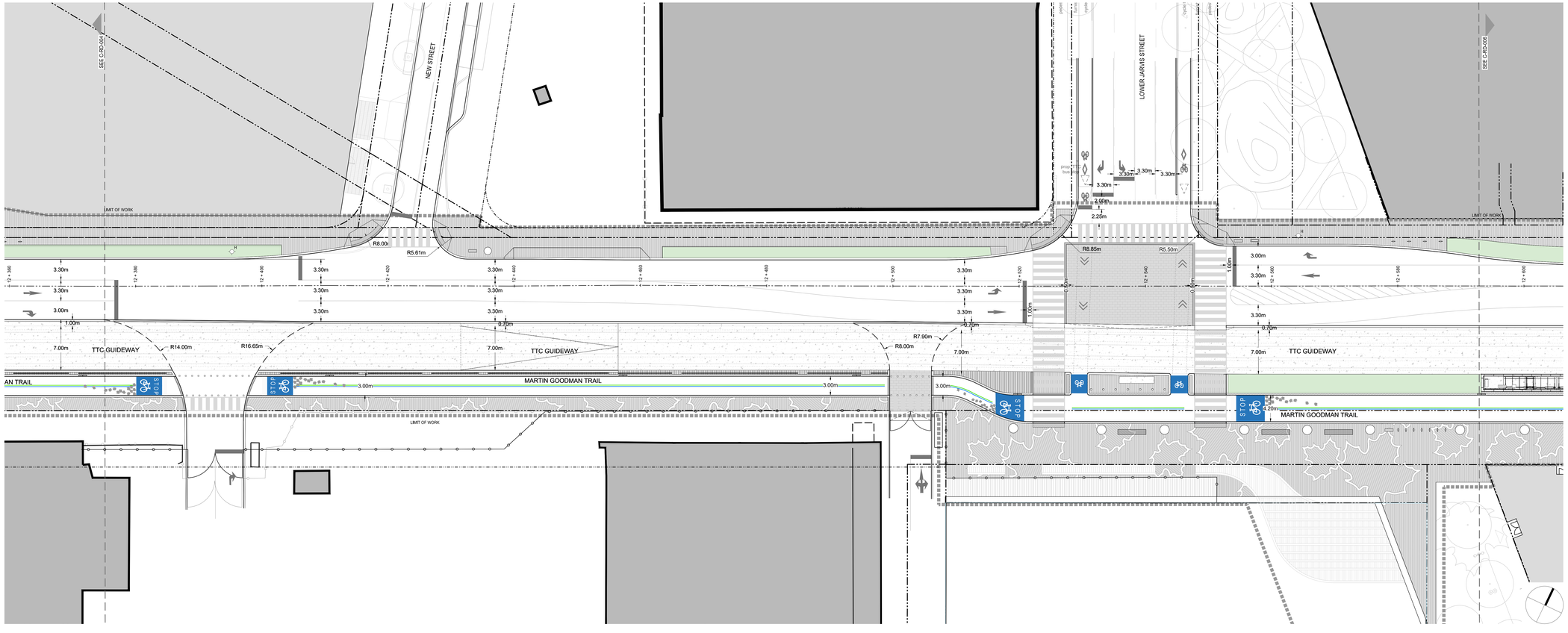
No.	DATE	REVISIONS	INITIAL	SIGNED
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2	2021-04-30	Issued for 30% Client Review	ROY	
1	2021-07-31	Issued for 10% Consensus Design	ROY	

TORONTO

QUEENS QUAY EAST
PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200			DRAWING NUMBER		C-RD-004
DATE:	April 30, 2021					





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) 0.10m 0.60m 3.00m 0.60m

N=5 CROSSINGS = 5m, TYPICAL (EXCEPT WHERE NOTED)
I-W CROSSINGS = 3m

BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
S.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

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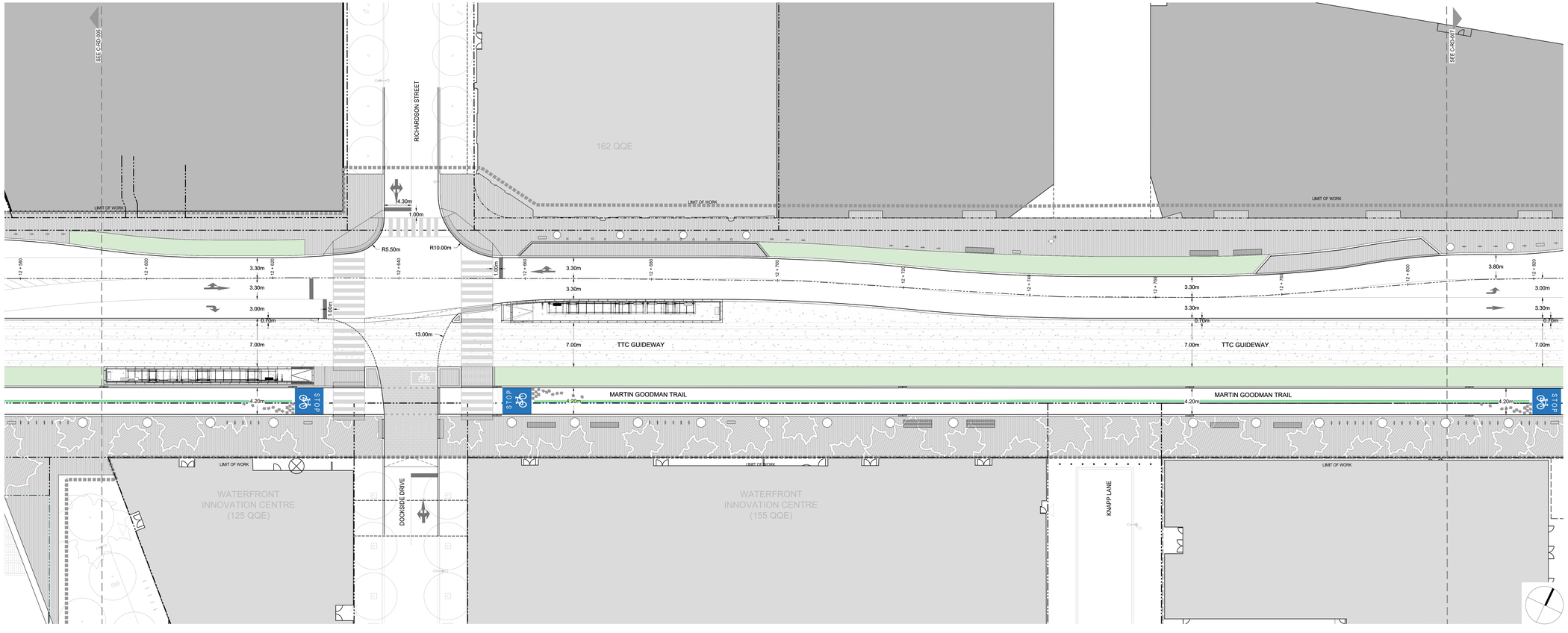
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QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200					
DATE:	April 30, 2021			DRAWING NUMBER		C-RD-005





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) — 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) — 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) — 0.60m, 0.10m, 3.00m, 0.60m

N=5 CROSSINGS – 5m, TYPICAL (EXCEPT WHERE NOTED)
1 – 8 CROSSINGS – 3m

BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
S.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

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3	2021-05-28	Issued for 30% Submission	ROY	
2	2021-04-30	Issued for 30% Client Review	ROY	
1	2021-07-31	Issued for 10% Consensus Design	ROY	

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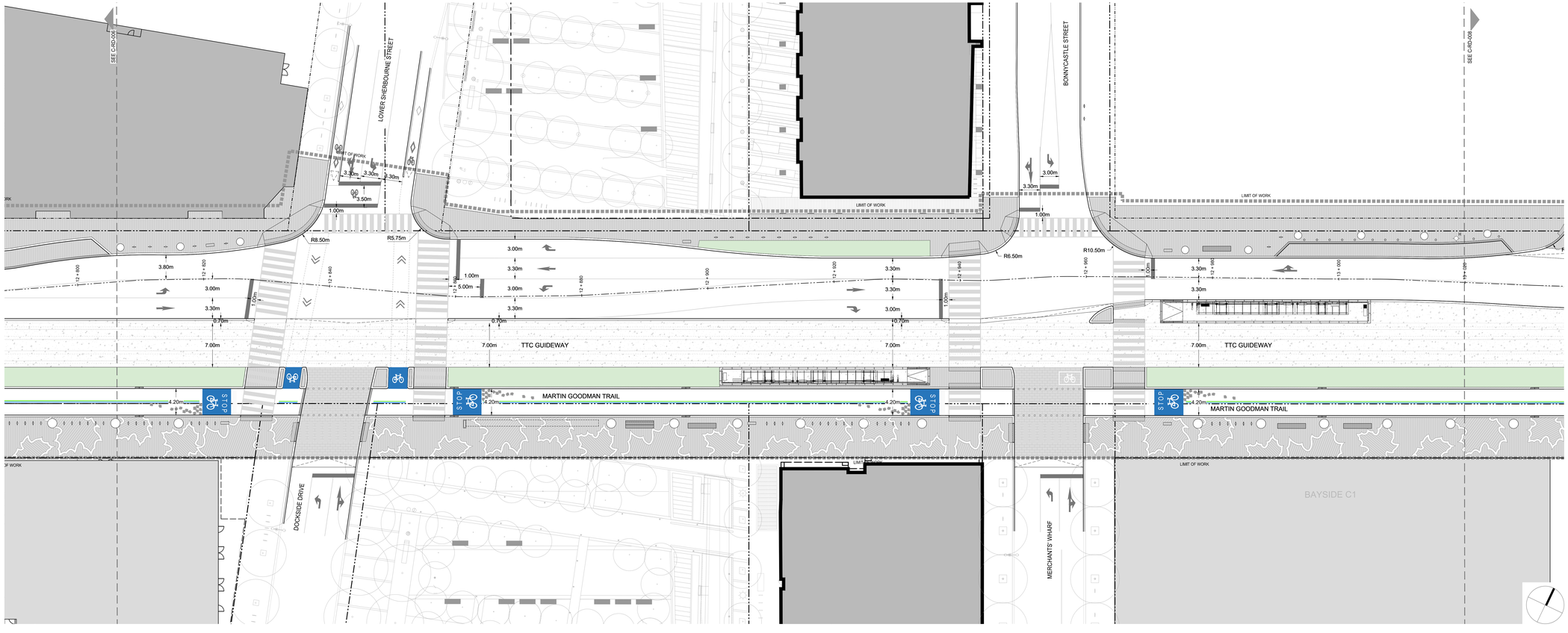
TORONTO

QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200					
DATE:	April 30, 2021			DRAWING NUMBER	C-RD-006	





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) 0.60m, 0.10m, 3.00m, 0.60m

N-S CROSSINGS – 5m, TYPICAL (EXCEPT WHERE NOTED)
E-W CROSSINGS – 3m

BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
S.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

No.	DATE	REVISIONS	INITIAL	SIGNED
4	2022-03-04	Issued for Final 30% Submission	ROY	
3	2021-05-28	Issued for 30% Submission	ROY	
2	2021-04-30	Issued for 30% Client Review	ROY	
1	2021-07-31	Issued for 10% Consensus Design	ROY	

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QUEENS QUAY EAST

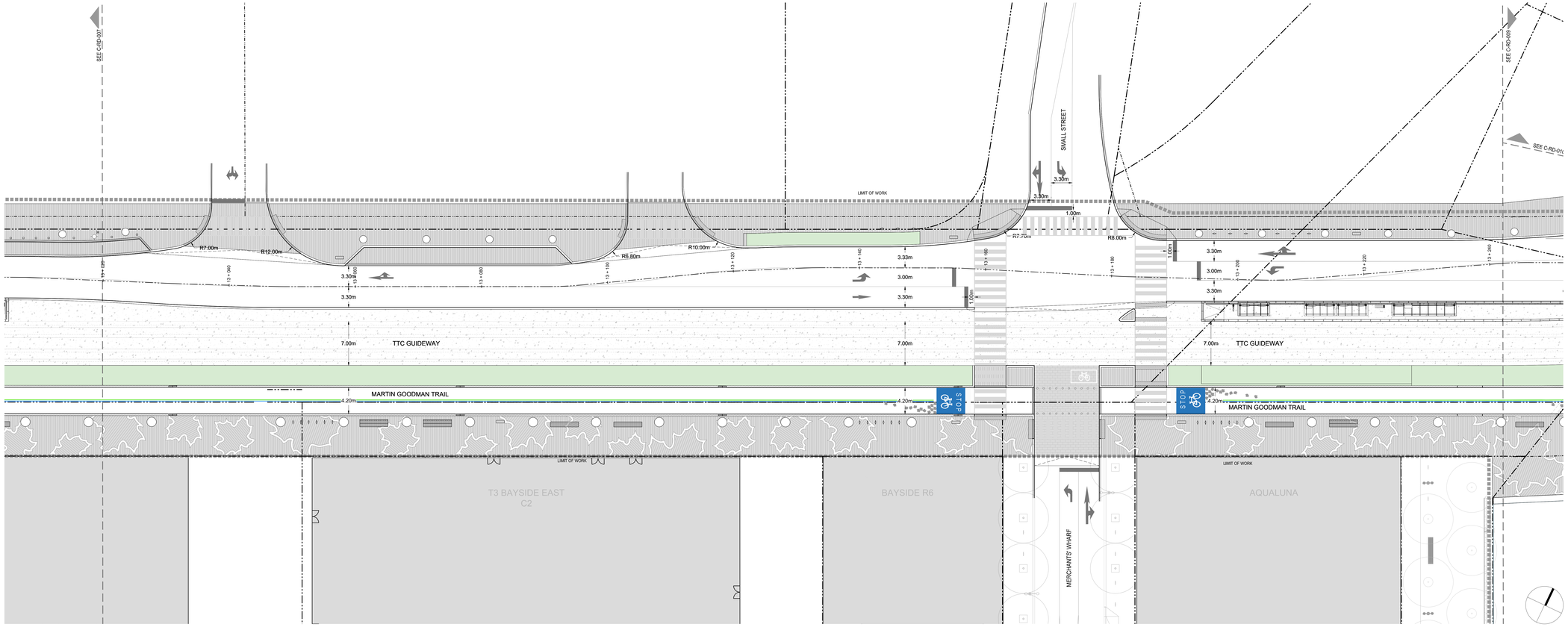
PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

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SCALE:	HORIZONTAL 1:200				
DATE:	April 30, 2021				

CONTRACT No. 20-009-A

DRAWING NUMBER **C-RD-007**





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) 0.10m 0.60m 3.00m 0.60m

N-S CROSSINGS – 3m, TYPICAL (EXCEPT WHERE NOTED)
E-W CROSSINGS – 3m

BIKE BOX – GREEN

NOTES:
ALL WORKS OUTSIDE ROAD AND PROMENADE RIGHT-OF-WAY ARE SUBJECT TO AGREEMENTS WITH PROPERTY OWNERS, PENDING OR OTHERWISE.

H.C.M. STATION	EASTING	NORTHING	ELEVATION
S.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

No.	DATE	REVISIONS	INITIAL	SIGNED
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1	2021-07-31	Issued for 10% Consensus Design	ROY	

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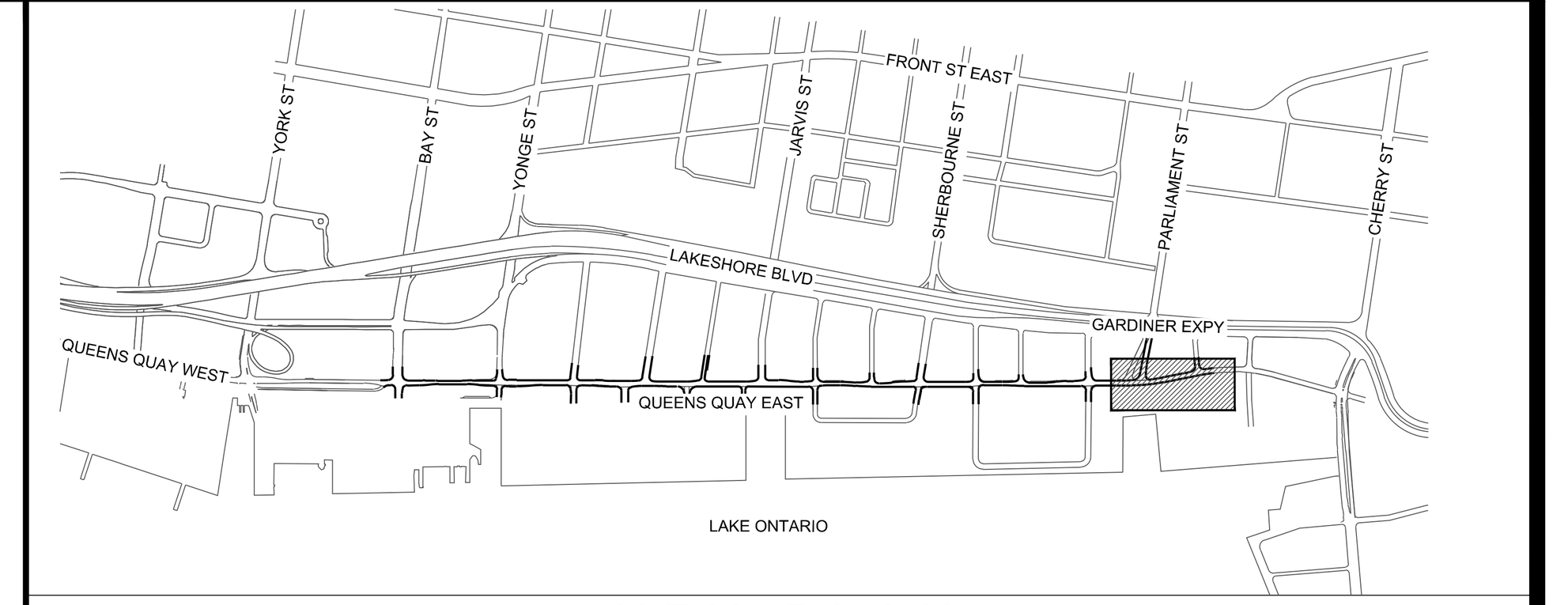
QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

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SCALE:	HORIZONTAL 1:200					
DATE:	April 30, 2021			DRAWING NUMBER	C-RD-008	





KEY PLAN

NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MGT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) — 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) — 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) — 0.60m, 0.10m, 3.00m, 0.60m

N-S CROSSINGS – 5m, TYPICAL (EXCEPT WHERE NOTED)
E-W CROSSINGS – 3m

BIKE BOX – GREEN

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HORIZONTAL \ VERTICAL CONTROL MONUMENTS

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

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1	2021-07-31	Issued for 10% Consensus Design	ROY	

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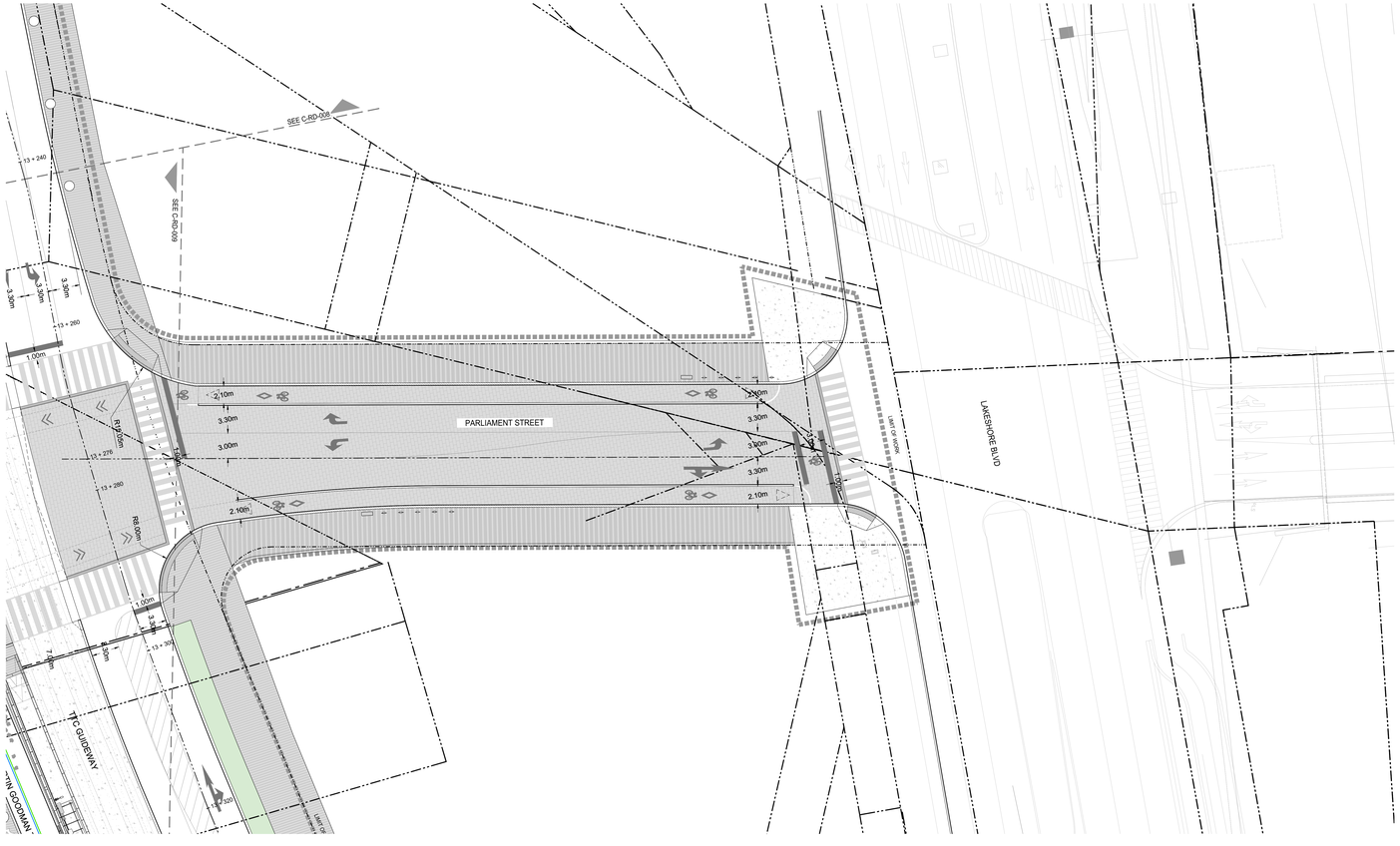
WATERFRONToronto
1310-20 Bay Street, Toronto ON M5J 2N8
tel: 416.214.1344 fax: 416.214.4591

QUEENS QUAY EAST

PRELIMINARY DESIGN AND ENGINEERING

ROADWAY PLAN

DESIGN	WSP	DRAWN	A.G.T.	CHECKED	R.O.Y.	CONTRACT No. 20-009-A
SCALE:	HORIZONTAL 1:200			DRAWING NUMBER	C-RD-009	
DATE:	April 30, 2021					





KEY PLAN NOT TO SCALE

LEGEND

PROPERTY LINE

PROPERTY LINE – EXISTING PRIOR TO ROW EXTENTION

LIMIT OF WORK

CURBS AND PAVING

GRANITE CURB – 300MM

GRANITE RAMP

CURB CUT AND VEHICULAR RAMP

GRANITE UNIT PAVER – SMOOTH

GRANITE UNIT PAVER–ROUGH

GRANITE MOSAIC

PALEOTECH CONCRETE VEHICULAR UNIT PAVER

C.I.P. CONCRETE PAVING

MARTIN GOODMAN TRAIL – ASPHALT

MARTIN GOODMAN TRAIL – CYCLIST TRANSITION ZONE

PLANTED AREA

PAVEMENT MARKINGS

MOT INTERSECTION MARKERS

DIRECTIONAL DIVIDING LINE (SOLID YELLOW) — 0.10m

INTERSECTION STOP LINE (INTERSECTION STOP LINE) — 0.45m

BICYCLE LANE PAVEMENT MARKING (WHITE)

ZEBRA CROSSING MARKING (WHITE) (TYPICAL) — 0.60m, 0.10m, 3.00m, 0.60m

N=5 CROSSINGS – 5m, TYPICAL (EXCEPT WHERE NOTED)
C-W CROSSINGS – 3m

BIKE BOX – GREEN

NOTES:
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H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

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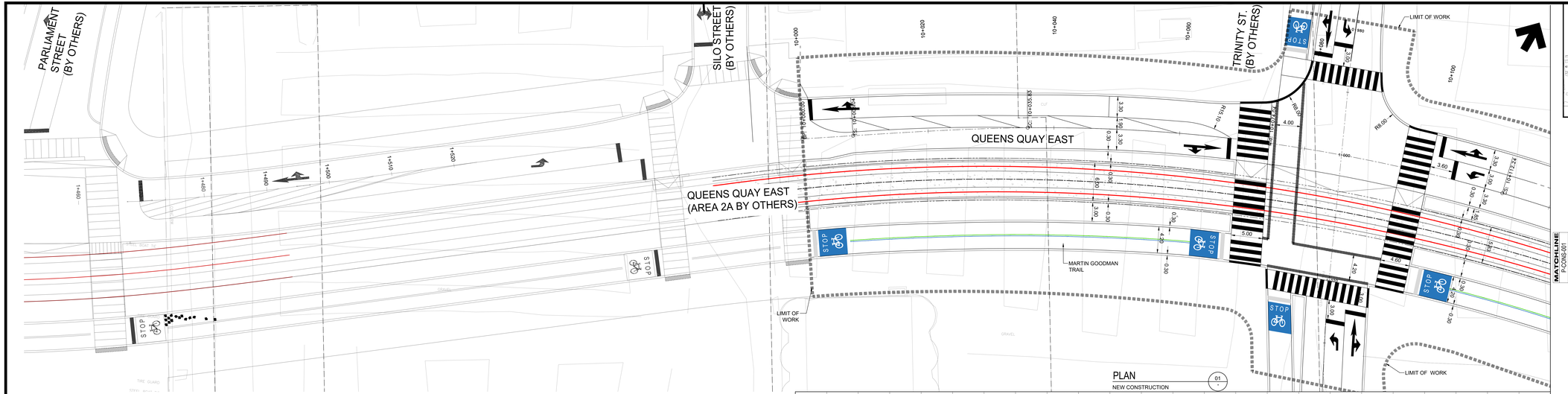
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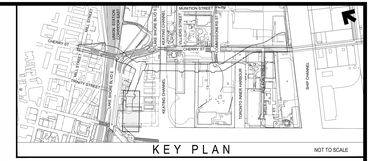
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ROADWAY PLAN

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SCALE:	HORIZONTAL 1:200			DRAWING NUMBER		C-RD-010
DATE:	April 30, 2021					

H.4 Queens Quay from Street A to Cherry Street and Cherry Street from Queens Quay to Commissioners Street





LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED LIMIT OF WORK
- CL OF PROPOSED TRACK
- REFERENCE LINE
- PROPOSED TRACK
- STREETCAR TRACK ALLOWANCE
- TTC GUIDEWAY
- MARTIN GOODMAN TRAIL

NOTES:
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C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

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2	10/29/21	ISSUED FOR 30% DRAFT DESIGN	T.B.	
1	06/07/21	ISSUED FOR 10% DESIGN	T.B.	

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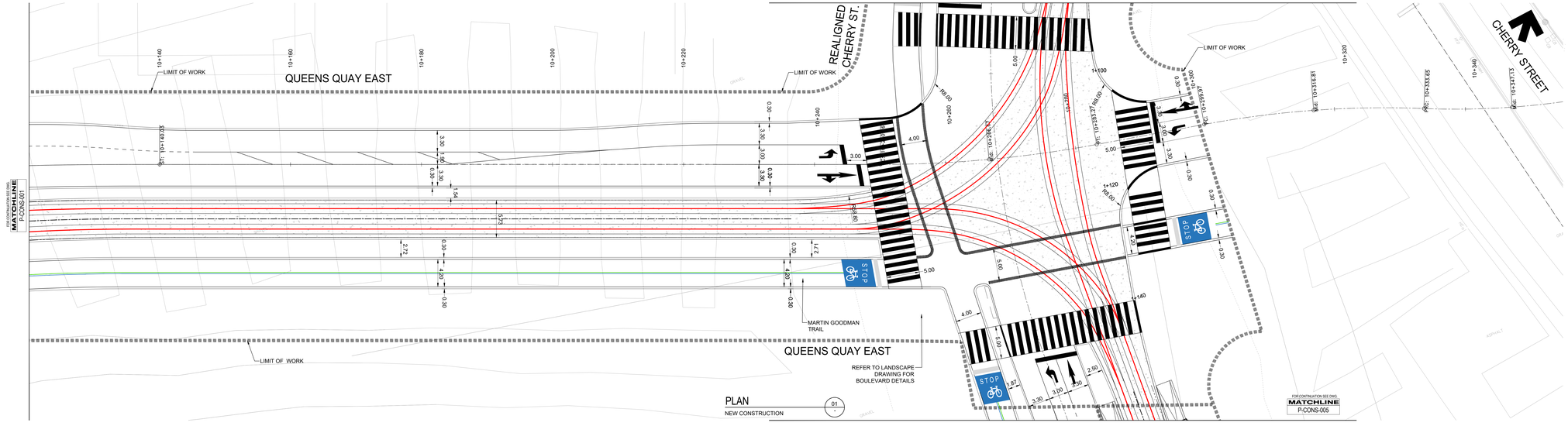
WATERFRONTToronto

QUEENS QUAY EAST
PRELIMINARY DESIGN AND ENGINEERING
NEW CONSTRUCTION PLAN

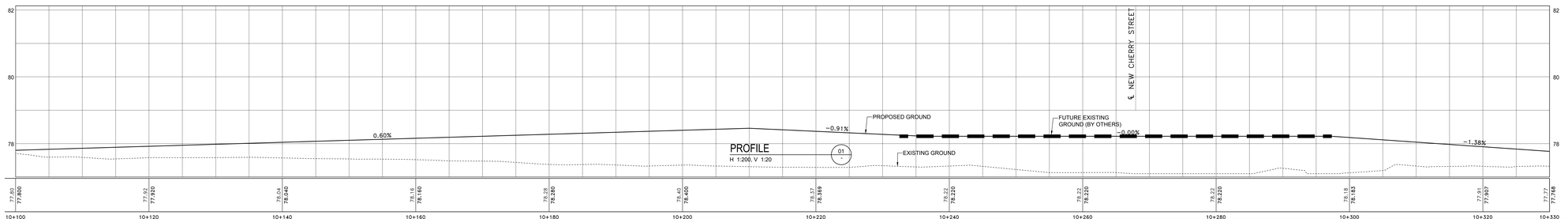
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DATE:	NOVEMBER 26, 2021				

CONTRACT No.

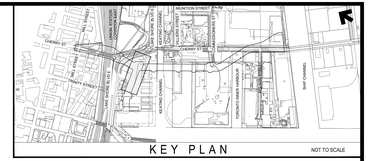
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PLAN
NEW CONSTRUCTION
01



PROFILE
H 1:200, V 1:20
01



LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED LIMIT OF WORK
- CL OF PROPOSED TRACK
- REFERENCE LINE
- PROPOSED TRACK
- STREETCAR TRACK ALLOWANCE
- TTC GUIDEWAY
- MARTIN GOODMAN TRAIL

NOTES:
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H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

No.	DATE	REVISIONS	INITIAL	SIGNED
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2	10/29/21	ISSUED FOR 30% DRAFT DESIGN	T.B.	
1	06/07/21	ISSUED FOR 10% DESIGN	T.B.	

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PUBLIC WORK

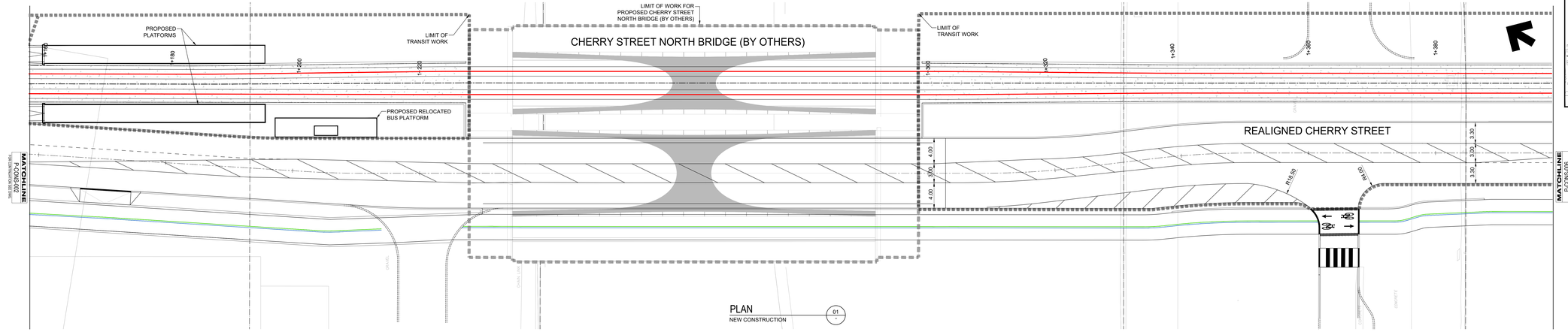
WATERFRONTToronto

CITY OF TORONTO

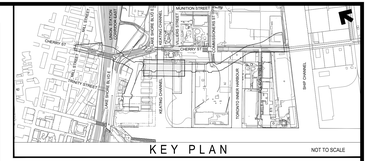
QUEENS QUAY EAST
PRELIMINARY DESIGN AND ENGINEERING
NEW CONSTRUCTION PLAN

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DATE:	NOVEMBER 26, 2021				

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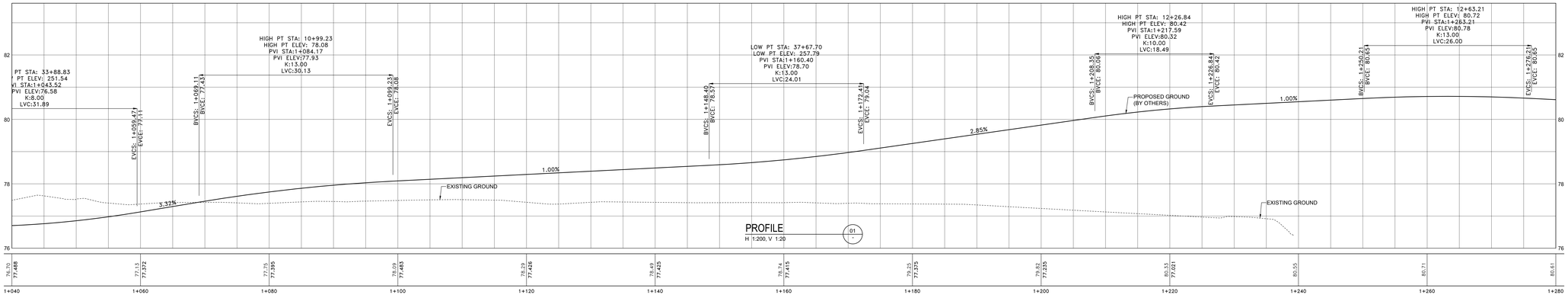


PLAN
NEW CONSTRUCTION 01



LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED LIMIT OF WORK
- CL OF PROPOSED TRACK
- REFERENCE LINE
- PROPOSED TRACK
- STREETCAR TRACK ALLOWANCE
- TTC GUIDEWAY
- MARTIN GOODMAN TRAIL



PROFILE
H 1:200, V 1:20 01

NOTES:
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H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS

DIGITAL INFORMATION

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1	06/07/21	ISSUED FOR 10% DESIGN	T.B.	

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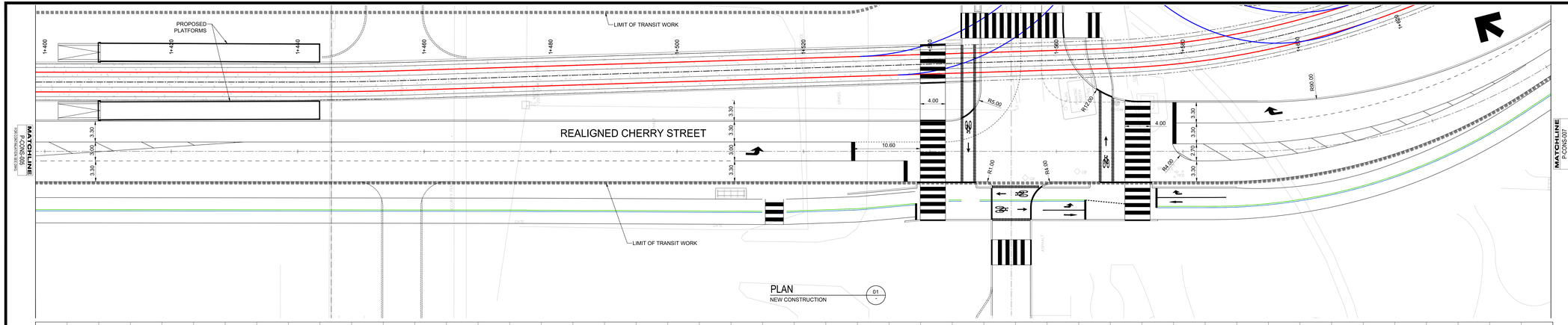
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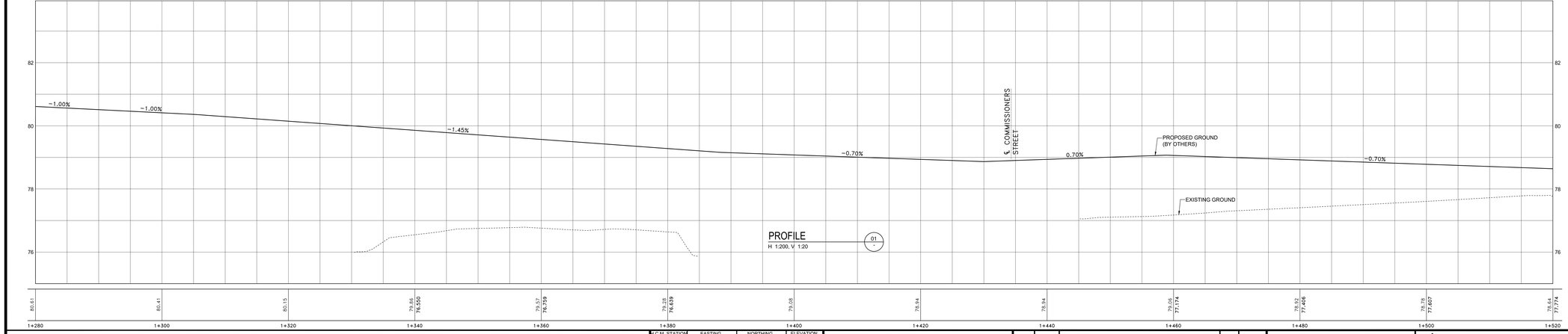
WATERFRONTToronto

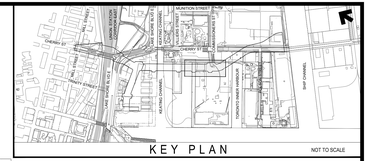
CHERRY STREET
PRELIMINARY DESIGN AND ENGINEERING
NEW CONSTRUCTION PLAN

DESIGN	L.L.	DRAWN	J.A.	CHECKED	T.B.
SCALE:	HORIZ. 1:200, VERT. 1:20			DRAWING NUMBER	P-CONS-005
DATE:	NOVEMBER 26, 2021				

CONTRACT No.







LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED LIMIT OF WORK
- CL OF PROPOSED TRACK
- REFERENCE LINE
- PROPOSED TRACK
- STREETCAR TRACK ALLOWANCE
- CL OF FUTURE TRACK
- TTC GUIDEWAY
- MARTIN GOODMAN TRAIL

NOTES:
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HORIZONTAL \ VERTICAL CONTROL MONUMENTS			
C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			

DIGITAL INFORMATION

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1	06/07/21	ISSUED FOR 10% DESIGN	T.B.	

Stantec CONSULTANTS

PUBLIC WORK

WATERFRONTToronto

CITY OF TORONTO

CHERRY STREET

PRELIMINARY DESIGN AND ENGINEERING

NEW CONSTRUCTION PLAN

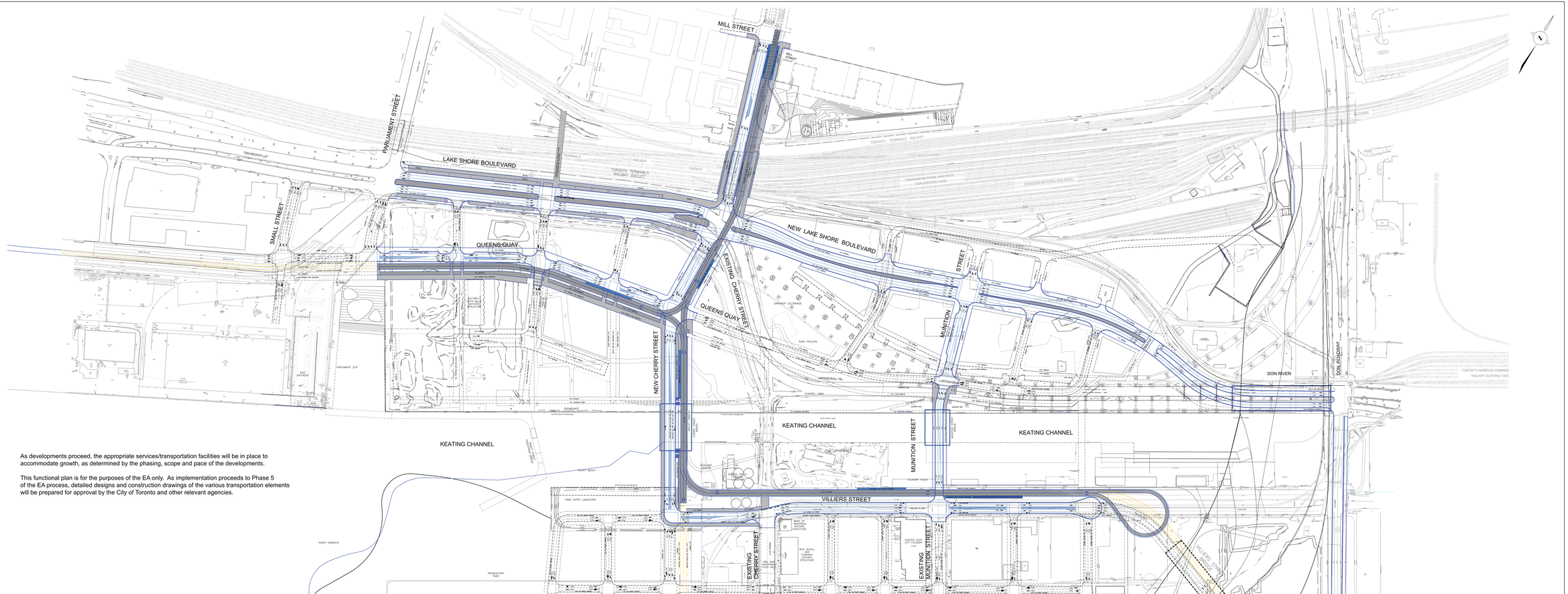
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DATE:	NOVEMBER 26, 2021				

CONTRACT No.

Appendix I

Lower Don Lands Design

I.1 Lower Don Lands design



As developments proceed, the appropriate services/transportation facilities will be in place to accommodate growth, as determined by the phasing, scope and pace of the developments.

This functional plan is for the purposes of the EA only. As implementation proceeds to Phase 5 of the EA process, detailed designs and construction drawings of the various transportation elements will be prepared for approval by the City of Toronto and other relevant agencies.

LEGEND:

- BIKE PATH
- SIDEWALK
- LRT TTC TRACKS
- FUTURE LRT LINE
- TTC PLATFORMS
- NORTH KEATING PRECINCT EA TRANSPORTATION NETWORK IMPROVEMENTS
- FUTURE STUDY/BY OTHERS TRANSPORTATION NETWORK IMPROVEMENTS

ARUP
160 Bloor Street East
Toronto, Ontario M4W 1B9
Tel +416 (0)20 3849 Fax +416(0)5 1635
www.arup.com

Issue	Date	By	Chkd	Appd
	March 22, 2010			

Client

Job Title: Lower Don Lands

Drawing Title: NORTH KEATING PRECINCT FUNCTIONAL PLAN

Key Plan

FOR PLANNING PURPOSES ONLY

Scale: 1:1000 Pro Id:

Drawing Status: PRELIMINARY

Job No: 96135

Drawing No:

Issue

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Appendix J

Future bus routes

J.1 Route 6



J.2 Route 97B



J.3 Cooper Street Route



J.4 Route 72



J.5 Route 75



J.6 Lower Jarvis Route



J.7 Route 65



J.8 Route 172



J.9 Route 519A



J.10 Route 519B



Appendix K

Munition Street research

K.1 Introduction

This appendix catalogs the evolution of the design of the Keating Channel vehicle crossings. Since 2010, environmental assessments and other planning documents covering the Keating Channel have presented varying designs for the crossings. Currently, the only vehicle crossing is at Cherry Street.

The status of approvals for Munition Street is as follows:

- The vehicle crossing at Munition Street has Phase 1 and Phase 2 approvals and is being protected for in precinct planning. The vehicle crossing at Munition Street does not have Phase 3 and Phase 4 approvals.
- Munition Street will be shifted east to protect the Toronto Harbour Commissioners heritage buildings. The relocation requires an addendum to the LDL MP EA.

K.2 Summary of findings

The evolution of the design of the Keating Channel vehicle crossings is as follows:

- The Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (2010) **included two Keating Channel vehicle crossings**, one at Cherry Street and one at Munition Street.
- The vehicle crossing at **Munition Street was not included** in the plan presented in the Port Lands Acceleration Initiative Final Report (2012). There does not appear to be a supporting traffic or transportation study rationalizing its removal.
- The Lower Don Lands Environmental Assessment Master Plan Addendum (2014) **does not include the vehicle crossing at Munition Street**. The Addendum notes that the approvals under the original 2010 EA remain in place and the bridge can be constructed once Phases 3 and 4 of the MC EA are completed.
- The Port Lands Planning Framework (2017) **assumes Munition Street bridge will provide a second vehicle crossing** into Villiers Island.
- The Villiers Island Precinct Plan (2017) categorizes **the Munition Street bridge as a potential second vehicle crossing** into Villiers Island.
- The Port Lands and South of Eastern Transportation and Servicing Master Plan's (2017) Transportation Analysis and Assessment appendix **assumed there would be a vehicle connection at Munition Street** and included this connection in its preferred future network.

K.3 Environmental Assessment and Plan Review

K.3.1 Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (May 2010)[16]

The Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report (LDL IMP) noted that traffic volumes on Cherry Street would be high following the implementation of proposed developments in the Lower Don Lands. As a result, a second crossing at Munition Street was considered. The traffic analysis found that Cherry Street would operate at an LOS of E or better if the Munition Street crossing

[16] https://portlandsto.ca/wp-content/uploads/ldl_infrastructure_master_plan_and_keating_channel_precinct_esr_main_report___may_2010_23_mb_1.pdf

was also available. The final preferred transportation network presented in the LDL IMP included two vehicular bridges, one at Cherry Street and one at Munition Street (Figure 58).

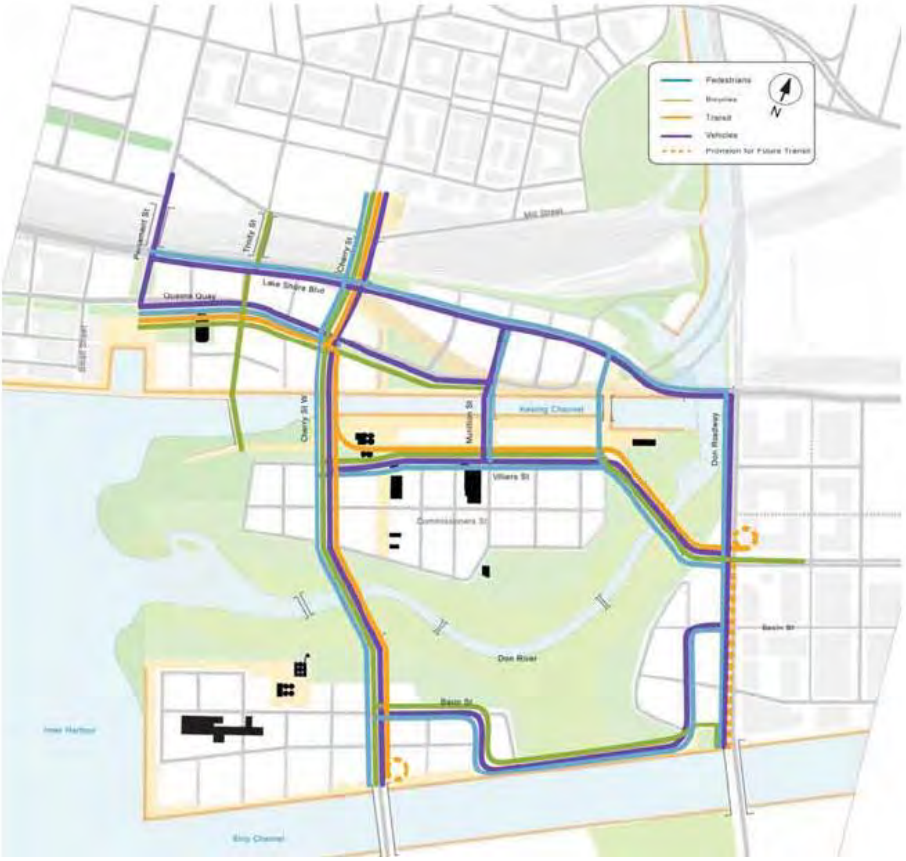


Figure 58 Preferred Transportation Network (LDL IMP)

K.3.2 2012 Port Lands Acceleration Initiative[17]

City Council directed city staff, Waterfront Toronto, and the Toronto and Region Conservation Authority to undertake the Port Lands Acceleration Initiative (PLAI) in September 2011 to re-examine the findings of the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP EA) and to develop a business and implementation plan for the Port Lands. The overall framework plan developed throughout the PLAI removed the vehicular crossing at Munition Street but maintained the vehicular crossing at Cherry Street (Figure 59). In addition to the crossing at Cherry Street, the PLAI maintained two pedestrian/cyclist bridges.[18] Neither the PLAI final report nor its appendices appear to include a traffic study rationalizing the removal of the vehicle crossing at Munition Street.

[17] https://www.toronto.ca/legdocs/mmis/2012/ex/bgrd/backgroundfile-49694.pdf

[18] Appendix 10 of the PLAI (Port Lands Planning Summary) notes that the pedestrian/cyclist bridges will be located at Trinity Street and Munition Street. The streets in Figure 60 are not labeled, but the eastern pedestrian/cyclist bridge appears to be located farther east than Munition Street.



Figure 59 Overall framework Plan (PLAI)

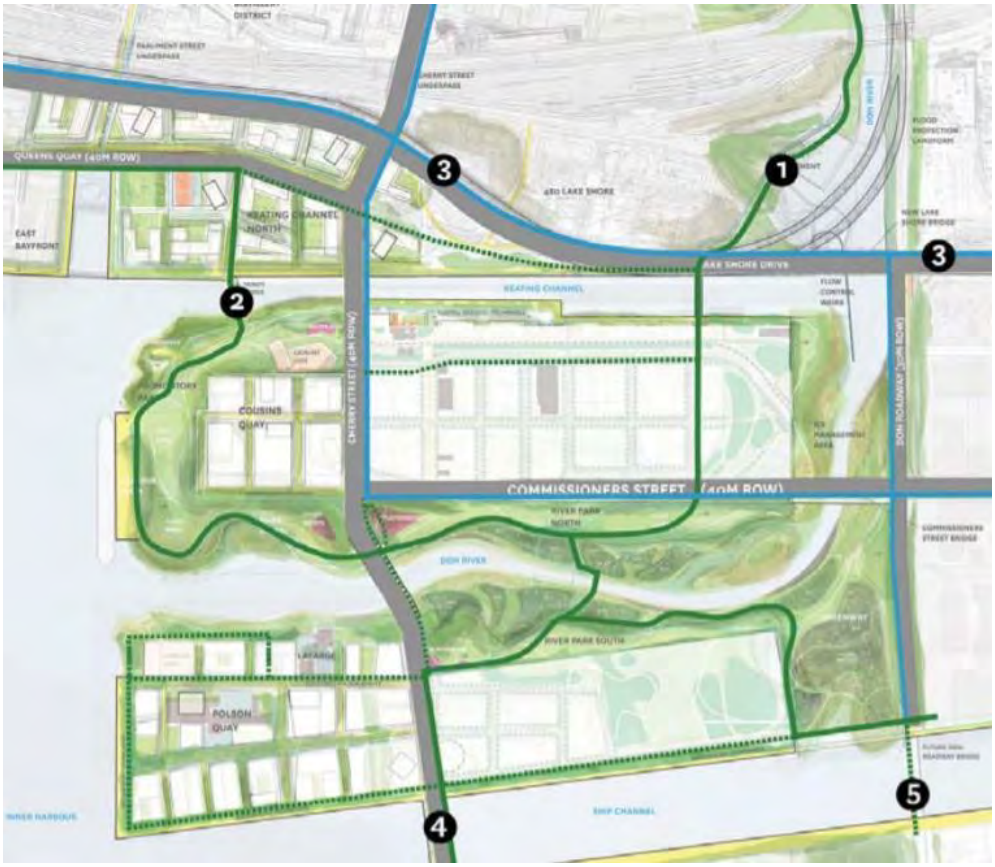


Figure 60 Pedestrian and cyclist connections (PLAI)

K.3.3 2014 Lower Don Lands Environmental Assessment Master Plan Addendum[19]

The Lower Don Lands Environmental Assessment Master Plan Addendum (LDL EAMP Addendum) updates the LDL IMP to align with the outcomes of the PLAI and the amended March 2014 Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment. The LDL EAMP Addendum's preferred transportation network does not include a vehicle crossing at Munition Street (Figure 61). The LDL EAMP Addendum includes the following text regarding the Keating Channel crossings: "The PLAI shows fewer crossing being constructed and one vehicular crossing (at Munition Street) is only intended to be constructed as a multi-use pathway crossing.

The approvals under the previous 2010 LDL EAMP remain in place, and they would allow the construction of these facilities should the city choose to do so at some future date" (page 48). Additionally, the LDL EAMP Addendum includes the following text regarding Munition Street north of Villiers Street on a new crossing to connect with Lake Shore Boulevard East: "The PLAI defers this facility. The approvals under the previous LDL EAMP remain in place, and they would allow construction of these facilities should the city choose to do so at some future date (when required from a capacity perspective). Completion of Phases 3 and 4 would also be required. Precinct planning and redevelopment should be protecting for this connection" (page 48).[20]

[19] https://portlandsto.ca/wp-content/uploads/ldl_eamp_addendum_esr_2014_digital_20140905_1.pdf

[20] Phases 3 and 4 would still need to be completed for this segment because this segment is not included in the list of projects for which this document completes Phases 3 and 4 of the Municipal Class EA process: "This 2014 LDL EAMP Addendum and ESR completes Phases 1 and 2 of the Municipal Class EA process for water, sanitary, stormwater and transportation (including transit) infrastructure servicing requirements necessary to support the proposed land uses, including new and improved public spaces, in coordination with the 2014 DMNP EA and that are required to support revitalization of the Lower Don Lands. This 2014 LDL EAMP Addendum and ESR also completes Phases 3 and 4 of the EA process for applicable projects within the study area. The projects include Cherry Street (including transit) to the Ship Channel; Commissioners Street (including transit) from Cherry Street to The Don Roadway based on the previous functions and components identified for Villiers Street in the 2010 Keating Channel ESR; Villiers Street which will be maintained as a local street across the study area; Basin Street from Cherry Street to The Don Roadway; and mechanical stormwater control facilities" (page 15).



Figure 61 Transportation plan (LDL EAMP Addendum)

K.3.4 Port Lands Planning Framework[21]

The Port Lands Planning Framework (PLPF) is a comprehensive 50-plus year vision for the Port Lands. The street network presented in the PLPF includes a realigned Munition Street with a vehicle bridge (Figure 62). The PLPF includes the following text (page 250) regarding Munition Street: "Munition Street will provide a secondary vehicular access point across the Keating Channel, but also, pedestrian and cycling connections. The Munition Street bridge will have wide sidewalks and accommodate two lanes for vehicular traffic. All Keating Channel crossings must satisfy flood conveyance and navigational requirements as described in the DMNP EA." The PLPF also notes the following (page 229) regarding the street's realignment: "The Munition Street extension across the Keating Channel completes the network of major north-south streets. This street has been shifted eastward to protect the Toronto Harbour Commissioners heritage buildings at the terminus of the existing alignment.
Timing for connecting the street across the Keating Channel is to be determined. As redevelopment proceeds, monitoring will be required to coordinate the delivery of this connection."

[21] https://portlandsto.ca/wp-content/uploads/Port+Lands+Planning+Framework_AODA+-+reduced.pdf



Figure 62 Street network (PLPF)

K.3.5 2017 Villiers Island Precinct Plan[22]

The 2017 Villiers Island Precinct Plan appears to consider the vehicle bridge at Munition Street as a potential connection. It uses a dotted line to illustrate the Munition Street bridge on its map of the proposed street network (Figure 63) and includes the following text (page 14): "The existing Keating Channel bridge and abutments will be removed to mitigate flood impacts. Munition Street will be shifted east of its existing location to provide a potential secondary connection across the Channel." The plan also says (page 62): "New Munition Street will provide a second north-south access point into the Island, with a bridge connection to the north across the Keating Channel. New Munition Street will be located to the east of the existing Munition Street to maintain the Toronto Harbour Commissioners buildings in their existing location." And again on page 66, the Plan says: "New Munition Street will provide a second north-south access route into the Island, with a bridge connection across the Keating Channel. It will consist of separated bike lanes, vehicular travel lanes and parking lanes." In a section on additional studies required, the Plan notes that an EA amendment to the LDL MP EA will be required to relocate Munition Street.

[22] https://quaysideto.ca/wp-content/uploads/2019/04/Villiers-Island-Precinct-Plan-September-2017.pdf



Figure 63 Proposed street network (Villiers Island Precinct Plan)

K.3.6 2017 Port Lands and South of Eastern Transportation and Servicing Master Plan[23]

The Port Lands and South of Eastern Transportation and Servicing Master Plan's (PLSE MP) Transportation Analysis and Assessment appendix included the Munition Street bridge in its study area. The base future road network is shown in Figure 64. The connection is also included in the future preferred network (Figure 65).

[23] https://waterfrontoronto.ca/nbe/wcm/connect/waterfront/05345f0b-4b85-457d-b317-6f5318ea6d12/TSMP_EA-Appendices-Sept+29+2017.compressed.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=05345f0b-4b85-457d-b317-6f5318ea6d12

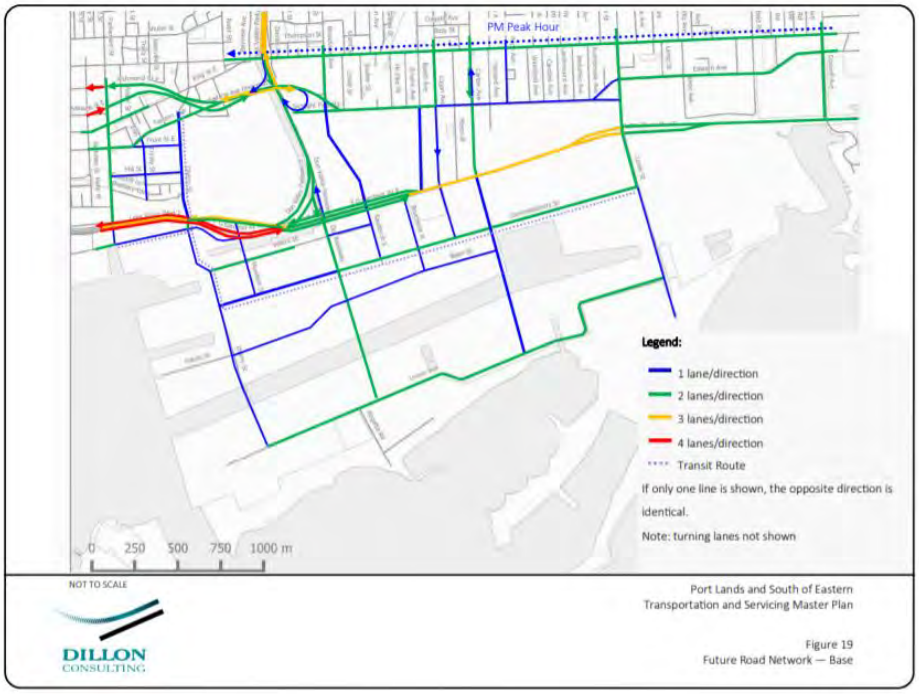


Figure 64 Base future road network (PLSE MP)



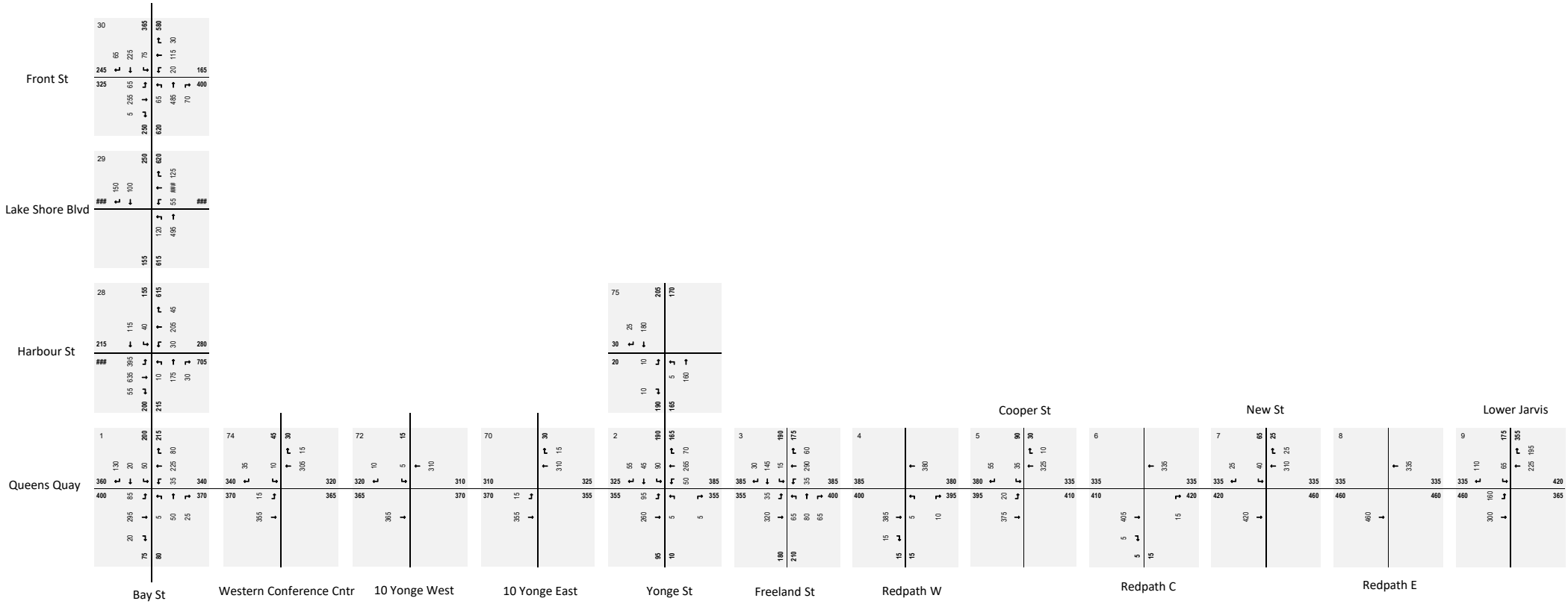
Figure 65 Future preferred network (PLSE MP)

Appendix L

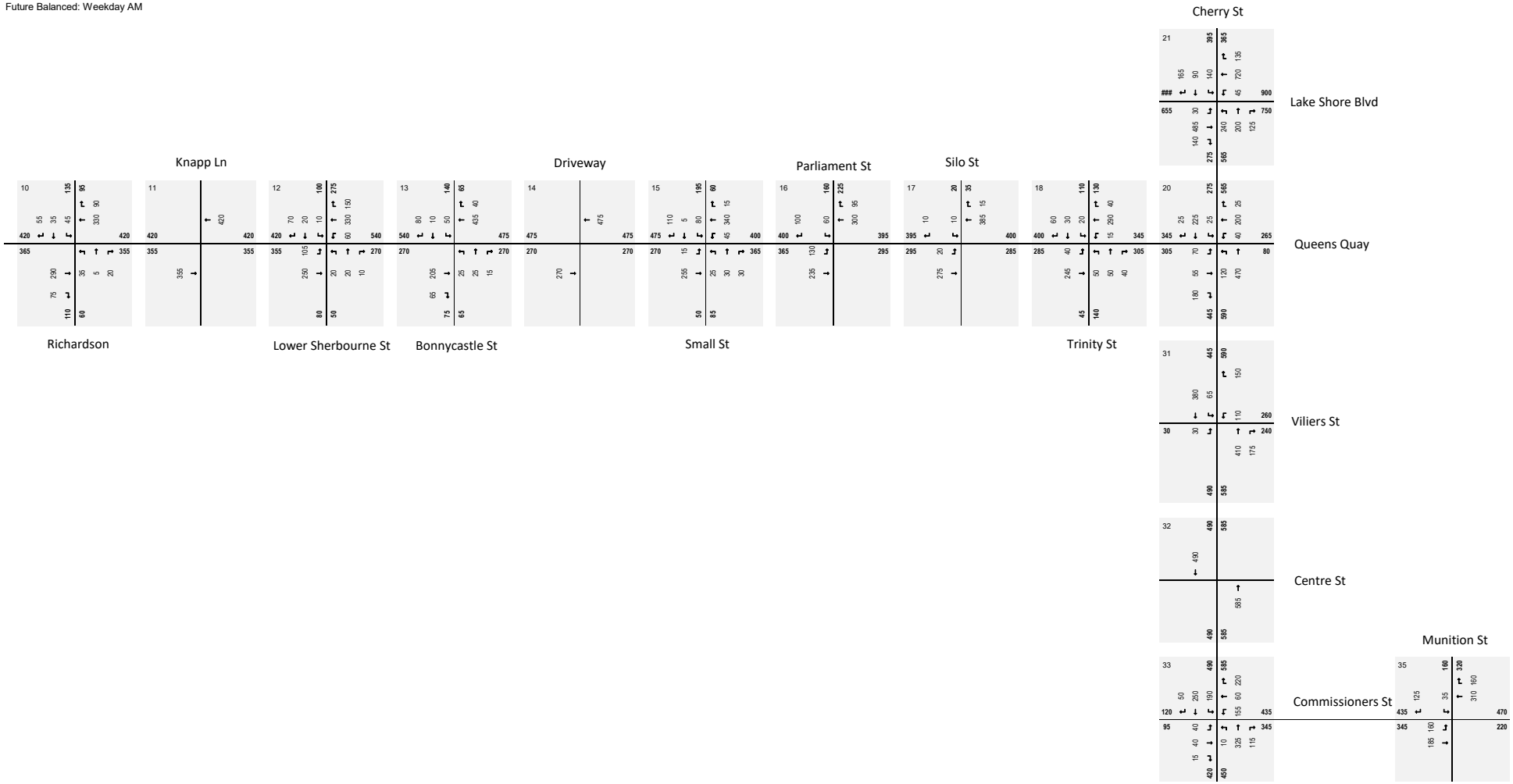
Future estimated traffic volumes

L.1 Future estimated traffic volumes

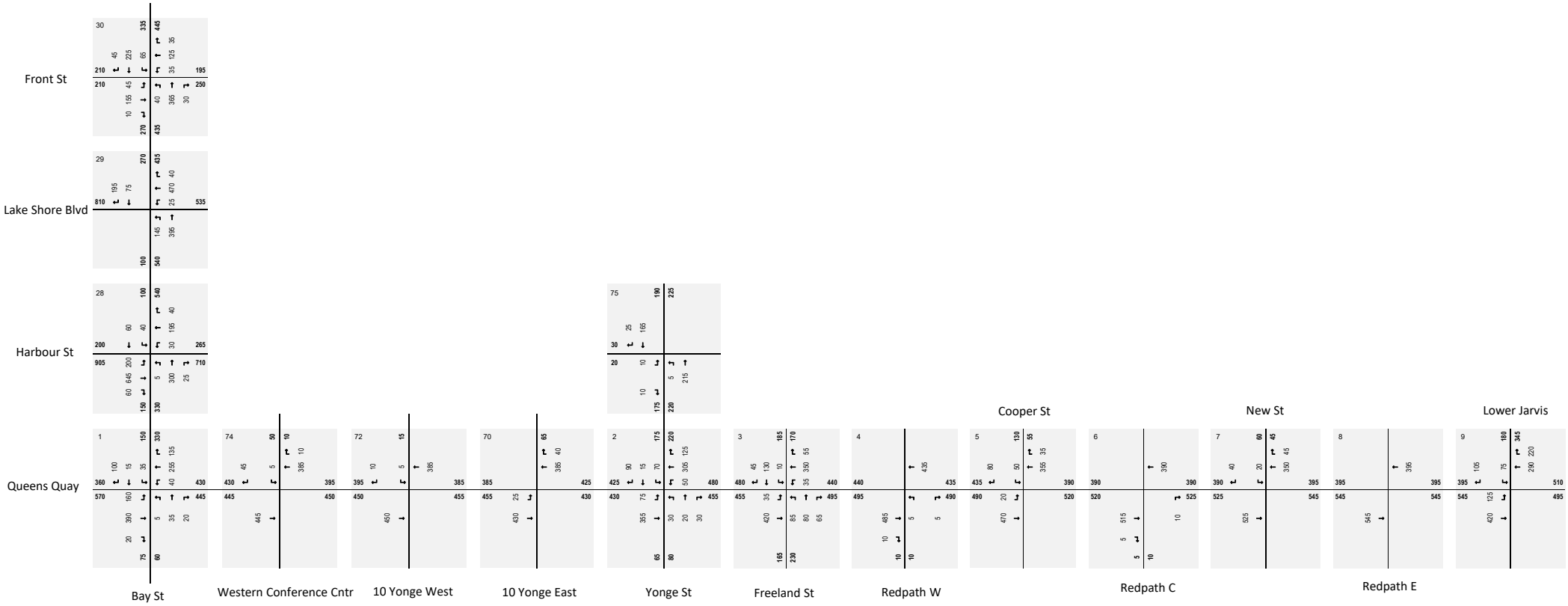
Future Balanced: Weekday AM



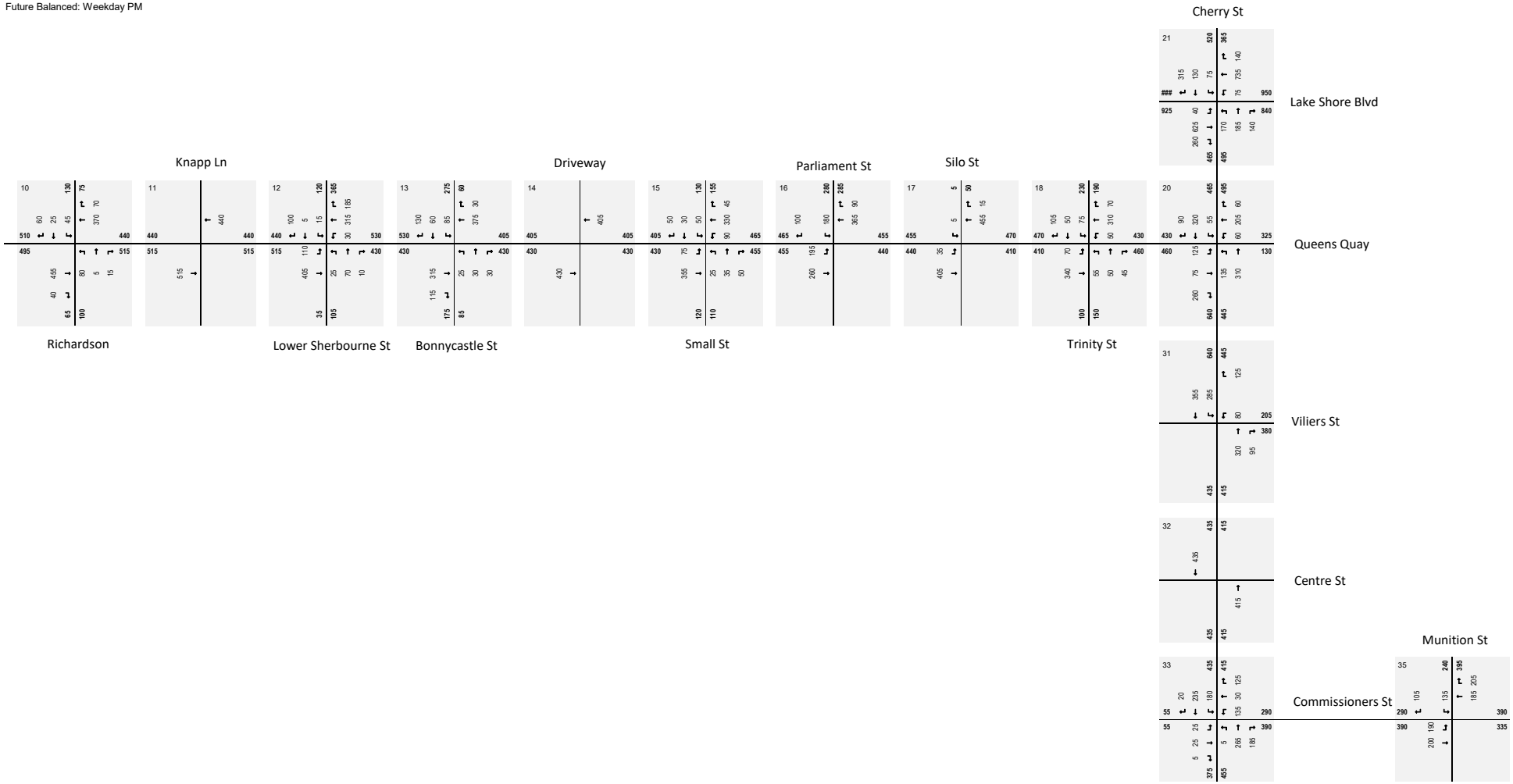
Future Balanced: Weekday AM



Future Balanced: Weekday PM



Future Balanced: Weekday PM



Appendix M

Future condition Synchro results

M.1 AM peak hour

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
Bay Street / Queens Quay West	EBL	85	10	0.24	A	7	22	25	N	N
	EBT	295	10	0.37	B	28	67			
	EBR	20								
	WBL	35	4	0.12	A	1	m2.9	35	N	N
	WBT	225	5	0.39	A	7	29			
	WBR	80								
	NBL	5	27	0.05	C	1	3			
	NBT	50	28	0.22	C	9	16			
	NBR	25								
	SBL	50	24	0.36	C	7	16	40	N	N
	SBT	20	21	0.06	C	3	m7.5			
	SBR	130	45	0.75	D	11	28			
	Overall	1020	15	0.49	B					
Yonge Street / Queens Quay East	EBL	95	43	0.65	D	10	#39.6	22	N	Y
	EBT	260	27	0.52	C	28	66			
	WBL	50	72	0.71	E	10	m#20.0	49	N	N
	WBT	265	15	0.56	B	22	46			
	WBR	70								
	NBL	5	20	0.03	C	1	3			
	NBT	0	20	0.03	C	1	3			
	NBR	5								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	SBL	90								
	SBT	45	26	0.54	C	21	40			
	SBR	55	21	0.09	C	0	0			
	Overall	940	26	0.64	C					
Freeland Street / Queens Quay East	EBL	35	17	0.20	B	3	m5.6	43	N	N
	EBT	320	21	0.63	C	23	37			
	WBL	35	74	0.66	E	7	18	35	N	N
	WBT	290	17	0.56	B	45	19			
	WBR	60								
	NBL	65	23	0.34	C	9	21			
	NBT	80	23	0.38	C	21	38			
	NBR	65								
	SBL	15								
	SBT	145	22	0.34	C	23	39			
	SBR	30	20	0.05	B	0	0			
	Overall	1140	22	0.56	C					
Redpath Main Access / Queens Quay East	EBT	385	2	0.35	A	0	23	30	N	N
	EBR	15	44	0.19	D	3	m6.3			
	WBT	380	4	0.34	A	0	67			
	NBL	5	43	0.26	D	2	7			
	NBR	10								
	Overall	795	5	0.38	A					
Cooper Steet / Queens Quay East	EBL	20								
	EBT	375								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	WBT	325								
	WBR	10								
	SBL	35								
	SBR	55								
	Overall	820								
Redpath Centre Access / Queens Quay East	EBT	405	2	0.33	A	0	30			
	EBR	5	42	0.07	D	1	5			
	WBT	335	2	0.27	A	0	23			
	NBL	0	49	0.36	D	3	9			
	NBR	15								
	Overall	760	3	0.37	A					
New Street / Queens Quay East	EBL	0								
	EBT	420								
	WBT	310								
	WBR	25								
	SBL	40								
	SBR	25								
	Overall	820								
Redpath East Access / Queens Quay East	EBT	460								
	EBR	0								
	WBT	335								
	NBL	0								
	NBR	0								
	Overall	795								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
Lower Jarvis Street / Queens Quay East	EBL	160	16	0.51	B	20	43	32	N	Y
	EBT	300	11	0.35	B	34	53			
	WBT	225	8	0.27	A	14	m30.9			
	WBR	195	11	0.34	B	0	m8.0	32	N	N
	SBL	65	27	0.37	C	9	20			
	SBR	110	25	0.13	C	0	11			
	Overall	1055	14	0.46	B					
Richardson Street / Queens Quay East	EBL	0								
	EBT	290	8	0.40	A	13	19			
	EBR	75	64	0.70	E	12	#34.7	37	N	N
	WBT	330	11	0.67	B	12	21			
	WBR	90								
	NBL	35								
	NBT	5	23	0.26	C	9	19			
	NBR	20								
	SBL	45								
	SBT	35	25	0.40	C	15	32			
	SBR	55								
	Overall	980	17	0.63	B					
Knapp Ln / Queens Quay East	EBL	0								
	EBT	355								
	WBT	420								
	WBR	0								
	SBL	0								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	SBR	0								
	Overall	775								
Lower Sherbourne Street / Queens Quay East	EBL	105	19	0.46	B	9	#22.1	28	N	N
	EBT	250	16	0.42	B	21	41			
	WBL	60	80	0.85	E	10	m#25.1	29	N	N
	WBT	330	12	0.41	B	59	83			
	WBR	150	13	0.33	B	18	39	30	N	Y
	NBL	20	25	0.14	C	3	8			
	NBT	20	24	0.08	C	4	10			
	NBR	10								
	SBL	10	24	0.07	C	1	5			
	SBT	20	25	0.20	C	3	14			
	SBR	70								
	Overall	1045	19	0.39	B					
Bonnycastle Street / Queens Quay East	EBT	205	15	0.25	B	40	65	27	N	N
	EBR	65	40	0.05	D	3	14			
	WBT	435	8	0.61	A	20	34			
	WBR	40								
	NBL	25	27	0.19	C	3	10			
	NBT	25	26	0.14	C	5	13			
	NBR	15								
	SBL	50	29	0.38	C	7	18			
	SBT	10	28	0.30	C	5	18			
	SBR	80								
	Overall	950	16	0.60	B	0	0			

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
Driveway 1 / Queens Quay East	EBL	0								
	EBT	270								
	WBT	475								
	WBR	0								
	SBL	0								
	SBR	0								
	Overall	745								
Small Street / Queens Quay East	EBL	15	6	0.08	A	1	3	37	N	N
	EBT	255	9	0.50	A	14	20			
	WBL	45	89	0.85	F	8	m16.0	27	N	N
	WBT	340	22	0.52	C	66	88			
	WBR	15								
	NBL	25	21	0.12	C	3	10			
	NBT	30	21	0.17	C	8	17			
	NBR	30								
	SBL	80	24	0.40	C	12	25	21	N	Y
	SBT	5	21	0.18	C	1	13			
	SBR	110								
	Overall	950	21	0.53	C					
Parliament Street / Queens Quay East	EBL	130	17	0.48	B	21	40	24	N	Y
	EBT	235	10	0.29	A	13	51			
	WBT	300	10	0.56	A	11	7			
	WBR	95								
	SBL	60	25	0.32	C	23	18	34	N	N

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	SBR	100	25	0.26	C	11	15			
	Overall	920	13	0.48	B					
Street A / Queens Quay East	EBL	20	1	0.05	A	0	2	34	N	N
	EBT	275	1	0.24	A	0	17			
	WBT	385	2	0.36	A	0	38			
	WBR	15								
	SBL	10	42	0.22	D	1	7			
	SBR	10								
	Overall	715	3	0.35	A					
Trinity Street / Queens Quay East	EBL	40						38	N	N
	EBT	245	10	0.50	A	14	25			
	WBL	15	49	0.44	D	3	9	54	N	N
	WBT	290	13	0.42	B	39	62			
	WBR	40								
	NBL	50	29	0.37	C	7	18			
	NBT	50	28	0.34	C	13	25			
	NBR	40								
	SBL	20	26	0.15	C	3	8	12	N	N
	SBT	30	27	0.21	C	4	16			
	SBR	60								
	Overall	880	17	0.49	B					
Cherry Street / Queens Quay East	EBL	70	32	0.30	C	15	29	56	N	N
	EBT	55	47	0.72	D	61	#101.1			
	EBR	180								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	WBL	40	29	0.18	C	8	18	32	N	N
	WBT	200	31	0.37	C	49	73			
	WBR	25								
	NBL	120	22	0.33	C	19	30	40	N	N
	NBT	470	41	0.74	D	125	174			
	SBL	25	70	0.43	E	8	18	25	N	N
	SBT	225	32	0.37	C	49	74			
	SBR	25	28	0.05	C	0	0			
	Overall	1435	37	0.90	D					
Cherry Street / Lakeshore Street	EBL	30	88	0.67	F	8	18	29	N	N
	EBT	485	40	0.55	D	52	66			
	EBR	140								
	WBL	45	61	0.53	E	11	24	48	N	N
	WBT	720	42	0.71	D	79	#97.4			
	WBR	135								
	NBL	240	66	0.91	E	57	#105.3	25	Y	Y
	NBT	200	36	0.68	D	69	102			
	NBR	125								
	SBL	140	76	0.83	E	36	#69.7	54	N	Y
	SBT	90	16	0.33	B	17	35			
	SBR	165								
	Overall	2515	43	0.82	D					
Cherry Street / Villiers Street	EBL	30								
	EBT	0	45	0.27	D	7	15			

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	EBR	0								
	WBL	110								
	WBT	0	71	0.79	E	24	56			
	WBR	150								
	NBL	0								
	NBT	410	11	0.45	B	42	59			
	NBR	175	12	0.31	B	5	m13.6	18	N	N
	SBL	65	59	0.56	E	16	#44.2	28	N	Y
	SBT	380	8	0.33	A	35	68			
	SBR	0								
	Overall	1320	25	0.58	C					
Cherry Street / Commissioners Street	EBL	40								
	EBT	40	37	0.36	D	19	35			
	EBR	15								
	WBL	155	24	0.45	C	29	42	28	Y	Y
	WBT	60	27	0.64	C	35	72			
	WBR	220								
	NBL	10								
	NBT	325	39	0.67	D	77	111			
	NBR	115	35	0.09	C	0	9	25	N	N
	SBL	190	75	0.86	E	41	m#83.1	88	N	N
	SBT	250	13	0.39	B	25	34			
	SBR	50								
	Overall	1470	34	0.79	C					

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
Bay Street / Harbour Street	EBL	395	12	0.36	B	43	m52.3			
	EBT	635	20	0.63	C	72	109			
	EBR	55								
	WBL	30	38	0.36	D	12	35			
	WBT	205								
	WBR	45	20	0.54	C					
	NBL	10								
	NBT	175	37	0.36	D	19	35			
	NBR	30								
	SBL	40	24	0.45	C	29	42			
	SBT	115	27	0.64	C	35	72			
	SBR	0								
	Overall	1735								
Bay Street / Lakeshore	WBL	55	26	0.79	C	77	90			
	WBT	1135								
	WBR	125								
	NBL	120	17	0.54	B	42	64			
	NBT	495	21	0.13	C	17	m33.1			
	SBT	100	25	0.20	C	13	24	40	N	N
	SBR	150	23	0.66	C					
	Overall	2180								
Bay Street / Front Street	EBL	65	25	0.28	C	10	15			
	EBT	255	38	0.71	D	45	67			
	EBR	5								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report AM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)*	Storage Length	50th Queue > Storage	95th Queue > Storage
	WBL	20	28	0.13	C	3	7			
	WBT	115	31	0.35	C	21	31			
	WBR	30	29	0.05	C	0	0			
	NBL	65	6	0.18	A	2	m4.7	40	N	N
	NBT	485	8	0.44	A	11	46			
	NBR	70								
	SBL	75	11	0.23	B	5	15	40	N	N
	SBT	225	15	0.24	B	13	28			
	SBR	65								
	Overall	1475	18	0.51	B					
Commissioners St / Munition St	EBL	160								
	EBT	185	12	0.36	B	43	m52.3			
	WBT	310	20	0.63	C	72	109			
	WBR	160								
	SBL	35	38	0.36	D	12	35			
	SBR	125								
	Overall	975	20	0.54	C					

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m = Volume for 95th percentile queue is metered by upstream signal.

M.2 PM peak hour

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
Bay Street / Queens Quay West	EBL	160	10	0.24	A	7	22	25	N	Y
	EBT	390	10	0.37	B	28	67			
	EBR	20								
	WBL	40	4	0.12	A	1	m2.9	35	N	N
	WBT	255	5	0.39	A	7	29			
	WBR	135								
	NBL	5	27	0.05	C	1	3			
	NBT	35	28	0.22	C	9	16			
	NBR	20								
	SBL	35	24	0.36	C	7	16	40	N	N
	SBT	15	21	0.06	C	3	m7.5			
	SBR	100	45	0.75	D	11	28			
	Overall	1210	15	0.49	B					
Yonge Street / Queens Quay East	EBL	75	43	0.65	D	10	#39.6	22	N	Y
	EBT	355	27	0.52	C	28	66			
	WBL	50	72	0.71	E	10	m#20.0	49	N	N
	WBT	305	15	0.56	B	22	46			
	WBR	125								
	NBL	30	20	0.03	C	1	3			
	NBT	20	20	0.03	C	1	3			

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	NBR	30								
	SBL	70								
	SBT	15	26	0.54	C	21	40			
	SBR	90	21	0.09	C	0	0			
	Overall	1165	26	0.64	C					
Freeland Street / Queens Quay East	EBL	35	17	0.20	B	3	m5.6	43	N	N
	EBT	420	21	0.63	C	23	37			
	WBL	35	74	0.66	E	7	18	35	N	N
	WBT	350	17	0.56	B	45	19			
	WBR	55								
	NBL	85	23	0.34	C	9	21			
	NBT	80	23	0.38	C	21	38			
	NBR	65								
	SBL	10								
	SBT	130	22	0.34	C	23	39			
	SBR	45	20	0.05	B	0	0			
	Overall	1310	22	0.56	C					
Redpath Main Access / Queens Quay East	EBT	485	2	0.35	A	0	23	30	N	N
	EBR	10	44	0.19	D	3	m6.3			
	WBT	435	4	0.34	A	0	67			
	NBL	5	43	0.26	D	2	7			
	NBR	5								
	Overall	940	5	0.38	A					

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
Cooper Steet / Queens Quay East	EBL	20								
	EBT	470								
	WBT	355								
	WBR	35								
	SBL	50								
	SBR	80								
	Overall	1010								
Redpath Centre Access / Queens Quay East	EBT	515	2	0.33	A	0	30			
	EBR	5	42	0.07	D	1	5			
	WBT	390	2	0.27	A	0	23			
	NBL	0	49	0.36	D	3	9			
	NBR	10								
	Overall	920	3	0.37	A					
New Street / Queens Quay East	EBL	0								
	EBT	525								
	WBT	350								
	WBR	45								
	SBL	20								
	SBR	40								
	Overall	980								
Redpath East Access / Queens Quay East	EBT	545								
	EBR	0								
	WBT	395								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	NBL	0								
	NBR	0								
	Overall	940								
Lower Jarvis Street / Queens Quay East	EBL	125	16	0.51	B	20	43	32	N	N
	EBT	420	11	0.35	B	34	53			
	WBT	290	8	0.27	A	14	m30.9			
	WBR	220	11	0.34	B	0	m8.0	32	N	N
	SBL	75	27	0.37	C	9	20			
	SBR	105	25	0.13	C	0	11			
	Overall	1235	14	0.46	B					
Richardson Street / Queens Quay East	EBL	0						37	N	N
	EBT	455	8	0.40	A	13	19			
	EBR	40	64	0.70	E	12	#34.7			
	WBT	370	11	0.67	B	12	21			
	WBR	70								
	NBL	80								
	NBT	5	23	0.26	C	9	19			
	NBR	15								
	SBL	45								
	SBT	25	25	0.40	C	15	32			
	SBR	60								
	Overall	1165	17	0.63	B					
Knapp Ln / Queens Quay East	EBL	0								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	EBT	515								
	WBT	440								
	WBR	0								
	SBL	0								
	SBR	0								
	Overall	955								
Lower Sherbourne Street / Queens Quay East	EBL	110	19	0.46	B	9	#22.1	28	N	N
	EBT	405	16	0.42	B	21	41			
	WBL	30	80	0.85	E	10	m#25.1	29	N	N
	WBT	315	12	0.41	B	59	83			
	WBR	185	13	0.33	B	18	39	30	N	Y
	NBL	25	25	0.14	C	3	8			
	NBT	70	24	0.08	C	4	10			
	NBR	10								
	SBL	15	24	0.07	C	1	5			
	SBT	5	25	0.20	C	3	14			
	SBR	100								
	Overall	1270	19	0.39	B					
Bonnycastle Street / Queens Quay East	EBT	315	15	0.25	B	40	65	27	N	N
	EBR	115	40	0.05	D	3	14			
	WBT	375	8	0.61	A	20	34			
	WBR	30								
	NBL	25	27	0.19	C	3	10			
	NBT	30	26	0.14	C	5	13			

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	NBR	30								
	SBL	85	29	0.38	C	7	18			
	SBT	60	28	0.30	C	5	18			
	SBR	130								
	Overall	1195	16	0.60	B	0	0			
Driveway 1 / Queens Quay East	EBL	0								
	EBT	430								
	WBT	405								
	WBR	0								
	SBL	0								
	SBR	0								
	Overall	835								
Small Street / Queens Quay East	EBL	75	6	0.08	A	1	3	37	N	N
	EBT	355	9	0.50	A	14	20			
	WBL	90	89	0.85	F	8	m16.0	27	N	Y
	WBT	330	22	0.52	C	66	88			
	WBR	45								
	NBL	25	21	0.12	C	3	10			
	NBT	35	21	0.17	C	8	17			
	NBR	50								
	SBL	50	24	0.40	C	12	25	21	N	N
	SBT	30	21	0.18	C	1	13			
	SBR	50								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	Overall	1135	21	0.53	C					
Parliament Street / Queens Quay East	EBL	195	17	0.48	B	21	40	24	N	Y
	EBT	260	10	0.29	A	13	51			
	WBT	365	10	0.56	A	11	7			
	WBR	90								
	SBL	180	25	0.32	C	23	18	34	N	Y
	SBR	100	25	0.26	C	11	15			
	Overall	1190	13	0.48	B					
Street A / Queens Quay East	EBL	35	1	0.05	A	0	2	34	N	N
	EBT	405	1	0.24	A	0	17			
	WBT	455	2	0.36	A	0	38			
	WBR	15								
	SBL	5	42	0.22	D	1	7			
	SBR	0								
	Overall	915	3	0.35	A					
Trinity Street / Queens Quay East	EBL	70						38	N	N
	EBT	340	10	0.50	A	14	25			
	WBL	50	49	0.44	D	3	9	54	N	N
	WBT	310	13	0.42	B	39	62			
	WBR	70								
	NBL	55	29	0.37	C	7	18			
	NBT	50	28	0.34	C	13	25			
	NBR	45								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	SBL	75	26	0.15	C	3	8	12	N	Y
	SBT	50	27	0.21	C	4	16			
	SBR	105								
	Overall	1220	17	0.49	B					
Cherry Street / Queens Quay East	EBL	125	32	0.30	C	15	29	56	N	N
	EBT	75	47	0.72	D	61	#101.1			
	EBR	260								
	WBL	60	29	0.18	C	8	18	32	N	N
	WBT	205	31	0.37	C	49	73			
	WBR	60								
	NBL	135	22	0.33	C	19	30	40	N	N
	NBT	310	41	0.74	D	125	174			
	SBL	55	70	0.43	E	8	18	25	N	Y
	SBT	320	32	0.37	C	49	74			
	SBR	90	28	0.05	C	0	0			
	Overall	1695	37	0.90	D					
Cherry Street / Lakeshore Street	EBL	40	88	0.67	F	8	18	29	N	N
	EBT	625	40	0.55	D	52	66			
	EBR	260								
	WBL	75	61	0.53	E	11	24	48	N	N
	WBT	735	42	0.71	D	79	#97.4			
	WBR	140								
	NBL	170	66	0.91	E	57	#105.3	25	Y	Y

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	NBT	185	36	0.68	D	69	102	54	N	N
	NBR	140								
	SBL	75	76	0.83	E	36	#69.7			
	SBT	130	16	0.33	B	17	35			
	SBR	315								
	Overall	2890	43	0.82	D					
Cherry Street / Villiers Street	EBL	0	45	0.27	D	7	15	18	N	N
	EBT	0								
	EBR	0								
	WBL	80	71	0.79	E	24	56	28	Y	Y
	WBT	0								
	WBR	125								
	NBL	0	11	0.45	B	42	59			
	NBT	320	12	0.31	B	5	m13.6			
	NBR	95	59	0.56	E	16	#44.2			
	SBL	285	8	0.33	A	35	68			
	SBT	355								
	SBR	0								
	Overall	1260	25	0.58	C					
Cherry Street / Commissioners Street	EBL	25	37	0.36	D	19	35	28	N	Y
	EBT	25								
	EBR	5								
	WBL	135	24	0.45	C	29	42			

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	WBT	30	27	0.64	C	35	72			
	WBR	125								
	NBL	5								
	NBT	265	39	0.67	D	77	111			
	NBR	185	35	0.09	C	0	9	25	N	N
	SBL	180	75	0.86	E	41	m#83.1	88	N	N
	SBT	235	13	0.39	B	25	34			
	SBR	20								
	Overall	1235	34	0.79	C					
Bay Street / Harbour Street	EBL	200	9.9	0.41	A	14	31			
	EBT	645	11.1	0.43	B	32	55			
	EBR	60								
	WBL	30	17.5	0.14	B	3	11			
	WBT	195	19.8	0.38	B	26	55			
	WBR	40								
	NBL	5								
	NBT	300	27.4	0.72	C	49	41			
	NBR	25	23.5	0.03	C	0	m0.0			
	SBL	40	19.3	0.3	B	5	13			
	SBT	60	16.9	0.14	B	7	15			
	SBR	0								
	Overall	1600	16.1	0.55	B					
Bay Street / Lakeshore	WBL	25								

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	WBT	470	36.2	0.66	D	33	42			
	WBR	40								
	NBL	145								
	NBT	395	3.2	0.32	A	7	17			
	SBT	75	3.9	0.06	A	3	7			
	SBR	195	4.4	0.18	A	4	7	40	N	N
	Overall	1345	16.5	0.39	B					
Bay Street / Front Street	EBL	45	30.9	0.26	C	6	13			
	EBT	155	40	0.63	D	28	45			
	EBR	10								
	WBL	35	30.4	0.21	C	5	11			
	WBT	125	35.7	0.46	D	21	35			
	WBR	35	32.4	0.05	C	0	0			
	NBL	40	7	0.1	A	1	5	40	N	N
	NBT	365	7.8	0.25	A	9	19			
	NBR	30								
	SBL	65	7.8	0.15	A	4	11	40	N	N
	SBT	225	11.1	0.18	B	13	23			
	SBR	45								
	Overall	1175	18.3	0.32	B					
Commissioners St / Munition St	EBL	190								
	EBT	200	12	0.36	B	43	m52.3			
	WBT	185	20	0.63	C	72	109			

Intersection Name	Movement	Traffic Count	Synchro HCM 2000 Report PM Peak Hour					Queuing Issue		
			Delay (sec)	V/C	LOS	50th Queue (m)	95th Queue (m)	Storage Length	50th Queue > Storage	95th Queue > Storage
	WBR	205	38	0.36	D	12	35			
	SBL	135								
	SBR	105	20	0.54	C					
	Overall	1020								

*# = 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m = Volume for 95th percentile queue is metered by upstream signal.

Appendix N

Future condition Vissim results

N.1 AM peak hour – single-stage scenario

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Bay Street / Queens Quay West	EBL	85	83	40	2	31	25	N	Y
	EBT	295	297	19	10	105			
	EBR	20	19	24	16	117			
	WBL	35	32	30	3	36	35	N	N
	WBT	225	201	32	19	75			
	WBR	80	79	46	21	77			
	NBL	5	4	28	0	7			
	NBT	50	47	13	1	37			
	NBR	25	25	16	1	39			
	SBL	50	55	27	1	31	40	N	N
	SBT	20	21	14	3	42			
	SBR	130	129	24	4	44			
	Overall	1020	993	27	6	117			
Yonge Street / Queens Quay East	EBL	95	96	50	5	68	22	N	Y
	EBT	260	265	21	9	71			
	WBL	50	53	49	4	46	49	N	N
	WBT	265	245	32	19	151			
	WBR	70	63	42	20	152			
	NBL	5	4	30	0	13			
	NBT	0	0	0	0	13			
	NBR	5	5	36	0	13			
	SBL	90	103	35	8	67			
	SBT	45	47	24	8	67			
	SBR	55	55	19	9	68			
	Overall	940	937	32	7	152			
Freeland Street / Queens Quay East	EBL	35	40	31	1	33	43	N	N
	EBT	320	332	26	17	144			
	WBL	35	32	51	3	25	35	N	N
	WBT	290	276	29	25	111			
	WBR	60	67	33	25	111			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	NBL	65	58	29	6	49			
	NBT	80	79	23	6	49			
	NBR	65	73	33	6	49			
	SBL	15	19	48	9	76			
	SBT	145	147	31	9	76			
	SBR	30	28	20	9	76			
	Overall	1140	1151	29	8	144			
Redpath Main Access / Queens Quay East	EBT	385	391	15	12	106	30	N	Y
	EBR	15	30	53	7	103			
	WBT	380	373	12	13	68			
	NBL	5	5	33	1	20			
	NBR	10	10	37	1	20			
	Overall	795	810	16	6	106			
Cooper Steet / Queens Quay East	EBL	20	22	6	2	58			
	EBT	375	378	4	2	46			
	WBT	325	323	12	2	65			
	WBR	10	11	9	6	93			
	SBL	35	37	15	2	31			
	SBR	55	51	24	2	31			
	Overall	820	823	9	2	93			
Redpath Centre Access / Queens Quay East	EBT	405	409	2	4	86			
	EBR	5	0	0	4	86			
	WBT	335	335	2	0	42			
	NBL	0	0	0	0	0			
	NBR	15	31	1	0	0			
	Overall	760	774	2	1	86			
New Street / Queens Quay East	EBL	0	0	0	1	75			
	EBT	420	440	26	1	56			
	WBT	310	309	1	0	14			
	WBR	25	25	1	0	73			
	SBL	40	39	32	2	27			
	SBR	25	26	6	1	21			
	Overall	820	839	4	0	75			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Redpath East Access / Queens Quay East	EBT	460	481	21	4	76			
	EBR	0	0	0	0	0			
	WBT	335	334	0	1	40			
	NBL	0	0	0	0	0			
	NBR	0	0	0	0	0			
	Overall	795	815	6	1	76			
Lower Jarvis Street / Queens Quay East	EBL	160	172	15	7	53	32	N	Y
	EBT	300	309	5	6	44			
	WBT	225	216	17	6	96			
	WBR	195	197	18	5	105	32	N	Y
	SBL	65	62	25	3	32			
	SBR	110	118	8	3	32			
	Overall	1055	1074	13	4	105			
Richardson Street / Queens Quay East	EBL	0	0	0	10	109			
	EBT	290	296	17	10	109			
	EBR	75	76	60	6	74	37	N	Y
	WBT	330	320	40	37	134			
	WBR	90	84	43	39	136			
	NBL	35	36	26	2	34			
	NBT	5	5	26	2	34			
	NBR	20	24	40	2	34			
	SBL	45	43	53	9	94			
	SBT	35	35	41	9	94			
	SBR	55	56	37	9	95			
	Overall	980	974	35	14	136			
Knapp Ln / Queens Quay East	EBL	0	0	0	0	18			
	EBT	355	362	5	0	0			
	WBT	420	399	12	5	90			
	WBR	0	0	0	9	118			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	775	771	8	2	118			
	EBL	105	103	42	6	66	28	N	Y

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Lower Sherbourne Street / Queens Quay East	EBT	250	255	30	16	104			
	WBL	60	66	50	6	57	29	N	Y
	WBT	330	317	19	11	111			
	WBR	150	152	15	3	43	30	N	Y
	NBL	20	21	28	1	19			
	NBT	20	20	16	1	19			
	NBR	10	9	21	1	19			
	SBL	10	13	20	0	13			
	SBT	20	22	24	2	52			
	SBR	70	74	18	3	54			
	Overall	1045	1051	25	4	111			
Bonnycastle Street / Queens Quay East	EBT	205	215	17	6	97			
	EBR	65	61	62	5	47	27	N	Y
	WBT	435	432	18	17	102			
	WBR	40	39	22	17	104			
	NBL	25	22	29	1	19			
	NBT	25	26	21	2	20			
	NBR	15	17	36	2	20			
	SBL	50	43	37	2	24			
	SBT	10	12	21	1	36			
	SBR	80	83	15	2	37			
	Overall	950	951	22	6	104			
Driveway 1 / Queens Quay East	EBL	0	0	0	0	0			
	EBT	270	275	0	0	0			
	WBT	475	471	6	1	70			
	WBR	0	0	0	3	94			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	745	746	4	1	94			
Small Street / Queens Quay East	EBL	15	15	30	1	20	37	N	N
	EBT	255	259	27	12	115			
	WBL	45	45	52	4	32	27	N	Y
	WBT	340	343	17	10	97			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	WBR	15	13	25	11	100			
	NBL	25	24	28	1	18			
	NBT	30	32	20	2	32			
	NBR	30	28	25	2	32			
	SBL	80	81	41	4	43	21	N	Y
	SBT	5	7	16	1	31			
	SBR	110	105	15	2	32			
	Overall	950	952	24	5	115			
Parliament Street / Queens Quay East	EBL	130	132	44	7	95	24	N	Y
	EBT	235	235	10	3	88			
	WBT	300	295	10	6	115			
	WBR	95	86	13	7	117			
	SBL	60	58	22	2	32	34	N	N
	SBR	100	106	14	2	40			
	Overall	920	913	16	3	117			
Street A / Queens Quay East	EBL	20	19	13	0	13	34	N	N
	EBT	275	274	8	3	57			
	WBT	385	372	12	8	104			
	WBR	15	16	18	8	104			
	SBL	10	10	27	0	19			
	SBR	10	10	10	0	20			
	Overall	715	701	11	2	104			
Trinity Street / Queens Quay East	EBL	40	37	25	9	92	38	N	Y
	EBT	245	244	18	9	92			
	WBL	15	13	43	1	20	54	N	N
	WBT	290	274	16	9	94			
	WBR	40	39	22	9	94			
	NBL	50	55	25	3	37			
	NBT	50	49	24	3	37			
	NBR	40	37	27	3	37			
	SBL	20	18	27	1	19	12	N	Y
	SBT	30	29	26	4	44			
	SBR	60	59	25	4	44			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	Overall	880	853	21	4	94			
Cherry Street / Queens Quay East	EBL	70	66	139	13	74	56	N	Y
	EBT	55	52	38	18	91			
	EBR	180	185	42	18	91			
	WBL	40	41	52	2	31	32	N	Y
	WBT	200	198	39	16	128			
	WBR	25	25	101	31	128			
	NBL	120	104	139	61	248	40	Y	Y
	NBT	470	402	166	208	248			
	SBL	25	22	74	3	42	25	N	Y
	SBT	225	219	42	20	120			
	SBR	25	25	46	1	19			
	Overall	1435	1338	64	21	248			
Cherry Street / Lakeshore Street	EBL	30	28	59	3	25	29	N	N
	EBT	485	482	38	20	116			
	EBR	140	137	49	20	118			
	WBL	45	44	62	4	45	48	N	N
	WBT	720	714	37	23	92			
	WBR	135	132	34	22	92			
	NBL	240	271	60	41	132	25	Y	Y
	NBT	200	226	25	14	131			
	NBR	125	0	0	0	0			
	SBL	140	142	54	13	72	54	N	Y
	SBT	90	91	25	4	64			
	SBR	165	159	18	4	65			
	Overall	2515	2424	39	13	132			
Cherry Street / Villiers Street	EBL	30	29	59	2	27			
	EBT	0	0	0	2	27			
	EBR	0	0	0	5	27			
	WBL	110	94	37	28	31			
	WBT	0	0	0	14	31			
	WBR	150	126	37	14	31			
	NBL	0	0	0	30	73			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	NBT	410	369	26	51	80			
	NBR	175	160	35	30	73	18	Y	Y
	SBL	65	58	76	21	273	28	N	Y
	SBT	380	386	19	48	273			
	SBR	0	0	0	21	273			
	Overall	1320	1221	30	16	273			
Cherry Street / Commissioners Street	EBL	40	41	48	6	27			
	EBT	40	38	37	6	27			
	EBR	15	13	37	6	27			
	WBL	155	130	347	144	220	28	Y	Y
	WBT	60	59	77	135	223			
	WBR	220	179	88	141	223			
	NBL	10	11	58	64	343			
	NBT	325	313	57	63	342			
	NBR	115	127	39	64	343	25	Y	Y
	SBL	190	180	59	33	91	88	N	Y
	SBT	250	251	20	23	91			
	SBR	50	49	20	23	91			
	Overall	1470	1391	78	57	343			
Commissioners St / Munition St	EBL	160	159	9	2	58			
	EBT	185	185	1	10	107			
	WBT	310	266	53	40	101			
	WBR	160	137	46	40	101			
	SBL	35	35	22	7	97			
	SBR	125	123	34	5	89			
	Overall	975	906	29	13	107			
Residences of the World Trade Centre East / Queens Quay East	EBL	15	14	6	1	39			
	EBT	355	363	1	0	31			
	WBT	310	289	2	0	47			
	WBR	15	15	15	1	60			
	Overall	695	681	2	1	60			
Residences of the World Trade	EBT	365	372	1	1	35			
	WBT	310	288	2	1	47			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Centre West / Queens Quay East	SBL	5	4	34	1	21			
	SBR	10	10	27	1	21			
	Overall	690	675	2	1	47			
Westin / Queens Quay East	EBL	15	19	11	1	81			
	EBT	355	360	2	1	69			
	WBT	305	281	3	0	20			
	WBR	15	16	3	1	28			
	SBL	10	12	31	1	22			
	SBR	35	32	20	2	22			
	Overall	735	721	4	1	81			
Residences of the World Trade Centre / Yonge St	EBL	10	11	16	0	28			
	EBR	10	9	13	0	28			
	NBL	5	5	3	0	24			
	NBT	160	154	0	0	15			
	SBT	180	197	1	0	24			
	SBR	25	26	5	0	19			
	Overall	390	402	1	0	28			

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N.2 PM peak hour – single-stage scenario

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Bay Street / Queens Quay West	EBL	160	160	53	9	110	25	N	Y
	EBT	390	385	16	11	120			
	EBR	20	22	24	17	133			
	WBL	40	33	26	2	34	35	N	N
	WBT	255	216	30	21	76			
	WBR	135	128	43	23	78			
	NBL	5	3	51	0	12			
	NBT	35	35	22	1	39			
	NBR	20	20	17	2	40			
	SBL	35	41	31	2	27	40	N	N
	SBT	15	15	15	2	35			
	SBR	100	99	22	3	36			
	Overall	1210	1156	28	7	133			
Yonge Street / Queens Quay East	EBL	75	75	42	3	69	22	N	Y
	EBT	355	358	23	15	71			
	WBL	50	45	57	4	45	49	N	Y
	WBT	305	245	95	83	168			
	WBR	125	100	106	84	169			
	NBL	30	31	35	1	26			
	NBT	20	21	26	1	49			
	NBR	30	27	28	1	49			
	SBL	70	81	38	7	67			
	SBT	15	11	25	7	67			
	SBR	90	93	19	8	68			
	Overall	1165	1087	51	19	169			
Freeland Street / Queens Quay East	EBL	35	43	28	1	26	43	N	N
	EBT	420	421	27	26	162			
	WBL	35	29	52	3	105	35	N	Y
	WBT	350	287	62	59	111			
	WBR	55	55	60	59	111			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	NBL	85	70	113	26	75			
	NBT	80	68	97	26	75			
	NBR	65	67	49	26	75			
	SBL	10	14	60	14	123			
	SBT	130	134	48	14	123			
	SBR	45	39	53	14	123			
	Overall	1310	1226	51	16	162			
Redpath Main Access / Queens Quay East	EBT	485	476	23	22	107	30	N	Y
	EBR	10	20	49	3	97			
	WBT	435	373	32	34	68			
	NBL	5	5	49	0	20			
	NBR	5	5	43	0	20			
	Overall	940	880	27	10	107			
Cooper Steet / Queens Quay East	EBL	20	19	12	4	63			
	EBT	470	460	6	3	51			
	WBT	355	318	43	27	71			
	WBR	35	35	32	44	99			
	SBL	50	45	69	22	116			
	SBR	80	56	198	22	116			
	Overall	1010	933	33	15	116			
Redpath Centre Access / Queens Quay East	EBT	515	499	7	9	91			
	EBR	5	0	0	9	91			
	WBT	390	356	61	17	91			
	NBL	0	0	0	0	0			
	NBR	10	20	3	0	24			
	Overall	920	875	15	3	91			
New Street / Queens Quay East	EBL	0	0	0	10	79			
	EBT	525	518	77	10	49			
	WBT	350	320	26	9	39			
	WBR	45	42	23	42	98			
	SBL	20	18	67	5	38			
	SBR	40	41	19	1	32			
	Overall	980	939	18	6	98			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Redpath East Access / Queens Quay East	EBT	545	536	21	16	84			
	EBR	0	0	0	0	0			
	WBT	395	365	11	9	50			
	NBL	0	0	0	0	0			
	NBR	0	0	0	0	0			
	Overall	940	902	12	3	84			
Lower Jarvis Street / Queens Quay East	EBL	125	127	16	4	54	32	N	Y
	EBT	420	410	7	11	44			
	WBT	290	260	39	21	123			
	WBR	220	196	17	5	115	32	N	Y
	SBL	75	71	37	7	47			
	SBR	105	108	37	7	47			
	Overall	1235	1172	22	7	123			
Richardson Street / Queens Quay East	EBL	0	0	0	21	111	37	N	Y
	EBT	455	441	24	21	111			
	EBR	40	37	68	3	44			
	WBT	370	337	41	36	134			
	WBR	70	65	42	37	135			
	NBL	80	74	71	12	59			
	NBT	5	4	38	12	59			
	NBR	15	14	168	12	59			
	SBL	45	38	113	30	151			
	SBT	25	21	84	30	151			
	SBR	60	50	94	30	152			
	Overall	1165	1082	43	21	152			
Knapp Ln / Queens Quay East	EBL	0	0	0	19	124			
	EBT	515	487	41	31	106			
	WBT	440	401	18	12	95			
	WBR	0	0	0	18	121			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	955	896	19	8	124			
	EBL	110	101	36	7	111	28	N	Y

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Lower Sherbourne Street / Queens Quay East	EBT	405	384	30	32	114			
	WBL	30	36	46	3	33	29	N	Y
	WBT	315	294	28	17	113			
	WBR	185	179	17	5	98	30	N	Y
	NBL	25	21	39	1	20			
	NBT	70	72	20	2	38			
	NBR	10	11	33	2	38			
	SBL	15	18	38	1	19			
	SBT	5	5	29	9	119			
	SBR	100	99	48	10	121			
	Overall	1270	1220	30	8	121			
Bonnycastle Street / Queens Quay East	EBT	315	305	25	15	119			
	EBR	115	107	125	24	121	27	N	Y
	WBT	375	364	22	18	101			
	WBR	30	30	28	18	103			
	NBL	25	22	45	1	19			
	NBT	30	28	23	2	36			
	NBR	30	34	35	2	36			
	SBL	85	80	50	6	98			
	SBT	60	55	29	9	102			
	SBR	130	129	28	10	103			
	Overall	1195	1154	36	11	121			
Driveway 1 / Queens Quay East	EBL	0	0	0	10	105			
	EBT	430	415	15	7	84			
	WBT	405	397	13	8	133			
	WBR	0	0	0	9	156			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	835	812	14	4	156			
Small Street / Queens Quay East	EBL	75	75	45	4	37	37	N	N
	EBT	355	333	58	49	154			
	WBL	90	91	53	8	100	27	N	Y
	WBT	330	333	24	16	102			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	WBR	45	41	25	17	105			
	NBL	25	23	30	1	19			
	NBT	35	38	24	3	58			
	NBR	50	49	35	3	58			
	SBL	50	53	50	3	38	21	N	Y
	SBT	30	29	24	2	33			
	SBR	50	46	18	2	33			
	Overall	1135	1111	40	9	154			
Parliament Street / Queens Quay East	EBL	195	186	86	35	109	24	N	Y
	EBT	260	247	15	6	110			
	WBT	365	365	10	9	115			
	WBR	90	78	16	10	116			
	SBL	180	178	31	7	60	34	N	Y
	SBR	100	103	17	2	43			
	Overall	1190	1158	28	9	116			
Street A / Queens Quay East	EBL	35	32	24	0	13	34	N	N
	EBT	405	392	20	14	123			
	WBT	455	448	14	13	105			
	WBR	15	14	16	13	105			
	SBL	5	5	27	0	13			
	SBR	0	0	0	0	14			
	Overall	915	891	17	4	123			
Trinity Street / Queens Quay East	EBL	70	70	31	21	103	38	N	Y
	EBT	340	324	25	21	103			
	WBL	50	51	47	4	37	54	N	N
	WBT	310	305	19	12	106			
	WBR	70	65	23	12	106			
	NBL	55	61	31	3	36			
	NBT	50	48	21	3	36			
	NBR	45	41	25	3	36			
	SBL	75	74	29	3	45	12	N	Y
	SBT	50	46	23	7	61			
	SBR	105	92	28	7	61			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	Overall	1220	1176	25	7	106			
Cherry Street / Queens Quay East	EBL	125	111	139	28	85	56	N	Y
	EBT	75	77	44	30	91			
	EBR	260	259	45	30	91			
	WBL	60	58	67	4	121	32	N	Y
	WBT	205	207	41	21	127			
	WBR	60	56	92	42	127			
	NBL	135	130	98	31	207	40	Y	Y
	NBT	310	296	106	62	242			
	SBL	55	52	81	11	117	25	N	Y
	SBT	320	298	41	37	123			
	SBR	90	89	60	10	124			
	Overall	1695	1635	54	18	242			
Cherry Street / Lakeshore Street	EBL	40	37	65	4	27	29	N	N
	EBT	625	624	50	61	186			
	EBR	260	241	125	62	187			
	WBL	75	74	83	8	58	48	N	Y
	WBT	735	731	37	23	95			
	WBR	140	137	34	23	95			
	NBL	170	219	53	21	132	25	N	Y
	NBT	185	245	23	13	131			
	SBL	75	75	59	7	52	54	N	N
	SBT	130	128	61	29	113			
	SBR	315	298	41	30	114			
	Overall	2890	2810	51	22	187			
Cherry Street / Villiers Street	EBL	0	0	0	0	0			
	EBT	0	0	0	0	0			
	EBR	0	0	0	0	0			
	WBL	80	77	28	20	31			
	WBT	0	0	0	10	31			
	WBR	125	122	30	10	31			
	NBL	0	0	0	19	73			
	NBT	320	316	22	54	111			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	NBR	95	93	39	19	73	18	Y	Y
	SBL	285	268	48	40	260	28	Y	Y
	SBT	355	343	16	88	260			
	SBR	0	0	0	40	260			
	Overall	1260	1219	29	19	260			
Cherry Street / Commissioners Street	EBL	25	26	40	3	27			
	EBT	25	22	40	3	27			
	EBR	5	6	32	3	27			
	WBL	135	139	130	39	214	28	Y	Y
	WBT	30	32	42	10	105			
	WBR	125	125	39	16	105			
	NBL	5	5	25	16	160			
	NBT	265	262	24	15	159			
	NBR	185	199	23	16	160	25	N	Y
	SBL	180	164	48	22	85	88	N	N
	SBT	235	232	14	15	85			
	SBR	20	20	12	15	85			
	Overall	1235	1232	40	14	214			
Commissioners St / Munition St	EBL	190	185	2	0	30			
	EBT	200	201	1	1	45			
	WBT	185	192	1	0	24			
	WBR	205	205	1	0	24			
	SBL	135	130	3	0	36			
	SBR	105	110	0	0	28			
	Overall	1020	1023	1	4	81			
Residences of the World Trade Centre East / Queens Quay East	EBL	25	21	9	3	46			
	EBT	430	432	2	2	38			
	WBT	385	336	3	1	76			
	WBR	40	33	19	3	89			
	Overall	880	823	3	2	89			
Residences of the World Trade Centre West / Queens Quay East	EBT	450	450	2	1	35			
	WBT	385	336	2	2	44			
	SBL	5	4	59	1	21			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	SBR	10	11	29	1	21			
	Overall	850	801	3	1	44			
Westin / Queens Quay East	EBL	0	0	0	1	98			
	EBT	445	445	2	1	85			
	WBT	385	334	3	0	20			
	WBR	10	12	4	1	25			
	SBL	5	5	49	2	22			
	SBR	45	44	26	2	22			
	Overall	890	841	4	1	98			
Residences of the World Trade Centre / Yonge St	EBL	10	11	16	0	28			
	EBR	10	9	14	0	28			
	NBL	5	6	2	0	19			
	NBT	215	190	0	0	9			
	SBT	165	178	1	0	0			
	SBR	25	25	5	0	15			
	Overall	430	418	1	0	28			

N.3 AM peak hour – two-stage scenario

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Bay Street / Queens Quay West	EBL	85	160	53	9	110	25	N	Y
	EBT	295	385	16	11	120			
	EBR	20	22	24	17	133			
	WBL	35	33	26	2	34	35	N	Y
	WBT	225	216	30	21	76			
	WBR	80	128	43	23	78			
	NBL	5	3	51	0	12			
	NBT	50	35	22	1	39			
	NBR	25	20	17	2	40			
	SBL	50	41	31	2	27	40	N	N
	SBT	20	15	15	2	35			
	SBR	130	99	22	3	36			
	Overall	1020	1156	28	7	133			
Yonge Street / Queens Quay East	EBL	95	75	42	3	69	22	N	Y
	EBT	260	358	23	15	71			
	WBL	50	45	57	4	45	49	N	N
	WBT	265	245	95	83	168			
	WBR	70	100	106	84	169			
	NBL	5	31	35	1	26			
	NBT	0	21	26	1	49			
	NBR	5	27	28	1	49			
	SBL	90	81	38	7	67			
	SBT	45	11	25	7	67			
	SBR	55	93	19	8	68			
	Overall	940	1087	51	19	169			
Freeland Street / Queens Quay East	EBL	35	43	28	1	26	43	N	N
	EBT	320	421	27	26	162			
	WBL	35	29	52	3	105	35	N	N
	WBT	290	287	62	59	111			
	WBR	60	55	60	59	111			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	NBL	65	70	113	26	75			
	NBT	80	68	97	26	75			
	NBR	65	67	49	26	75			
	SBL	15	14	60	14	123			
	SBT	145	134	48	14	123			
	SBR	30	39	53	14	123			
	Overall	1140	1226	51	16	162			
Redpath Main Access / Queens Quay East	EBT	385	476	23	22	107	30	N	Y
	EBR	15	20	49	3	97			
	WBT	380	373	32	34	68			
	NBL	5	5	49	0	20			
	NBR	10	5	43	0	20			
	Overall	795	880	27	10	107			
Cooper Steet / Queens Quay East	EBL	20	19	12	4	63			
	EBT	375	460	6	3	51			
	WBT	325	318	43	27	71			
	WBR	10	35	32	44	99			
	SBL	35	45	69	22	116			
	SBR	55	56	198	22	116			
	Overall	820	933	33	15	116			
Redpath Centre Access / Queens Quay East	EBT	405	499	7	9	91			
	EBR	5	0	0	9	91			
	WBT	335	356	61	17	91			
	NBL	0	0	0	0	0			
	NBR	15	20	3	0	24			
	Overall	760	875	15	3	91			
New Street / Queens Quay East	EBL	0	0	0	10	79			
	EBT	420	518	77	10	49			
	WBT	310	320	26	9	39			
	WBR	25	42	23	42	98			
	SBL	40	18	67	5	38			
	SBR	25	41	19	1	32			
	Overall	820	939	18	6	98			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Redpath East Access / Queens Quay East	EBT	460	536	21	16	84			
	EBR	0	0	0	0	0			
	WBT	335	365	11	9	50			
	NBL	0	0	0	0	0			
	NBR	0	0	0	0	0			
	Overall	795	902	12	3	84			
Lower Jarvis Street / Queens Quay East	EBL	160	127	16	4	54	32	N	Y
	EBT	300	410	7	11	44			
	WBT	225	260	39	21	123			
	WBR	195	196	17	5	115	32	N	Y
	SBL	65	71	37	7	47			
	SBR	110	108	37	7	47			
	Overall	1055	1172	22	7	123			
Richardson Street / Queens Quay East	EBL	0	0	0	21	111			
	EBT	290	441	24	21	111			
	EBR	75	37	68	3	44	37	N	Y
	WBT	330	337	41	36	134			
	WBR	90	65	42	37	135			
	NBL	35	74	71	12	59			
	NBT	5	4	38	12	59			
	NBR	20	14	168	12	59			
	SBL	45	38	113	30	151			
	SBT	35	21	84	30	151			
	SBR	55	50	94	30	152			
	Overall	980	1082	43	21	152			
Knapp Ln / Queens Quay East	EBL	0	0	0	19	124			
	EBT	355	487	41	31	106			
	WBT	420	401	18	12	95			
	WBR	0	0	0	18	121			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	775	896	19	8	124			
	EBL	105	101	36	7	111	28	N	Y

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Lower Sherbourne Street / Queens Quay East	EBT	250	384	30	32	114			
	WBL	60	36	46	3	33	29	N	Y
	WBT	330	294	28	17	113			
	WBR	150	179	17	5	98	30	N	Y
	NBL	20	21	39	1	20			
	NBT	20	72	20	2	38			
	NBR	10	11	33	2	38			
	SBL	10	18	38	1	19			
	SBT	20	5	29	9	119			
	SBR	70	99	48	10	121			
	Overall	1045	1220	30	8	121			
Bonnycastle Street / Queens Quay East	EBT	205	305	25	15	119			
	EBR	65	107	125	24	121	27	N	Y
	WBT	435	364	22	18	101			
	WBR	40	30	28	18	103			
	NBL	25	22	45	1	19			
	NBT	25	28	23	2	36			
	NBR	15	34	35	2	36			
	SBL	50	80	50	6	98			
	SBT	10	55	29	9	102			
	SBR	80	129	28	10	103			
	Overall	950	1154	36	11	121			
Driveway 1 / Queens Quay East	EBL	0	0	0	10	105			
	EBT	270	415	15	7	84			
	WBT	475	397	13	8	133			
	WBR	0	0	0	9	156			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	745	812	14	4	156			
Small Street / Queens Quay East	EBL	15	75	45	4	37	37	N	N
	EBT	255	333	58	49	154			
	WBL	45	91	53	8	100	27	N	Y
	WBT	340	333	24	16	102			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	WBR	15	41	25	17	105			
	NBL	25	23	30	1	19			
	NBT	30	38	24	3	58			
	NBR	30	49	35	3	58			
	SBL	80	53	50	3	38	21	N	Y
	SBT	5	29	24	2	33			
	SBR	110	46	18	2	33			
	Overall	950	1111	40	9	154			
Parliament Street / Queens Quay East	EBL	130	186	86	35	109	24	N	Y
	EBT	235	247	15	6	110			
	WBT	300	365	10	9	115			
	WBR	95	78	16	10	116			
	SBL	60	178	31	7	60	34	N	N
	SBR	100	103	17	2	43			
	Overall	920	1158	28	9	116			
Street A / Queens Quay East	EBL	20	32	24	0	13	34	N	N
	EBT	275	392	20	14	123			
	WBT	385	448	14	13	105			
	WBR	15	14	16	13	105			
	SBL	10	5	27	0	13			
	SBR	10	0	0	0	14			
	Overall	715	891	17	4	123			
Trinity Street / Queens Quay East	EBL	40	70	31	21	103	38	N	Y
	EBT	245	324	25	21	103			
	WBL	15	51	47	4	37	54	N	N
	WBT	290	305	19	12	106			
	WBR	40	65	23	12	106			
	NBL	50	61	31	3	36			
	NBT	50	48	21	3	36			
	NBR	40	41	25	3	36			
	SBL	20	74	29	3	45	12	N	Y
	SBT	30	46	23	7	61			
	SBR	60	92	28	7	61			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	Overall	880	1176	25	7	106			
Cherry Street / Queens Quay East	EBL	70	111	139	28	85	56	N	Y
	EBT	55	77	44	30	91			
	EBR	180	259	45	30	91			
	WBL	40	58	67	4	121	32	N	Y
	WBT	200	207	41	21	127			
	WBR	25	56	92	42	127			
	NBL	120	130	98	31	207	40	Y	Y
	NBT	470	296	106	62	242			
	SBL	25	52	81	11	117	25	N	Y
	SBT	225	298	41	37	123			
	SBR	25	89	60	10	124			
	Overall	1435	1635	54	18	242			
Cherry Street / Lakeshore Street	EBL	30	37	65	4	27	29	N	N
	EBT	485	624	50	61	186			
	EBR	140	241	125	62	187			
	WBL	45	74	83	8	58	48	N	N
	WBT	720	731	37	23	95			
	WBR	135	137	34	23	95			
	NBL	240	219	53	21	132	25	Y	Y
	NBT	200	245	23	13	131			
	SBL	140	75	59	7	52	54	N	Y
	SBT	90	128	61	29	113			
	SBR	165	298	41	30	114			
	Overall	2515	2810	51	22	187			
Cherry Street / Villiers Street	EBL	30	0	0	0	0			
	EBT	0	0	0	0	0			
	EBR	0	0	0	0	0			
	WBL	110	77	28	20	31			
	WBT	0	0	0	10	31			
	WBR	150	122	30	10	31			
	NBL	0	0	0	19	73			
	NBT	410	316	22	54	111			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
	NBR	175	93	39	19	73	18	Y	Y
	SBL	65	268	48	40	260	28	N	Y
	SBT	380	343	16	88	260			
	SBR	0	0	0	40	260			
	Overall	1320	1219	29	19	260			
Cherry Street / Commissioners Street	EBL	40	26	40	3	27			
	EBT	40	22	40	3	27			
	EBR	15	6	32	3	27			
	WBL	155	139	130	39	214	28	Y	Y
	WBT	60	32	42	10	105			
	WBR	220	125	39	16	105			
	NBL	10	5	25	16	160			
	NBT	325	262	24	15	159			
	NBR	115	199	23	16	160	25	Y	Y
	SBL	190	164	48	22	85	88	N	Y
	SBT	250	232	14	15	85			
	SBR	50	20	12	15	85			
	Overall	1470	1232	40	14	214			
Commissioners St / Munition St	EBL	160	185	2	0	30			
	EBT	185	201	1	1	45			
	WBT	310	192	1	0	24			
	WBR	160	205	1	0	24			
	SBL	35	130	3	0	36			
	SBR	125	110	0	0	28			
	Overall	975	1023	1	4	81			
Residences of the World Trade Centre East / Queens Quay East	EBL	15	21	9	3	46			
	EBT	355	432	2	2	38			
	WBT	310	336	3	1	76			
	WBR	15	33	19	3	89			
	Overall	695	823	3	2	89			
Residences of the World Trade Centre West /	EBT	365	450	2	1	35			
	WBT	310	336	2	2	44			
	SBL	5	4	59	1	21			

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Queens Quay East	SBR	10	11	29	1	21			
	Overall	690	801	3	1	44			
Westin / Queens Quay East	EBL	15	0	0	1	98			
	EBT	355	445	2	1	85			
	WBT	305	334	3	0	20			
	WBR	15	12	4	1	25			
	SBL	10	5	49	2	22			
	SBR	35	44	26	2	22			
	Overall	735	841	4	1	98			
Residences of the World Trade Centre / Yonge St	EBL	10	11	16	0	28			
	EBR	10	9	14	0	28			
	NBL	5	6	2	0	19			
	NBT	160	190	0	0	9			
	SBT	180	178	1	0	0			
	SBR	25	25	5	0	15			
	Overall	390	418	1	0	28			

N.4 PM peak hour – two-stage scenario

Intersection Name	Movement	Traffic Count	Vissim Output				Queuing Issue		
			Volume (Veh)	Delay (sec)	Avg Queue (m)	Max Queue (m)	Storage (m)	Avg Q > Storage	Max Q > Storage
Bay Street / Queens Quay West	EBL	160	160	52	8	110	25	N	Y
	EBT	390	382	18	13	120			
	EBR	20	22	26	19	133			
	WBL	40	34	24	2	28	35	N	Y
	WBT	255	221	28	21	75			
	WBR	135	129	40	22	77			
	NBL	5	11	40	0	13			
	NBT	35	2	15	0	23			
	NBR	20	45	14	1	24			
	SBL	35	41	30	2	27	40	N	N
	SBT	15	15	15	2	35			
	SBR	100	99	23	3	36			
	Overall	1210	1158	28	7	133			
Yonge Street / Queens Quay East	EBL	75	77	39	3	68	22	N	Y
	EBT	355	375	21	14	78			
	WBL	50	47	59	4	43	49	N	N
	WBT	305	251	90	80	163			
	WBR	125	103	100	81	164			
	NBL	30	31	34	1	26			
	NBT	20	21	24	1	26			
	NBR	30	27	28	1	26			
	SBL	70	81	36	7	54			
	SBT	15	11	23	7	54			
	SBR	90	93	21	8	55			
	Overall	1165	1116	48	19	164			
Freeland Street / Queens Quay East	EBL	35	44	28	1	21	43	N	N
	EBT	420	439	21	21	158			
	WBL	35	30	50	2	34	35	N	N
	WBT	350	294	61	61	111			
	WBR	55	56	56	61	111			

	NBL	85	72	80	18	75			
	NBT	80	75	64	18	75			
	NBR	65	68	43	18	75			
	SBL	10	14	55	10	112			
	SBT	130	136	34	10	112			
	SBR	45	39	53	10	112			
	Overall	1310	1266	43	14	158			
Redpath Main Access / Queens Quay East	EBT	485	498	15	14	106	30	N	Y
	EBR	10	22	52	4	91			
	WBT	435	383	33	36	68			
	NBL	5	5	47	0	20			
	NBR	5	5	39	0	20			
	Overall	940	913	24	10	106			
Cooper Steet / Queens Quay East	EBL	20	21	10	3	64			
	EBT	470	481	4	2	52			
	WBT	355	328	45	28	72			
	WBR	35	35	32	45	99			
	SBL	50	46	55	20	82			
	SBR	80	57	186	20	82			
	Overall	1010	969	31	15	99			
Redpath Centre Access / Queens Quay East	EBT	515	520	3	5	86			
	EBR	5	0	0	5	86			
	WBT	390	368	54	16	84			
	NBL	0	0	0	0	0			
	NBR	10	20	1	0	0			
	Overall	920	908	12	3	86			
New Street / Queens Quay East	EBL	0	0	0	4	76			
	EBT	525	539	48	3	49			
	WBT	350	331	23	8	41			
	WBR	45	43	22	37	100			
	SBL	20	18	49	4	42			
	SBR	40	42	18	1	36			
	Overall	980	973	14	5	100			
Redpath East Access / Queens Quay East	EBT	545	557	17	8	79			
	EBR	0	0	0	0	0			
	WBT	395	379	10	9	50			
	NBL	0	0	0	0	0			

	NBR	0	0	0	0	0			
	Overall	940	936	9	2	79			
Lower Jarvis Street / Queens Quay East	EBL	125	134	18	4	55	32	N	Y
	EBT	420	425	5	7	39			
	WBT	290	268	33	18	117			
	WBR	220	200	22	7	100	32	N	Y
	SBL	75	68	109	11	71			
	SBR	105	113	43	11	71			
	Overall	1235	1207	25	7	117			
Richardson Street / Queens Quay East	EBL	0	0	0	18	115	37	N	N
	EBT	455	455	18	18	115			
	EBR	40	38	57	3	32			
	WBT	370	333	42	38	126			
	WBR	70	65	44	39	127			
	NBL	80	84	38	5	59			
	NBT	5	4	27	5	59			
	NBR	15	16	63	5	59			
	SBL	45	41	116	23	151			
	SBT	25	23	87	23	151			
	SBR	60	56	78	23	152			
	Overall	1165	1116	38	18	152			
Knapp Ln / Queens Quay East	EBL	0	0	0	16	126			
	EBT	515	508	38	25	108			
	WBT	440	398	17	11	90			
	WBR	0	0	0	15	118			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	955	913	18	6	126			
Lower Sherbourne Street / Queens Quay East	EBL	110	107	36	5	99	28	N	Y
	EBT	405	398	31	35	113			
	WBL	30	35	48	3	40	29	N	Y
	WBT	315	294	25	15	120			
	WBR	185	180	16	4	59	30	N	Y
	NBL	25	21	39	1	20			
	NBT	70	72	20	2	38			
	NBR	10	11	23	2	38			
	SBL	15	17	40	1	19			
	SBT	5	5	18	9	118			

	SBR	100	95	43	10	119			
	Overall	1270	1236	28	7	120			
Bonnycastle Street / Queens Quay East	EBT	315	311	31	18	114	27	N	Y
	EBR	115	112	114	24	115			
	WBT	375	362	22	17	104			
	WBR	30	31	26	17	106			
	NBL	25	22	42	1	19			
	NBT	30	28	23	2	42			
	NBR	30	34	47	2	42			
	SBL	85	80	82	10	98			
	SBT	60	55	39	11	106			
	SBR	130	132	35	12	107			
	Overall	1195	1167	41	12	115			
Driveway 1 / Queens Quay East	EBL	0	0	0	21	103			
	EBT	430	419	27	15	82			
	WBT	405	394	12	6	127			
	WBR	0	0	0	7	151			
	SBL	0	0	0	0	0			
	SBR	0	0	0	0	0			
	Overall	835	813	20	6	151			
Small Street / Queens Quay East	EBL	75	78	43	5	147	37	N	Y
	EBT	355	337	66	59	153			
	WBL	90	92	46	7	100	27	N	Y
	WBT	330	328	24	17	102			
	WBR	45	39	24	18	104			
	NBL	25	22	33	1	19			
	NBT	35	37	23	3	58			
	NBR	50	49	41	3	58			
	SBL	50	53	59	3	38	21	N	Y
	SBT	30	28	25	2	69			
	SBR	50	46	22	2	69			
	Overall	1135	1110	42	10	153			
Parliament Street / Queens Quay East	EBL	195	186	108	48	114	24	N	Y
	EBT	260	248	22	11	115			
	WBT	365	357	18	15	115			
	WBR	90	76	23	16	117			
	SBL	180	164	130	43	88	34	Y	Y

	SBR	100	97	33	4	77			
	Overall	1190	1128	52	17	117			
Street A / Queens Quay East	EBL	35	30	12	0	7	34	N	N
	EBT	405	387	18	11	118			
	WBT	455	440	18	18	114			
	WBR	15	14	18	18	114			
	SBL	5	5	25	0	13			
	SBR	0	0	0	0	14			
	Overall	915	877	18	4	118			
Trinity Street / Queens Quay East	EBL	70	68	32	22	103	38	N	Y
	EBT	340	319	26	22	103			
	WBL	50	50	50	4	103	54	N	Y
	WBT	310	299	26	17	112			
	WBR	70	63	26	17	112			
	NBL	55	60	36	3	43			
	NBT	50	49	23	3	43			
	NBR	45	41	23	3	43			
	SBL	75	73	29	3	59	12	N	Y
	SBT	50	46	28	8	63			
	SBR	105	91	33	8	63			
	Overall	1220	1160	28	8	112			
Cherry Street / Queens Quay East	EBL	125	111	153	32	85	56	N	Y
	EBT	75	76	41	28	89			
	EBR	260	255	41	28	89			
	WBL	60	57	78	5	91	32	N	Y
	WBT	205	201	52	24	133			
	WBR	60	54	92	49	133			
	NBL	135	129	123	44	243	40	Y	Y
	NBT	310	293	119	72	242			
	SBL	55	52	78	9	111	25	N	Y
	SBT	320	293	45	41	125			
	SBR	90	88	61	9	120			
	Overall	1695	1609	59	19	243			
Cherry Street / Lakeshore Street	EBL	40	36	68	4	28	29	N	Y
	EBT	625	610	52	65	192			
	EBR	260	235	135	66	193			
	WBL	75	75	94	9	77	48	N	Y

	WBT	735	732	37	23	97			
	WBR	140	138	35	23	97			
	NBL	170	218	51	19	127	25	N	Y
	NBT	185	241	24	13	132			
	SBL	75	73	60	7	52	54	N	N
	SBT	130	125	70	35	113			
	SBR	315	290	47	36	114			
	Overall	2890	2774	54	23	193			
Cherry Street / Villiers Street	EBL	0	0	0	0	0			
	EBT	0	0	0	0	0			
	EBR	0	0	0	0	0			
	WBL	80	77	31	19	31			
	WBT	0	0	0	10	31			
	WBR	125	122	29	10	31			
	NBL	0	0	0	19	73			
	NBT	320	314	22	56	94			
	NBR	95	92	35	19	73	18	Y	Y
	SBL	285	260	46	36	222	28	Y	Y
	SBT	355	337	17	80	222			
	SBR	0	0	0	36	222			
	Overall	1260	1202	28	18	222			
Cherry Street / Commissioners Street	EBL	25	26	41	3	27			
	EBT	25	21	39	3	27			
	EBR	5	6	32	3	27			
	WBL	135	140	131	39	164	28	Y	Y
	WBT	30	32	40	10	126			
	WBR	125	124	38	15	126			
	NBL	5	5	28	16	160			
	NBT	265	261	24	15	159			
	NBR	185	199	23	16	160	25	N	Y
	SBL	180	163	48	22	91	88	N	N
	SBT	235	231	13	15	91			
	SBR	20	20	15	15	91			
	Overall	1235	1228	40	14	164			
Commissioners St / Munition St	EBL	190	183	2	0	37			
	EBT	200	200	1	1	45			
	WBT	185	192	1	0	29			

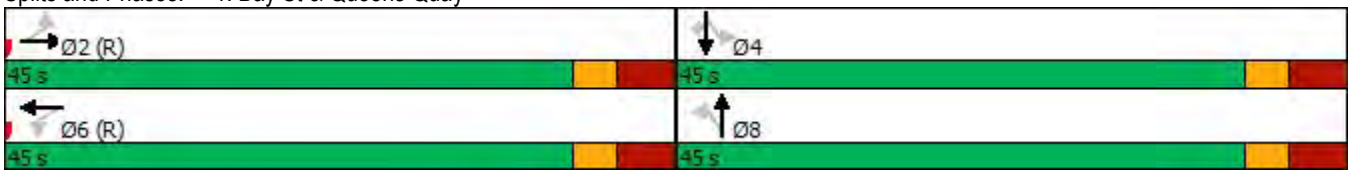
	WBR	205	205	1	0	29	
	SBL	135	130	3	0	24	
	SBR	105	110	0	0	17	
	Overall	1020	1019	1	4	100	
Residences of the World Trade Centre East / Queens Quay East	EBL	25	23	11	4	46	
	EBT	430	453	3	3	38	
	WBT	385	342	3	2	77	
	WBR	40	33	16	3	90	
	Overall	880	850	4	3	90	
Residences of the World Trade Centre West / Queens Quay East	EBT	450	472	3	2	35	
	WBT	385	342	3	3	47	
	SBL	5	4	131	2	21	
	SBR	10	11	55	2	21	
	Overall	850	828	4	2	47	
Westin / Queens Quay East	EBL	0	0	0	3	98	
	EBT	445	467	3	3	85	
	WBT	385	340	4	1	20	
	WBR	10	12	4	1	29	
	SBL	5	5	55	2	22	
	SBR	45	44	29	2	22	
	Overall	890	869	5	2	98	
Residences of the World Trade Centre / Yonge St	EBL	10	11	15	0	28	
	EBR	10	9	14	0	28	
	NBL	5	6	2	0	13	
	NBT	215	194	0	0	0	
	SBT	165	177	1	0	24	
	SBR	25	25	5	0	18	
	Overall	430	423	1	0	28	

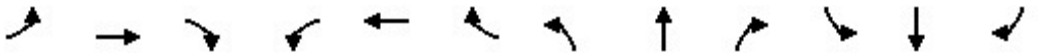
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	85	295	35	225	5	50	50	20	130
Future Volume (vph)	85	295	35	225	5	50	50	20	130
Lane Group Flow (vph)	94	350	39	339	6	84	56	22	144
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2		6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	2	2	6	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.0	32.0	32.0	32.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.23	0.37	0.11	0.39	0.05	0.26	0.36	0.06	0.80
Control Delay	13.9	13.0	5.6	5.4	20.2	19.8	25.5	16.6	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	13.0	5.6	5.4	20.2	19.8	25.5	16.6	44.5
Queue Length 50th (m)	6.7	27.5	1.0	7.2	0.8	8.9	6.8	2.6	10.9
Queue Length 95th (m)	22.4	66.6	m2.9	29.3	3.0	15.9	16.0	m7.5	28.2
Internal Link Dist (m)		163.6		49.1		71.1		86.4	
Turn Bay Length (m)	15.0		24.0				32.0		
Base Capacity (vph)	406	941	351	859	236	561	278	684	282
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.37	0.11	0.39	0.03	0.15	0.20	0.03	0.51

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 80 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Bay St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	295	20	35	225	80	5	50	25	50	20	130
Future Volume (vph)	85	295	20	35	225	80	5	50	25	50	20	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.96		1.00	0.90		1.00	0.85		1.00	1.00	0.44
Flpb, ped/bikes	0.77	1.00		0.66	1.00		0.46	1.00		0.60	1.00	1.00
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1143	1548		987	1400		715	1303		891	1621	604
Flt Permitted	0.54	1.00		0.54	1.00		0.74	1.00		0.70	1.00	1.00
Satd. Flow (perm)	655	1548		556	1400		559	1303		659	1621	604
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	94	328	22	39	250	89	6	56	28	56	22	144
RTOR Reduction (vph)	0	2	0	0	10	0	0	15	0	0	0	37
Lane Group Flow (vph)	94	348	0	39	329	0	6	69	0	56	22	107
Confl. Peds. (#/hr)	645		455	455		645	440		260	260		440
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	54.6	54.6		54.6	54.6		21.4	21.4		21.4	21.4	21.4
Effective Green, g (s)	54.6	54.6		54.6	54.6		21.4	21.4		21.4	21.4	21.4
Actuated g/C Ratio	0.61	0.61		0.61	0.61		0.24	0.24		0.24	0.24	0.24
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	397	939		337	849		132	309		156	385	143
v/s Ratio Prot		0.22			c0.24			0.05			0.01	
v/s Ratio Perm	0.14			0.07			0.01			0.08		c0.18
v/c Ratio	0.24	0.37		0.12	0.39		0.05	0.22		0.36	0.06	0.75
Uniform Delay, d1	8.1	9.0		7.5	9.1		26.4	27.6		28.6	26.5	31.8
Progression Factor	1.00	1.00		0.41	0.36		1.00	1.00		0.80	0.79	0.80
Incremental Delay, d2	1.4	1.1		0.6	1.2		0.1	0.4		1.4	0.1	19.1
Delay (s)	9.5	10.1		3.7	4.5		26.6	28.0		24.3	21.0	44.6
Level of Service	A	B		A	A		C	C		C	C	D
Approach Delay (s)		10.0			4.4			27.9			37.1	
Approach LOS		A			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

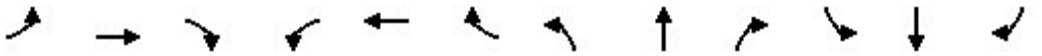
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	95	260	50	265	5	0	90	45	55
Future Volume (vph)	95	260	50	265	5	0	90	45	55
Lane Group Flow (vph)	106	289	56	372	6	6	0	150	61
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	1	6		8		4	
Permitted Phases	2				8		4		4
Detector Phase	2	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	20.0	20.0	6.0	20.0	30.0	30.0	30.0	30.0	30.0
Minimum Split (s)	28.0	28.0	14.0	28.0	38.0	38.0	38.0	38.0	38.0
Total Split (s)	38.0	38.0	14.0	52.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	42.2%	42.2%	15.6%	57.8%	42.2%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	Ped	Ped	Ped	Ped	Ped
v/c Ratio	0.62	0.49	0.57	0.57	0.03	0.03		0.54	0.19
Control Delay	44.0	27.2	69.7	14.4	20.8	20.8		32.8	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	44.0	27.2	69.7	14.4	20.8	20.8		32.8	1.3
Queue Length 50th (m)	10.4	28.2	10.4	22.1	0.7	0.7		20.8	0.0
Queue Length 95th (m)	#39.6	66.2	m#20.0	46.3	3.3	3.3		40.4	0.0
Internal Link Dist (m)		46.8		116.9		148.9		44.9	
Turn Bay Length (m)	10.0		36.0						
Base Capacity (vph)	171	590	99	657	210	237		280	326
Starvation Cap Reductn	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.62	0.49	0.57	0.57	0.03	0.03		0.54	0.19

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Yonge St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	260	0	50	265	70	5	0	5	90	45	55
Future Volume (vph)	95	260	0	50	265	70	5	0	5	90	45	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	4.3	3.3	3.0	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.84		1.00	0.46			1.00	0.48
Flpb, ped/bikes	0.55	1.00		1.00	1.00		0.59	1.00			0.65	1.00
Frt	1.00	1.00		1.00	0.97		1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	825	1621		1486	1322		905	713			1023	664
Flt Permitted	0.54	1.00		0.95	1.00		0.66	1.00			0.80	1.00
Satd. Flow (perm)	469	1621		1486	1322		630	713			842	664
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	106	289	0	56	294	78	6	0	6	100	50	61
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	0	41
Lane Group Flow (vph)	106	289	0	56	361	0	6	6	0	0	150	20
Confl. Peds. (#/hr)	770		605	605		770	360		420	420		360
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		4
Actuated Green, G (s)	31.2	31.2		4.8	44.0		30.0	30.0			30.0	30.0
Effective Green, g (s)	31.2	31.2		4.8	44.0		30.0	30.0			30.0	30.0
Actuated g/C Ratio	0.35	0.35		0.05	0.49		0.33	0.33			0.33	0.33
Clearance Time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	162	561		79	646		210	237			280	221
v/s Ratio Prot		0.18		0.04	c0.27			0.01				
v/s Ratio Perm	c0.23						0.01				c0.18	0.03
v/c Ratio	0.65	0.52		0.71	0.56		0.03	0.03			0.54	0.09
Uniform Delay, d1	24.8	23.4		41.9	16.2		20.2	20.2			24.3	20.6
Progression Factor	0.99	1.02		1.21	0.71		1.00	1.00			1.00	1.00
Incremental Delay, d2	18.2	3.2		21.1	3.1		0.1	0.0			2.0	0.2
Delay (s)	42.7	27.0		71.9	14.6		20.2	20.2			26.3	20.8
Level of Service	D	C		E	B		C	C			C	C
Approach Delay (s)		31.2			22.1			20.2			24.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

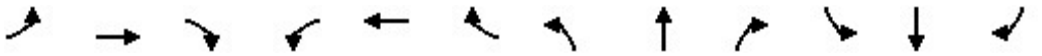
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	35	320	35	290	65	80	15	145	30
Future Volume (vph)	35	320	35	290	65	80	15	145	30
Lane Group Flow (vph)	39	356	39	389	72	161	0	178	33
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	1	6		8		4	
Permitted Phases	2				8		4		4
Detector Phase	2	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	22.0	22.0	6.0	22.0	31.0	31.0	31.0	31.0	31.0
Minimum Split (s)	30.0	30.0	14.0	30.0	39.0	39.0	39.0	39.0	39.0
Total Split (s)	37.0	37.0	14.0	51.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	41.1%	41.1%	15.6%	56.7%	43.3%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
v/c Ratio	0.18	0.57	0.39	0.57	0.34	0.38		0.34	0.10
Control Delay	18.3	19.7	61.3	16.9	27.7	25.6		24.3	0.6
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0		0.0	0.0
Total Delay	18.3	19.7	61.3	17.7	27.7	25.6		24.3	0.6
Queue Length 50th (m)	2.5	22.8	6.6	44.9	9.1	20.8		22.6	0.0
Queue Length 95th (m)	m5.6	36.5	17.9	18.6	21.1	37.7		39.3	0.0
Internal Link Dist (m)		116.9		70.3		128.0		69.1	
Turn Bay Length (m)	29.0		26.0						
Base Capacity (vph)	213	623	99	687	211	422		518	334
Starvation Cap Reductn	0	0	0	98	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.18	0.57	0.39	0.66	0.34	0.38		0.34	0.10

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Freeland St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	320	0	35	290	60	65	80	65	15	145	30
Future Volume (vph)	35	320	0	35	290	60	65	80	65	15	145	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.6	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.90		1.00	0.78			1.00	0.49
Flpb, ped/bikes	0.67	1.00		1.00	1.00		0.61	1.00			0.96	1.00
Frt	1.00	1.00		1.00	0.97		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	993	1621		1486	1421		902	1227			1555	671
Flt Permitted	0.53	1.00		0.95	1.00		0.64	1.00			0.96	1.00
Satd. Flow (perm)	556	1621		1486	1421		613	1227			1504	671
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	39	356	0	39	322	67	72	89	72	17	161	33
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	22
Lane Group Flow (vph)	39	356	0	39	381	0	72	161	0	0	178	11
Confl. Peds. (#/hr)	415		600	600		415	355		325	325		355
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		4
Actuated Green, G (s)	31.4	31.4		3.6	43.0		31.0	31.0			31.0	31.0
Effective Green, g (s)	31.4	31.4		3.6	43.0		31.0	31.0			31.0	31.0
Actuated g/C Ratio	0.35	0.35		0.04	0.48		0.34	0.34			0.34	0.34
Clearance Time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	193	565		59	678		211	422			518	231
v/s Ratio Prot		c0.22		0.03	c0.27			c0.13				
v/s Ratio Perm	0.07						0.12				0.12	0.02
v/c Ratio	0.20	0.63		0.66	0.56		0.34	0.38			0.34	0.05
Uniform Delay, d1	20.5	24.5		42.6	16.8		21.9	22.3			21.9	19.7
Progression Factor	0.73	0.67		1.22	0.82		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.1	4.7		21.7	3.3		1.0	0.6			0.4	0.1
Delay (s)	17.2	21.0		73.9	17.0		22.9	22.8			22.3	19.8
Level of Service	B	C		E	B		C	C			C	B
Approach Delay (s)		20.6			22.1			22.9			21.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	NBL	Ø2
Lane Configurations					
Traffic Volume (vph)	385	15	380	5	
Future Volume (vph)	385	15	380	5	
Lane Group Flow (vph)	428	17	422	17	
Turn Type	NA	custom	NA	Perm	
Protected Phases	2 9	9	6		2
Permitted Phases				8	
Detector Phase	2 9	9	6	8	
Switch Phase					
Minimum Initial (s)		6.0	19.0	26.0	19.0
Minimum Split (s)		14.0	27.0	34.0	27.0
Total Split (s)		14.0	56.0	34.0	42.0
Total Split (%)		15.6%	62.2%	37.8%	47%
Yellow Time (s)		3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		8.0	8.0	8.0	
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode		Max	C-Max	None	C-Max
v/c Ratio	0.29	0.19	0.29	0.05	
Control Delay	2.0	44.7	4.8	23.8	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	2.0	44.7	4.8	23.8	
Queue Length 50th (m)	0.0	3.0	0.0	2.1	
Queue Length 95th (m)	22.6	m6.3	67.3	7.0	
Internal Link Dist (m)	70.3		23.2	126.7	
Turn Bay Length (m)		17.0			
Base Capacity (vph)	1470	88	1470	332	
Starvation Cap Reductn	10	0	64	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.29	0.19	0.30	0.05	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 79 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Redpath W & Queens Quay





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	385	15	0	380	5	10
Future Volume (vph)	385	15	0	380	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.0	3.0	3.3	4.8	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.81	
Flpb, ped/bikes	1.00	1.00		1.00	0.83	
Frt	1.00	0.85		1.00	0.91	
Flt Protected	1.00	1.00		1.00	0.98	
Satd. Flow (prot)	1621	1330		1621	1150	
Flt Permitted	1.00	1.00		1.00	0.98	
Satd. Flow (perm)	1621	1330		1621	1150	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	428	17	0	422	6	11
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	428	17	0	422	17	0
Confl. Peds. (#/hr)		325	325		275	275
Turn Type	NA	custom		NA	Perm	
Protected Phases	2 9	9		6		
Permitted Phases					8	
Actuated Green, G (s)	68.8	6.0		68.8	5.2	
Effective Green, g (s)	68.8	6.0		68.8	5.2	
Actuated g/C Ratio	0.76	0.07		0.76	0.06	
Clearance Time (s)		8.0		8.0	8.0	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)	1239	88		1239	66	
v/s Ratio Prot	c0.26	0.01		0.26		
v/s Ratio Perm					c0.01	
v/c Ratio	0.35	0.19		0.34	0.26	
Uniform Delay, d1	3.4	39.7		3.4	40.6	
Progression Factor	0.36	1.00		1.00	1.00	
Incremental Delay, d2	0.7	4.1		0.7	2.1	
Delay (s)	1.9	44.0		4.1	42.6	
Level of Service	A	D		A	D	
Approach Delay (s)	3.5			4.1	42.6	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	4.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

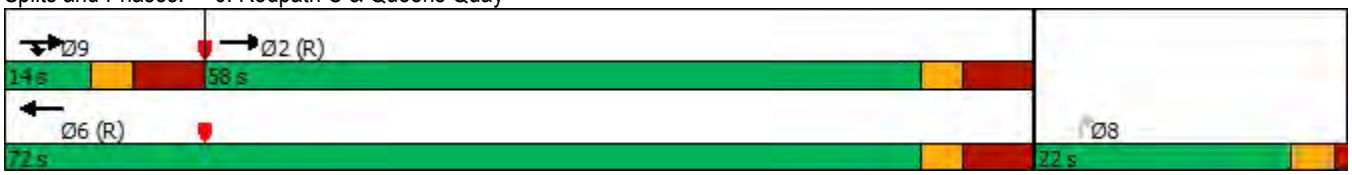
c Critical Lane Group

Lane Group	EBT	EBR	WBT	NBR	Ø2
Lane Configurations					
Traffic Volume (vph)	405	5	335	15	
Future Volume (vph)	405	5	335	15	
Lane Group Flow (vph)	450	6	372	17	
Turn Type	NA	custom	NA	Perm	
Protected Phases	2 9	9	6		2
Permitted Phases		9		8	
Detector Phase	2 9	9	6	8	
Switch Phase					
Minimum Initial (s)		6.0	17.0	5.0	17.0
Minimum Split (s)		14.0	25.0	22.0	25.0
Total Split (s)		14.0	72.0	22.0	58.0
Total Split (%)		14.9%	76.6%	23.4%	62%
Yellow Time (s)		3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	1.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		8.0	8.0	4.0	
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode		None	C-Max	None	C-Max
v/c Ratio	0.30	0.07	0.25	0.17	
Control Delay	2.2	43.4	2.0	44.1	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	2.3	43.4	2.0	44.1	
Queue Length 50th (m)	0.0	1.1	0.0	3.0	
Queue Length 95th (m)	29.5	5.0	23.3	9.2	
Internal Link Dist (m)	59.9		3.3		
Turn Bay Length (m)					
Base Capacity (vph)	1483	84	1483	268	
Starvation Cap Reductn	150	0	0	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.34	0.07	0.25	0.06	

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 94
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 6: Redpath C & Queens Quay





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	405	5	0	335	0	15
Future Volume (vph)	405	5	0	335	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.0	3.3	3.3	4.5	3.3
Total Lost time (s)	8.0	8.0		8.0		4.0
Lane Util. Factor	1.00	1.00		1.00		1.00
Frpb, ped/bikes	1.00	1.00		1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00		1.00
Frt	1.00	0.85		1.00		0.86
Flt Protected	1.00	1.00		1.00		1.00
Satd. Flow (prot)	1621	1330		1621		1402
Flt Permitted	1.00	1.00		1.00		1.00
Satd. Flow (perm)	1621	1330		1621		1402
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	450	6	0	372	0	17
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	450	6	0	372	0	17
Confl. Peds. (#/hr)		220	220			
Turn Type	NA	custom		NA		Perm
Protected Phases	2 9	9		6		
Permitted Phases		9				8
Actuated Green, G (s)	78.8	6.0		78.8		3.2
Effective Green, g (s)	78.8	6.0		78.8		3.2
Actuated g/C Ratio	0.84	0.06		0.84		0.03
Clearance Time (s)		8.0		8.0		4.0
Vehicle Extension (s)		3.0		3.0		3.0
Lane Grp Cap (vph)	1358	84		1358		47
v/s Ratio Prot	c0.28	0.00		0.23		
v/s Ratio Perm						c0.01
v/c Ratio	0.33	0.07		0.27		0.36
Uniform Delay, d1	1.7	41.4		1.6		44.4
Progression Factor	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.1	0.4		0.5		4.7
Delay (s)	1.8	41.7		2.1		49.1
Level of Service	A	D		A		D
Approach Delay (s)	2.4			2.1	49.1	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	3.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		

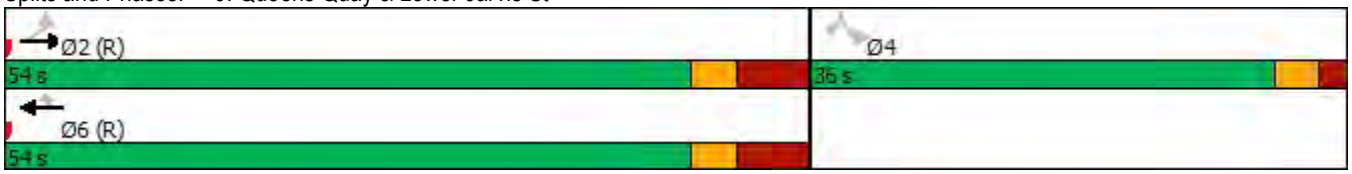
c Critical Lane Group

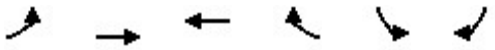
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	300	225	195	65	110
Future Volume (vph)	160	300	225	195	65	110
Lane Group Flow (vph)	178	333	250	217	72	122
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	25.0	25.0	25.0	25.0	31.0	31.0
Minimum Split (s)	33.0	33.0	33.0	33.0	36.0	36.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
v/c Ratio	0.48	0.34	0.25	0.46	0.29	0.30
Control Delay	20.4	13.5	9.8	4.5	25.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	13.5	9.8	4.5	25.6	6.4
Queue Length 50th (m)	20.2	33.6	14.3	0.0	9.0	0.1
Queue Length 95th (m)	43.2	53.4	m30.9	m8.0	20.2	11.4
Internal Link Dist (m)		11.2	83.6		52.8	
Turn Bay Length (m)	15.0			21.0		
Base Capacity (vph)	368	987	987	475	246	405
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.34	0.25	0.46	0.29	0.30

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 15 (17%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Queens Quay & Lower Jarvis St





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	300	225	195	65	110
Future Volume (vph)	160	300	225	195	65	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)	8.0	8.0	8.0	8.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.48	1.00	0.69
Flpb, ped/bikes	0.64	1.00	1.00	1.00	0.46	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	953	1621	1621	641	716	948
Flt Permitted	0.60	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	606	1621	1621	641	716	948
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	178	333	250	217	72	122
RTOR Reduction (vph)	0	0	0	91	0	88
Lane Group Flow (vph)	178	333	250	126	72	34
Confl. Peds. (#/hr)	300			300	465	205
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Actuated Green, G (s)	52.2	52.2	52.2	52.2	24.8	24.8
Effective Green, g (s)	52.2	52.2	52.2	52.2	24.8	24.8
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.28	0.28
Clearance Time (s)	8.0	8.0	8.0	8.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	351	940	940	371	197	261
v/s Ratio Prot		0.21	0.15			
v/s Ratio Perm	c0.29			0.20	c0.10	0.04
v/c Ratio	0.51	0.35	0.27	0.34	0.37	0.13
Uniform Delay, d1	11.2	10.0	9.4	9.9	26.3	24.5
Progression Factor	1.00	1.00	0.78	0.92	1.00	1.00
Incremental Delay, d2	5.2	1.0	0.5	2.0	1.2	0.2
Delay (s)	16.4	11.0	7.9	11.1	27.4	24.7
Level of Service	B	B	A	B	C	C
Approach Delay (s)		12.9	9.4		25.7	
Approach LOS		B	A		C	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

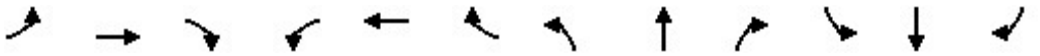
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations								
Traffic Volume (vph)	290	75	330	35	5	45	35	
Future Volume (vph)	290	75	330	35	5	45	35	
Lane Group Flow (vph)	322	83	467	0	67	0	150	
Turn Type	NA	custom	NA	Perm	NA	Perm	NA	
Protected Phases	2 9	9	6		4		8	2
Permitted Phases		9		4		8		
Detector Phase	2 9	9	6	4	4	8	8	
Switch Phase								
Minimum Initial (s)		6.0	16.0	29.0	29.0	29.0	29.0	16.0
Minimum Split (s)		14.0	24.0	37.0	37.0	37.0	37.0	24.0
Total Split (s)		16.0	53.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)		17.8%	58.9%	41.1%	41.1%	41.1%	41.1%	41%
Yellow Time (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	
Total Lost Time (s)		8.0	8.0		8.0		8.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	C-Max	None	None	None	None	C-Max
v/c Ratio	0.40	0.70	0.68		0.26		0.45	
Control Delay	9.3	78.0	11.3		25.9		22.5	
Queue Delay	0.3	0.0	0.0		0.0		0.0	
Total Delay	9.5	78.0	11.3		25.9		22.5	
Queue Length 50th (m)	13.0	12.1	12.1		8.5		14.5	
Queue Length 95th (m)	18.5	#34.7	21.4		19.2		32.1	
Internal Link Dist (m)	83.6		84.8		108.1		74.8	
Turn Bay Length (m)		23.0						
Base Capacity (vph)	810	118	689		259		336	
Starvation Cap Reductn	133	0	0		0		0	
Spillback Cap Reductn	0	0	0		0		0	
Storage Cap Reductn	0	0	0		0		0	
Reduced v/c Ratio	0.48	0.70	0.68		0.26		0.45	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 38 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Richardson St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	290	75	0	330	90	35	5	20	45	35	55
Future Volume (vph)	0	290	75	0	330	90	35	5	20	45	35	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.3	3.0	3.3	3.3	3.3	3.3	4.2	3.3	3.3	4.3	3.3
Total Lost time (s)		8.0	8.0		8.0			8.0			8.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	1.00		0.86			0.82			0.77	
Flpb, ped/bikes		1.00	1.00		1.00			0.74			0.84	
Frt		1.00	0.85		0.97			0.96			0.95	
Flt Protected		1.00	1.00		1.00			0.97			0.98	
Satd. Flow (prot)		1621	1330		1356			1005			1077	
Flt Permitted		1.00	1.00		1.00			0.78			0.88	
Satd. Flow (perm)		1621	1330		1356			804			959	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	322	83	0	367	100	39	6	22	50	39	61
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	322	83	0	456	0	0	67	0	0	123	0
Confl. Peds. (#/hr)	425		395	395		425	525		455	455		525
Turn Type		NA	custom		NA		Perm	NA		Perm	NA	
Protected Phases		2 9	9		6			4			8	
Permitted Phases			9				4			8		
Actuated Green, G (s)		45.0	8.0		45.0			29.0			29.0	
Effective Green, g (s)		45.0	8.0		45.0			29.0			29.0	
Actuated g/C Ratio		0.50	0.09		0.50			0.32			0.32	
Clearance Time (s)			8.0		8.0			8.0			8.0	
Vehicle Extension (s)			3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		810	118		678			259			309	
v/s Ratio Prot		0.20	0.06		c0.34							
v/s Ratio Perm								0.08			c0.13	
v/c Ratio		0.40	0.70		0.67			0.26			0.40	
Uniform Delay, d1		14.0	39.8		16.9			22.6			23.7	
Progression Factor		0.54	1.20		0.37			1.00			1.00	
Incremental Delay, d2		0.3	16.7		5.0			0.5			0.8	
Delay (s)		8.0	64.4		11.2			23.1			24.6	
Level of Service		A	E		B			C			C	
Approach Delay (s)		19.5			11.2			23.1			24.6	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

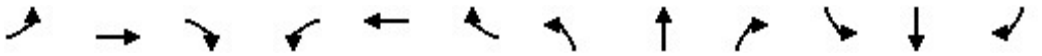
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	105	250	60	330	150	20	20	10	20
Future Volume (vph)	105	250	60	330	150	20	20	10	20
Lane Group Flow (vph)	117	278	67	367	167	22	33	11	100
Turn Type	Perm	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2	1	6			8		4
Permitted Phases	2				6	8		4	
Detector Phase	2	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	21.0	21.0	6.0	21.0	21.0	31.0	31.0	31.0	31.0
Minimum Split (s)	29.0	29.0	14.0	29.0	29.0	39.0	39.0	39.0	39.0
Total Split (s)	37.0	37.0	14.0	51.0	51.0	39.0	39.0	39.0	39.0
Total Split (%)	41.1%	41.1%	15.6%	56.7%	56.7%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
v/c Ratio	0.40	0.37	0.68	0.39	0.35	0.11	0.06	0.06	0.30
Control Delay	22.4	17.9	62.3	14.4	11.2	22.1	20.4	20.9	10.2
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	17.9	62.3	15.0	11.2	22.1	20.4	20.9	10.2
Queue Length 50th (m)	8.7	20.6	9.7	59.4	18.3	2.6	3.8	1.3	2.6
Queue Length 95th (m)	#22.1	40.9	m#25.1	82.9	38.9	8.1	10.0	4.9	14.1
Internal Link Dist (m)		68.9		88.3			98.1		72.5
Turn Bay Length (m)	12.0		15.0		17.0				
Base Capacity (vph)	289	742	99	943	474	201	508	199	328
Starvation Cap Reductn	0	0	0	263	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.37	0.68	0.54	0.35	0.11	0.06	0.06	0.30

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Lower Sherbourne St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	250	0	60	330	150	20	20	10	10	20	70
Future Volume (vph)	105	250	0	60	330	150	20	20	10	10	20	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	4.8	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.56	1.00	0.82		1.00	0.56	
Flpb, ped/bikes	0.74	1.00		1.00	1.00	1.00	0.52	1.00		0.49	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.95		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1104	1621		1486	1621	771	801	1476		749	806	
Flt Permitted	0.54	1.00		0.95	1.00	1.00	0.69	1.00		0.74	1.00	
Satd. Flow (perm)	631	1621		1486	1621	771	584	1476		580	806	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	117	278	0	67	367	167	22	22	11	11	22	78
RTOR Reduction (vph)	0	0	0	0	0	28	0	0	0	0	57	0
Lane Group Flow (vph)	117	278	0	67	367	139	22	33	0	11	43	0
Confl. Peds. (#/hr)	200		115	115		200	520		475	475		520
Turn Type	Perm	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2					6	8			4		
Actuated Green, G (s)	36.4	36.4		4.8	49.2	49.2	24.8	24.8		24.8	24.8	
Effective Green, g (s)	36.4	36.4		4.8	49.2	49.2	24.8	24.8		24.8	24.8	
Actuated g/C Ratio	0.40	0.40		0.05	0.55	0.55	0.28	0.28		0.28	0.28	
Clearance Time (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0		2.5	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	255	655		79	886	421	160	406		159	222	
v/s Ratio Prot		0.17		0.05	c0.23			0.02			c0.05	
v/s Ratio Perm	c0.19					0.18	0.04			0.02		
v/c Ratio	0.46	0.42		0.85	0.41	0.33	0.14	0.08		0.07	0.20	
Uniform Delay, d1	19.6	19.3		42.2	12.0	11.3	24.5	24.2		24.1	25.0	
Progression Factor	0.70	0.71		0.77	0.91	0.94	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.5	1.9		47.5	1.2	1.8	0.4	0.1		0.2	0.4	
Delay (s)	19.3	15.5		79.8	12.1	12.5	24.9	24.2		24.3	25.4	
Level of Service	B	B		E	B	B	C	C		C	C	
Approach Delay (s)		16.6			19.7			24.5			25.3	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

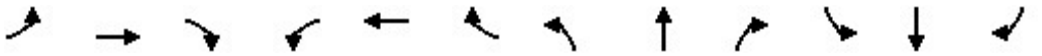
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations								
Traffic Volume (vph)	205	65	435	25	25	50	10	
Future Volume (vph)	205	65	435	25	25	50	10	
Lane Group Flow (vph)	228	72	527	28	45	56	100	
Turn Type	NA	custom	NA	Perm	NA	Perm	NA	
Protected Phases	2 9	9	6		8		4	2
Permitted Phases				8		4		
Detector Phase	2 9	9	6	8	8	4	4	
Switch Phase								
Minimum Initial (s)		6.0	18.0	29.0	29.0	29.0	29.0	18.0
Minimum Split (s)		14.0	26.0	37.0	37.0	37.0	37.0	26.0
Total Split (s)		14.0	53.0	37.0	37.0	37.0	37.0	39.0
Total Split (%)		15.6%	58.9%	41.1%	41.1%	41.1%	41.1%	43%
Yellow Time (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	C-Max	None	None	None	None	C-Max
v/c Ratio	0.23	0.31	0.57	0.15	0.11	0.30	0.36	
Control Delay	18.9	10.1	8.0	24.4	22.6	28.6	15.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	10.1	8.0	24.4	22.6	28.6	15.2	
Queue Length 50th (m)	40.2	2.5	19.7	3.4	5.4	7.2	4.9	
Queue Length 95th (m)	64.7	13.9	34.1	10.0	13.2	17.8	18.2	
Internal Link Dist (m)	88.3		63.8		55.5		68.2	
Turn Bay Length (m)		11.0						
Base Capacity (vph)	972	236	919	188	392	184	276	
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	4	0	0	0	1	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.31	0.58	0.15	0.11	0.30	0.36	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 78 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 13: Bonnycastle St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	205	65	0	435	40	25	25	15	50	10	80
Future Volume (vph)	0	205	65	0	435	40	25	25	15	50	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.3	3.0	3.3	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)		8.0	8.0		8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00		0.95		1.00	0.80		1.00	0.52	
Flpb, ped/bikes		1.00	1.00		1.00		0.54	1.00		0.50	1.00	
Frt		1.00	0.85		0.99		1.00	0.94		1.00	0.87	
Flt Protected		1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1621	1330		1528		804	1217		746	733	
Flt Permitted		1.00	1.00		1.00		0.69	1.00		0.73	1.00	
Satd. Flow (perm)		1621	1330		1528		586	1217		571	733	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	228	72	0	483	44	28	28	17	56	11	89
RTOR Reduction (vph)	0	0	67	0	3	0	0	0	0	0	45	0
Lane Group Flow (vph)	0	228	5	0	524	0	28	45	0	56	55	0
Confl. Peds. (#/hr)	300		215	215		300	410		420	420		410
Turn Type		NA	custom		NA		Perm	NA		Perm	NA	
Protected Phases		2 9	9		6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)		50.8	6.0		50.8		23.2	23.2		23.2	23.2	
Effective Green, g (s)		50.8	6.0		50.8		23.2	23.2		23.2	23.2	
Actuated g/C Ratio		0.56	0.07		0.56		0.26	0.26		0.26	0.26	
Clearance Time (s)			8.0		8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)			3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		914	88		862		151	313		147	188	
v/s Ratio Prot		0.14	0.00		c0.34			0.04			0.08	
v/s Ratio Perm							0.05			c0.10		
v/c Ratio		0.25	0.05		0.61		0.19	0.14		0.38	0.30	
Uniform Delay, d1		9.9	39.3		13.0		26.0	25.7		27.5	26.8	
Progression Factor		1.49	1.00		0.36		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1	0.2		2.9		0.6	0.2		1.6	0.9	
Delay (s)		15.0	39.6		7.5		26.6	26.0		29.1	27.7	
Level of Service		B	D		A		C	C		C	C	
Approach Delay (s)		20.9			7.5			26.2			28.2	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

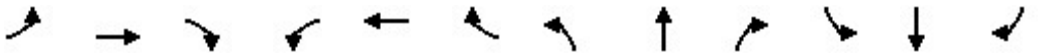
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	15	255	45	340	25	30	80	5
Future Volume (vph)	15	255	45	340	25	30	80	5
Lane Group Flow (vph)	17	283	50	395	28	66	89	128
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases		2	1	6		8		4
Permitted Phases	2				8		4	
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	22.0	22.0	6.0	22.0	31.0	31.0	31.0	31.0
Minimum Split (s)	30.0	30.0	14.0	30.0	39.0	39.0	39.0	39.0
Total Split (s)	37.0	37.0	14.0	51.0	39.0	39.0	39.0	39.0
Total Split (%)	41.1%	41.1%	15.6%	56.7%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.07	0.45	0.51	0.52	0.12	0.17	0.40	0.37
Control Delay	6.1	8.2	44.8	22.6	22.2	22.0	29.0	8.2
Queue Delay	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Total Delay	6.1	8.2	44.8	26.0	22.2	22.0	29.0	8.2
Queue Length 50th (m)	0.8	13.5	8.0	65.6	3.3	7.8	11.6	0.7
Queue Length 95th (m)	2.5	19.8	m16.0	87.9	9.5	17.3	25.3	13.4
Internal Link Dist (m)		101.9		81.1		67.8		61.4
Turn Bay Length (m)	24.0		16.0				14.0	
Base Capacity (vph)	242	623	99	757	224	395	224	344
Starvation Cap Reductn	0	0	0	262	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.45	0.51	0.80	0.13	0.17	0.40	0.37

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 74 (82%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Small St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	255	0	45	340	15	25	30	30	80	5	110
Future Volume (vph)	15	255	0	45	340	15	25	30	30	80	5	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	0.77		1.00	0.55	
Flpb, ped/bikes	0.76	1.00		1.00	1.00		0.62	1.00		0.58	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.93		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1135	1621		1486	1581		917	1148		866	769	
Flt Permitted	0.53	1.00		0.95	1.00		0.67	1.00		0.71	1.00	
Satd. Flow (perm)	632	1621		1486	1581		652	1148		651	769	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	283	0	50	378	17	28	33	33	89	6	122
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	80	0
Lane Group Flow (vph)	17	283	0	50	393	0	28	66	0	89	48	0
Confl. Peds. (#/hr)	200		115	115		200	315		315	315		315
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	31.4	31.4		3.6	43.0		31.0	31.0		31.0	31.0	
Effective Green, g (s)	31.4	31.4		3.6	43.0		31.0	31.0		31.0	31.0	
Actuated g/C Ratio	0.35	0.35		0.04	0.48		0.34	0.34		0.34	0.34	
Clearance Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	220	565		59	755		224	395		224	264	
v/s Ratio Prot		0.17		0.03	c0.25			0.06			0.06	
v/s Ratio Perm	0.03						0.04			c0.14		
v/c Ratio	0.08	0.50		0.85	0.52		0.12	0.17		0.40	0.18	
Uniform Delay, d1	19.6	23.1		42.9	16.3		20.2	20.5		22.4	20.6	
Progression Factor	0.26	0.25		0.69	1.21		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	3.1		58.8	2.3		0.3	0.2		1.2	0.3	
Delay (s)	5.7	9.0		88.6	22.1		20.5	20.7		23.6	21.0	
Level of Service	A	A		F	C		C	C		C	C	
Approach Delay (s)		8.8			29.6			20.6			22.0	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

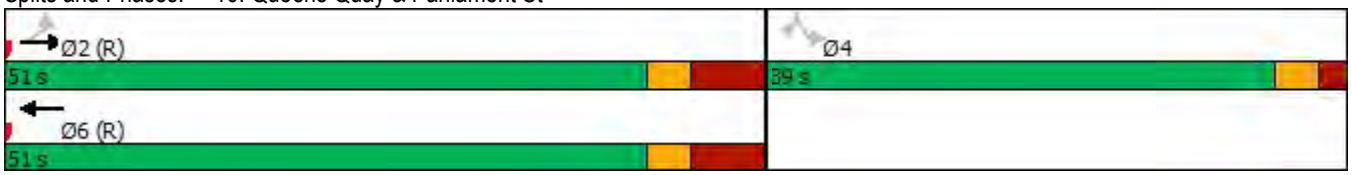
c Critical Lane Group

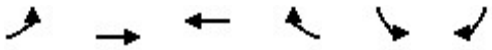
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	130	235	300	60	100
Future Volume (vph)	130	235	300	60	100
Lane Group Flow (vph)	144	261	439	67	111
Turn Type	Perm	NA	NA	Perm	Perm
Protected Phases		2	6		
Permitted Phases	2			4	4
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	26.0	26.0	26.0	34.0	34.0
Minimum Split (s)	34.0	34.0	34.0	39.0	39.0
Total Split (s)	51.0	51.0	51.0	39.0	39.0
Total Split (%)	56.7%	56.7%	56.7%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None
v/c Ratio	0.45	0.28	0.54	0.26	0.38
Control Delay	20.5	12.1	10.5	22.8	10.6
Queue Delay	0.0	0.3	0.2	0.0	0.1
Total Delay	20.5	12.5	10.7	22.8	10.8
Queue Length 50th (m)	19.2	34.8	32.1	7.9	2.5
Queue Length 95th (m)	39.9	51.4	7.0	18.1	15.4
Internal Link Dist (m)		81.1	88.8	61.5	
Turn Bay Length (m)	10.0			22.0	
Base Capacity (vph)	320	943	811	258	295
Starvation Cap Reductn	0	276	54	0	0
Spillback Cap Reductn	0	0	30	0	14
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.39	0.58	0.26	0.40

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 16: Queens Quay & Parliament St





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	130	235	300	95	60	100
Future Volume (vph)	130	235	300	95	60	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.3	3.0	3.3
Total Lost time (s)	8.0	8.0	8.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.88		1.00	0.46
Flpb, ped/bikes	0.76	1.00	1.00		0.46	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1126	1621	1377		685	637
Flt Permitted	0.46	1.00	1.00		0.95	1.00
Satd. Flow (perm)	542	1621	1377		685	637
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	261	333	106	67	111
RTOR Reduction (vph)	0	0	11	0	0	61
Lane Group Flow (vph)	144	261	428	0	67	50
Confl. Peds. (#/hr)	285			285	525	485
Turn Type	Perm	NA	NA		Perm	Perm
Protected Phases		2	6			
Permitted Phases	2				4	4
Actuated Green, G (s)	49.8	49.8	49.8		27.2	27.2
Effective Green, g (s)	49.8	49.8	49.8		27.2	27.2
Actuated g/C Ratio	0.55	0.55	0.55		0.30	0.30
Clearance Time (s)	8.0	8.0	8.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	299	896	761		207	192
v/s Ratio Prot		0.16	c0.31			
v/s Ratio Perm	0.27				c0.10	0.08
v/c Ratio	0.48	0.29	0.56		0.32	0.26
Uniform Delay, d1	12.2	10.7	13.0		24.3	23.8
Progression Factor	0.93	0.84	0.50		1.00	1.00
Incremental Delay, d2	5.1	0.8	2.9		0.9	0.7
Delay (s)	16.5	9.7	9.5		25.2	24.5
Level of Service	B	A	A		C	C
Approach Delay (s)		12.1	9.5		24.8	
Approach LOS		B	A		C	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

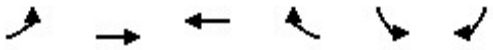
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	20	275	385	10
Future Volume (vph)	20	275	385	10
Lane Group Flow (vph)	22	306	445	22
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	6	
Permitted Phases	2			4
Detector Phase	2	2	6	4
Switch Phase				
Minimum Initial (s)	16.0	16.0	16.0	29.0
Minimum Split (s)	24.0	24.0	24.0	34.0
Total Split (s)	56.0	56.0	56.0	34.0
Total Split (%)	62.2%	62.2%	62.2%	37.8%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	C-Max	None
v/c Ratio	0.04	0.21	0.31	0.08
Control Delay	2.1	1.6	3.0	15.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.1	1.6	3.0	15.5
Queue Length 50th (m)	0.0	0.0	0.0	1.3
Queue Length 95th (m)	2.4	17.2	38.3	6.6
Internal Link Dist (m)		88.8	66.3	38.3
Turn Bay Length (m)	22.0			
Base Capacity (vph)	554	1470	1433	276
Starvation Cap Reductn	0	55	35	0
Spillback Cap Reductn	0	34	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.22	0.32	0.08

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 14 (16%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Queens Quay & Street A





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	275	385	15	10	10
Future Volume (vph)	20	275	385	15	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0	8.0		5.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.98		0.75	
Flpb, ped/bikes	0.72	1.00	1.00		0.76	
Frt	1.00	1.00	0.99		0.93	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1076	1621	1580		836	
Flt Permitted	0.51	1.00	1.00		0.98	
Satd. Flow (perm)	572	1621	1580		836	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	306	428	17	11	11
RTOR Reduction (vph)	0	0	1	0	10	0
Lane Group Flow (vph)	22	306	444	0	12	0
Confl. Peds. (#/hr)	200			200	315	315
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)	71.2	71.2	71.2		5.8	
Effective Green, g (s)	71.2	71.2	71.2		5.8	
Actuated g/C Ratio	0.79	0.79	0.79		0.06	
Clearance Time (s)	8.0	8.0	8.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	452	1282	1249		53	
v/s Ratio Prot		0.19	c0.28			
v/s Ratio Perm	0.04				c0.01	
v/c Ratio	0.05	0.24	0.36		0.22	
Uniform Delay, d1	2.0	2.4	2.7		40.0	
Progression Factor	0.39	0.33	0.56		1.00	
Incremental Delay, d2	0.2	0.4	0.8		2.1	
Delay (s)	1.0	1.2	2.3		42.1	
Level of Service	A	A	A		D	
Approach Delay (s)		1.2	2.3		42.1	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

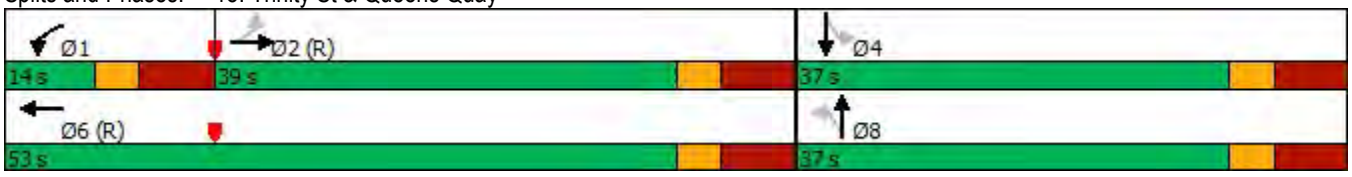
c Critical Lane Group

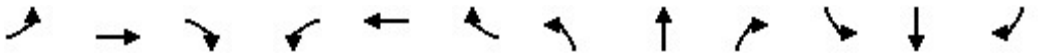
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	245	15	290	50	50	20	30
Future Volume (vph)	40	245	15	290	50	50	20	30
Lane Group Flow (vph)	0	316	17	366	56	100	22	100
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases		2	1	6		8		4
Permitted Phases	2				8		4	
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	21.0	21.0	6.0	21.0	29.0	29.0	29.0	29.0
Minimum Split (s)	29.0	29.0	14.0	29.0	37.0	37.0	37.0	37.0
Total Split (s)	39.0	39.0	14.0	53.0	37.0	37.0	37.0	37.0
Total Split (%)	43.3%	43.3%	15.6%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None
v/c Ratio		0.42	0.17	0.40	0.30	0.27	0.12	0.29
Control Delay		9.5	43.9	14.7	28.3	25.1	23.6	11.9
Queue Delay		0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		9.9	43.9	14.7	28.3	25.1	23.6	11.9
Queue Length 50th (m)		14.1	2.8	38.5	7.2	12.7	2.7	4.0
Queue Length 95th (m)		25.2	9.2	61.8	17.7	25.4	8.4	15.9
Internal Link Dist (m)		66.3		152.9		94.1		38.6
Turn Bay Length (m)			50.0				10.0	
Base Capacity (vph)		757	99	909	188	372	188	345
Starvation Cap Reductn		155	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0
Reduced v/c Ratio		0.52	0.17	0.40	0.30	0.27	0.12	0.29

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: Trinity St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	245	0	15	290	40	50	50	40	20	30	60
Future Volume (vph)	40	245	0	15	290	40	50	50	40	20	30	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)		8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00		1.00	0.95		1.00	0.76		1.00	0.64	
Flpb, ped/bikes		0.96		1.00	1.00		0.54	1.00		0.54	1.00	
Frt		1.00		1.00	0.98		1.00	0.93		1.00	0.90	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1552		1486	1507		802	1155		802	932	
Flt Permitted		0.90		0.95	1.00		0.69	1.00		0.69	1.00	
Satd. Flow (perm)		1409		1486	1507		585	1155		585	932	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	272	0	17	322	44	56	56	44	22	33	67
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	50	0
Lane Group Flow (vph)	0	316	0	17	361	0	56	100	0	22	50	0
Confl. Peds. (#/hr)	200		115	115		200	415		415	415		415
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)		40.4		2.4	50.8		23.2	23.2		23.2	23.2	
Effective Green, g (s)		40.4		2.4	50.8		23.2	23.2		23.2	23.2	
Actuated g/C Ratio		0.45		0.03	0.56		0.26	0.26		0.26	0.26	
Clearance Time (s)		8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)		3.0		2.5	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		632		39	850		150	297		150	240	
v/s Ratio Prot				0.01	c0.24			0.09			0.05	
v/s Ratio Perm		c0.22					c0.10			0.04		
v/c Ratio		0.50		0.44	0.42		0.37	0.34		0.15	0.21	
Uniform Delay, d1		17.6		43.1	11.2		27.4	27.1		25.8	26.2	
Progression Factor		0.40		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.8		5.6	1.6		1.6	0.7		0.5	0.4	
Delay (s)		9.7		48.7	12.8		29.0	27.8		26.2	26.6	
Level of Service		A		D	B		C	C		C	C	
Approach Delay (s)		9.7			14.4			28.2			26.6	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

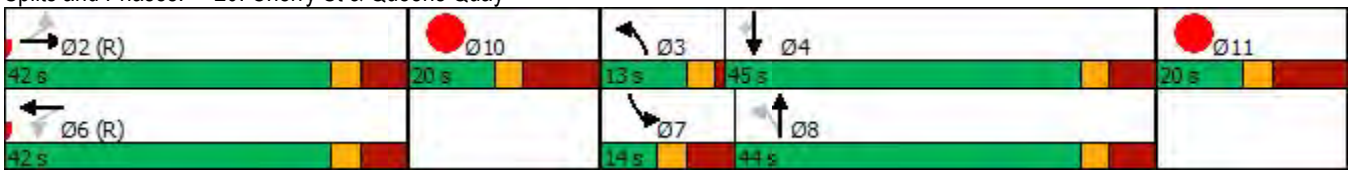
c Critical Lane Group

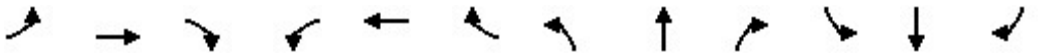
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø10	Ø11
Lane Configurations											
Traffic Volume (vph)	70	55	40	200	120	470	25	225	25		
Future Volume (vph)	70	55	40	200	120	470	25	225	25		
Lane Group Flow (vph)	78	261	44	250	133	522	28	250	28		
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA	Perm		
Protected Phases		2		6	3	8	7	4		10	11
Permitted Phases	2		6		8				4		
Detector Phase	2	2	6	6	3	8	7	4	4		
Switch Phase											
Minimum Initial (s)	33.0	33.0	33.0	33.0	6.0	30.0	6.0	30.0	30.0	9.0	9.0
Minimum Split (s)	41.0	41.0	41.0	41.0	10.0	38.0	14.0	38.0	38.0	20.0	20.0
Total Split (s)	42.0	42.0	42.0	42.0	13.0	44.0	14.0	45.0	45.0	20.0	20.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	9.3%	31.4%	10.0%	32.1%	32.1%	14%	14%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	1.0	5.0	5.0	5.0	5.0	8.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	8.0	8.0	8.0	8.0	4.0	8.0	8.0	8.0	8.0		
Lead/Lag					Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None	None
v/c Ratio	0.28	0.68	0.17	0.35	0.37	0.74	0.29	0.39	0.08		
Control Delay	31.7	45.0	29.6	30.5	22.0	45.1	70.4	35.7	0.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0		
Total Delay	31.7	45.0	29.6	30.5	22.0	45.1	70.4	39.1	0.4		
Queue Length 50th (m)	14.8	61.2	7.9	49.1	18.6	125.1	7.6	49.0	0.0		
Queue Length 95th (m)	29.2	#101.1	17.6	73.2	29.7	173.6	17.7	74.2	0.0		
Internal Link Dist (m)		152.9		81.0		201.6		99.4			
Turn Bay Length (m)	52.0		25.0		25.0		20.0				
Base Capacity (vph)	280	384	263	705	359	703	96	639	346		
Starvation Cap Reductn	0	0	0	0	0	0	0	294	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.28	0.68	0.17	0.35	0.37	0.74	0.29	0.72	0.08		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Cherry St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	55	180	40	200	25	120	470	0	25	225	25
Future Volume (vph)	70	55	180	40	200	25	120	470	0	25	225	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0	8.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.57		1.00	0.94		1.00	1.00		1.00	1.00	0.35
Flpb, ped/bikes	0.68	1.00		0.65	1.00		0.81	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1130	910		1079	1672		1378	1801		1711	1801	536
Flt Permitted	0.54	1.00		0.53	1.00		0.52	1.00		0.95	1.00	1.00
Satd. Flow (perm)	647	910		603	1672		751	1801		1711	1801	536
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	78	61	200	44	222	28	133	522	0	28	250	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	78	261	0	44	250	0	133	522	0	28	250	11
Confl. Peds. (#/hr)	230		355	355		230	520		585	585		520
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Prot	NA	Perm
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6			8					4
Actuated Green, G (s)	55.9	55.9		55.9	55.9		65.9	54.7		5.4	52.9	52.9
Effective Green, g (s)	55.9	55.9		55.9	55.9		65.9	54.7		5.4	52.9	52.9
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.47	0.39		0.04	0.38	0.38
Clearance Time (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	258	363		240	667		403	703		65	680	202
v/s Ratio Prot		c0.29			0.15		c0.03	c0.29		0.02	0.14	
v/s Ratio Perm	0.12			0.07			0.13					0.02
v/c Ratio	0.30	0.72		0.18	0.37		0.33	0.74		0.43	0.37	0.05
Uniform Delay, d1	28.7	35.4		27.3	29.7		22.0	36.6		65.8	31.5	27.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	11.6		1.7	1.6		0.5	4.2		4.5	0.3	0.1
Delay (s)	31.7	47.1		28.9	31.3		22.4	40.9		70.3	31.8	27.7
Level of Service	C	D		C	C		C	D		E	C	C
Approach Delay (s)		43.5			31.0			37.1			35.0	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	46.0
Intersection Capacity Utilization	108.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

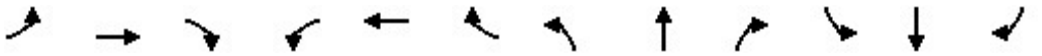
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	485	45	720	240	200	140	90
Future Volume (vph)	30	485	45	720	240	200	140	90
Lane Group Flow (vph)	33	695	50	950	267	361	156	283
Turn Type	Prot	NA	Prot	NA	Perm	NA	Prot	NA
Protected Phases	5	2	1	6		8	7	4
Permitted Phases					8			
Detector Phase	5	2	1	6	8	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	24.0	6.0	24.0	36.0	36.0	6.0	36.0
Minimum Split (s)	11.0	30.0	11.0	30.0	43.0	43.0	14.0	43.0
Total Split (s)	11.0	31.0	14.0	34.0	53.0	53.0	22.0	75.0
Total Split (%)	9.2%	25.8%	11.7%	28.3%	44.2%	44.2%	18.3%	62.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	4.0	4.0	5.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.40	0.55	0.45	0.67	0.90	0.68	0.83	0.38
Control Delay	70.0	38.6	66.5	41.7	69.6	39.5	84.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Total Delay	70.0	38.6	66.5	41.7	69.6	43.1	84.5	9.4
Queue Length 50th (m)	7.7	51.5	11.4	79.2	56.7	68.6	36.2	17.4
Queue Length 95th (m)	18.4	65.6	24.3	#97.4	#105.3	101.7	#69.7	34.8
Internal Link Dist (m)		80.4		62.6		99.4		120.9
Turn Bay Length (m)	15.0		34.0		20.0		49.0	
Base Capacity (vph)	82	1272	123	1409	316	568	199	780
Starvation Cap Reductn	0	0	0	0	0	128	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.55	0.41	0.67	0.84	0.82	0.78	0.36

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Cherry St & Lake Shore Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	485	140	45	720	135	240	200	125	140	90	165
Future Volume (vph)	30	485	140	45	720	135	240	200	125	140	90	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Total Lost time (s)	5.0	6.0		5.0	6.0		7.0	7.0		8.0	7.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.87		1.00	0.79	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.78	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.94		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1652	4659		1652	4691		1338	1482		1711	1281	
Flt Permitted	0.95	1.00		0.95	1.00		0.59	1.00		0.95	1.00	
Satd. Flow (perm)	1652	4659		1652	4691		825	1482		1711	1281	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	539	156	50	800	150	267	222	139	156	100	183
RTOR Reduction (vph)	0	41	0	0	0	0	0	0	0	0	59	0
Lane Group Flow (vph)	33	654	0	50	950	0	267	361	0	156	224	0
Confl. Peds. (#/hr)	50		50	50		50	415		415	415		415
Turn Type	Prot	NA		Prot	NA		Perm	NA		Prot	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8					
Actuated Green, G (s)	3.6	30.8		6.9	34.1		43.0	43.0		13.3	64.3	
Effective Green, g (s)	3.6	30.8		6.9	34.1		43.0	43.0		13.3	64.3	
Actuated g/C Ratio	0.03	0.26		0.06	0.28		0.36	0.36		0.11	0.54	
Clearance Time (s)	5.0	6.0		5.0	6.0		7.0	7.0		8.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.5	3.0	
Lane Grp Cap (vph)	49	1195		94	1333		295	531		189	686	
v/s Ratio Prot	0.02	0.14		c0.03	c0.20			0.24		c0.09	0.17	
v/s Ratio Perm							c0.32					
v/c Ratio	0.67	0.55		0.53	0.71		0.91	0.68		0.83	0.33	
Uniform Delay, d1	57.6	38.6		55.0	38.6		36.6	32.7		52.2	15.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	30.8	1.8		5.7	3.3		29.1	3.5		24.0	0.3	
Delay (s)	88.4	40.4		60.7	41.8		65.6	36.1		76.2	15.9	
Level of Service	F	D		E	D		E	D		E	B	
Approach Delay (s)		42.6			42.8			48.7			37.4	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	105.8%	ICU Level of Service	G
Analysis Period (min)	15		

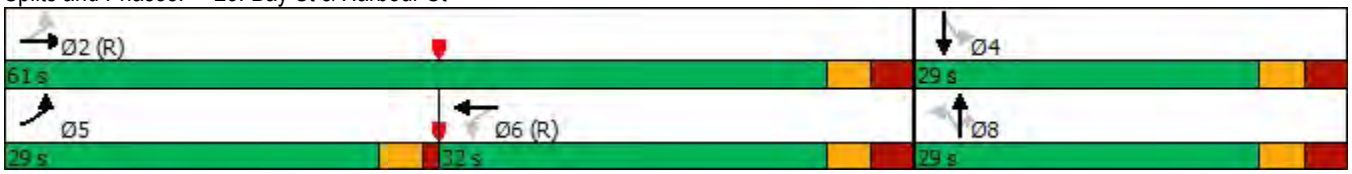
c Critical Lane Group

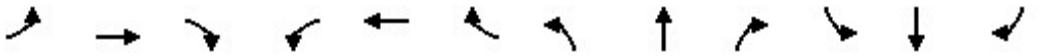
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	395	635	30	205	10	175	30	40	115
Future Volume (vph)	395	635	30	205	10	175	30	40	115
Lane Group Flow (vph)	439	767	33	278	0	205	33	44	128
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2		6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	7.0	7.0	7.0	23.0	23.0	23.0	23.0	23.0
Minimum Split (s)	10.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	29.0	61.0	32.0	32.0	29.0	29.0	29.0	29.0	29.0
Total Split (%)	32.2%	67.8%	35.6%	35.6%	32.2%	32.2%	32.2%	32.2%	32.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.73	0.42	0.17	0.50		0.52	0.11	0.25	0.31
Control Delay	16.2	10.1	25.5	26.8		28.5	2.9	26.7	23.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	16.2	10.1	25.5	26.8		28.5	2.9	26.7	23.5
Queue Length 50th (m)	35.0	33.3	3.9	35.3		29.5	0.0	3.2	9.4
Queue Length 95th (m)	54.7	45.0	12.2	65.5		51.8	m3.0	m11.7	m27.2
Internal Link Dist (m)		146.8		128.1		86.4			73.7
Turn Bay Length (m)									
Base Capacity (vph)	666	1818	190	557		393	289	173	414
Starvation Cap Reductn	0	0	0	0		0	0	0	0
Spillback Cap Reductn	0	0	0	0		0	0	0	0
Storage Cap Reductn	0	0	0	0		0	0	0	0
Reduced v/c Ratio	0.66	0.42	0.17	0.50		0.52	0.11	0.25	0.31

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 71 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Bay St & Harbour St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	635	55	30	205	45	10	175	30	40	115	0
Future Volume (vph)	395	635	55	30	205	45	10	175	30	40	115	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.97			1.00	0.64	1.00	1.00	
Flpb, ped/bikes	0.97	1.00		0.91	1.00			0.97	1.00	0.75	1.00	
Frt	1.00	0.99		1.00	0.97			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1487	2975		1396	1533			1562	885	1154	1621	
Flt Permitted	0.45	1.00		0.36	1.00			0.98	1.00	0.56	1.00	
Satd. Flow (perm)	705	2975		530	1533			1539	885	678	1621	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	439	706	61	33	228	50	11	194	33	44	128	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	25	0	0	0
Lane Group Flow (vph)	439	767	0	33	270	0	0	205	8	44	128	0
Confl. Peds. (#/hr)	125		230	230		125	885		480	480		885
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	55.0	55.0		32.3	32.3			23.0	23.0	23.0	23.0	
Effective Green, g (s)	55.0	55.0		32.3	32.3			23.0	23.0	23.0	23.0	
Actuated g/C Ratio	0.61	0.61		0.36	0.36			0.26	0.26	0.26	0.26	
Clearance Time (s)	4.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	593	1818		190	550			393	226	173	414	
v/s Ratio Prot	c0.15	0.26			0.18						0.08	
v/s Ratio Perm	c0.30			0.06				c0.13	0.01	0.06		
v/c Ratio	0.74	0.42		0.17	0.49			0.52	0.04	0.25	0.31	
Uniform Delay, d1	10.4	9.2		19.7	22.5			28.8	25.2	26.7	27.1	
Progression Factor	1.00	1.00		1.00	1.00			0.80	1.00	0.84	0.78	
Incremental Delay, d2	4.9	0.7		2.0	3.1			1.2	0.1	0.7	0.4	
Delay (s)	15.4	9.9		21.7	25.6			24.3	25.2	23.1	21.5	
Level of Service	B	A		C	C			C	C	C	C	
Approach Delay (s)		11.9			25.2			24.4			21.9	
Approach LOS		B			C			C			C	

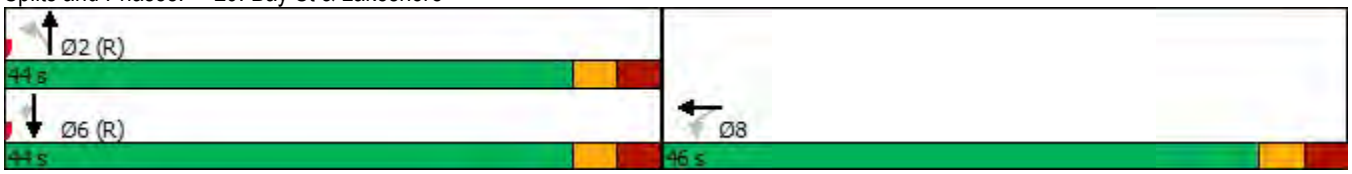
Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

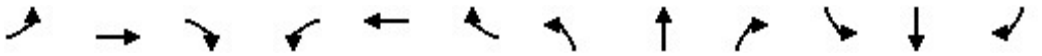
Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	1135	120	495	100	150
Future Volume (vph)	1135	120	495	100	150
Lane Group Flow (vph)	1461	0	683	111	167
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		2	6	
Permitted Phases		2			6
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	28.0	28.0	28.0	28.0
Minimum Split (s)	28.0	34.0	34.0	34.0	34.0
Total Split (s)	46.0	44.0	44.0	44.0	44.0
Total Split (%)	51.1%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.79		0.54	0.13	0.22
Control Delay	26.6		17.8	23.2	21.4
Queue Delay	0.0		0.6	0.0	0.0
Total Delay	26.6		18.5	23.2	21.4
Queue Length 50th (m)	77.3		41.9	16.7	12.7
Queue Length 95th (m)	89.5		63.7	m33.1	23.5
Internal Link Dist (m)	131.0		73.7	326.2	
Turn Bay Length (m)					30.0
Base Capacity (vph)	2039		1259	831	755
Starvation Cap Reductn	0		255	0	0
Spillback Cap Reductn	0		0	0	0
Storage Cap Reductn	0		0	0	0
Reduced v/c Ratio	0.72		0.68	0.13	0.22

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Bay St & Lakeshore





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	1135	125	120	495	0	0	100	150
Future Volume (vph)	0	0	0	55	1135	125	120	495	0	0	100	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	6.0
Lane Util. Factor					0.91			0.95			1.00	0.88
Frpb, ped/bikes					0.96			1.00			1.00	0.59
Flpb, ped/bikes					0.99			0.93			1.00	1.00
Frt					0.99			1.00			1.00	0.85
Flt Protected					1.00			0.99			1.00	1.00
Satd. Flow (prot)					4587			3159			1801	1593
Flt Permitted					1.00			0.86			1.00	1.00
Satd. Flow (perm)					4587			2728			1801	1593
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	61	1261	139	133	550	0	0	111	167
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	0	0	0	1460	0	0	683	0	0	111	148
Confl. Peds. (#/hr)	600		460	460		600	855		755	755		855
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					36.4			41.6			41.6	41.6
Effective Green, g (s)					36.4			41.6			41.6	41.6
Actuated g/C Ratio					0.40			0.46			0.46	0.46
Clearance Time (s)					6.0			6.0			6.0	6.0
Vehicle Extension (s)					3.0			3.0			3.0	3.0
Lane Grp Cap (vph)					1855			1260			832	736
v/s Ratio Prot											0.06	
v/s Ratio Perm					0.32			c0.25				0.09
v/c Ratio					0.79			0.54			0.13	0.20
Uniform Delay, d1					23.4			17.4			13.9	14.3
Progression Factor					1.00			0.89			1.50	1.67
Incremental Delay, d2					2.3			1.3			0.3	0.6
Delay (s)					25.7			16.8			21.1	24.5
Level of Service					C			B			C	C
Approach Delay (s)		0.0			25.7			16.8			23.2	
Approach LOS		A			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

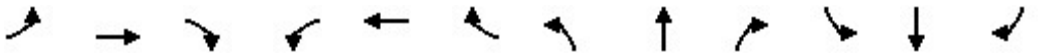
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	255	20	115	30	65	485	75	225
Future Volume (vph)	65	255	20	115	30	65	485	75	225
Lane Group Flow (vph)	72	289	22	128	33	72	617	83	322
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	7.0	6.0	7.0	7.0	6.0	23.0	6.0	23.0
Minimum Split (s)	10.0	29.0	10.0	29.0	29.0	10.0	31.0	10.0	31.0
Total Split (s)	10.0	32.0	10.0	32.0	32.0	10.0	38.0	10.0	38.0
Total Split (%)	11.1%	35.6%	11.1%	35.6%	35.6%	11.1%	42.2%	11.1%	42.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	3.0	1.0	3.0	3.0	1.0	3.0	1.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.30	0.71	0.10	0.39	0.14	0.21	0.42	0.23	0.24
Control Delay	23.4	41.3	19.2	34.0	1.2	6.2	8.4	11.4	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	41.3	19.2	34.0	1.2	6.2	8.4	11.4	14.4
Queue Length 50th (m)	9.6	45.2	2.8	21.0	0.0	2.3	11.3	4.8	13.2
Queue Length 95th (m)	15.3	67.1	6.5	30.9	0.0	m4.7	46.1	14.9	28.4
Internal Link Dist (m)		180.4		158.6			326.2		306.2
Turn Bay Length (m)						30.0		30.0	
Base Capacity (vph)	238	513	216	520	297	340	1483	354	1335
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.56	0.10	0.25	0.11	0.21	0.42	0.23	0.24

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 58 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Bay St & Front St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	255	5	20	115	30	65	485	70	75	225	65
Future Volume (vph)	65	255	5	20	115	30	65	485	70	75	225	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.46	1.00	0.89		1.00	0.80	
Flpb, ped/bikes	0.75	1.00		0.87	1.00	1.00	0.69	1.00		0.88	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1289	1775		1491	1801	702	1185	2974		1513	2640	
Flt Permitted	0.60	1.00		0.43	1.00	1.00	0.56	1.00		0.37	1.00	
Satd. Flow (perm)	809	1775		670	1801	702	695	2974		587	2640	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	283	6	22	128	33	72	539	78	83	250	72
RTOR Reduction (vph)	0	1	0	0	0	26	0	11	0	0	25	0
Lane Group Flow (vph)	72	288	0	22	128	7	72	606	0	83	297	0
Confl. Peds. (#/hr)	2090		1970	1970		2090	3065		3710	3710		3065
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	25.4	20.6		20.6	18.2	18.2	46.8	41.4		47.2	41.6	
Effective Green, g (s)	25.4	20.6		20.6	18.2	18.2	46.8	41.4		47.2	41.6	
Actuated g/C Ratio	0.28	0.23		0.23	0.20	0.20	0.52	0.46		0.52	0.46	
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	253	406		175	364	141	390	1368		365	1220	
v/s Ratio Prot	c0.02	c0.16		0.00	0.07		0.01	c0.20		c0.01	0.11	
v/s Ratio Perm	0.06			0.03		0.01	0.08			0.10		
v/c Ratio	0.28	0.71		0.13	0.35	0.05	0.18	0.44		0.23	0.24	
Uniform Delay, d1	24.6	31.9		27.3	30.8	28.9	11.0	16.5		10.9	14.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.50	0.45		1.00	1.00	
Incremental Delay, d2	0.6	5.6		0.3	0.6	0.1	0.2	0.9		0.3	0.5	
Delay (s)	25.2	37.6		27.6	31.4	29.1	5.7	8.3		11.2	15.1	
Level of Service	C	D		C	C	C	A	A		B	B	
Approach Delay (s)		35.1			30.5			8.1			14.3	
Approach LOS		D			C			A			B	

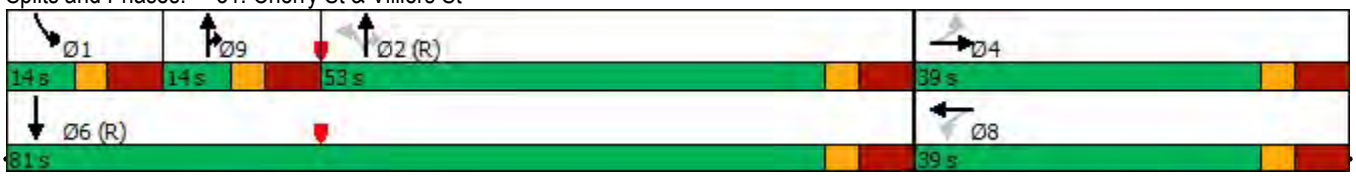
Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	Ø2
Lane Configurations									
Traffic Volume (vph)	30	0	110	0	410	175	65	380	
Future Volume (vph)	30	0	110	0	410	175	65	380	
Lane Group Flow (vph)	0	33	0	289	456	194	72	422	
Turn Type	Perm	NA	Perm	NA	NA	custom	Prot	NA	
Protected Phases		4		8	2 9	9	1	6	2
Permitted Phases	4		8			2			
Detector Phase	4	4	8	8	2 9	9	1	6	
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0		6.0	6.0	21.0	21.0
Minimum Split (s)	39.0	39.0	39.0	39.0		14.0	14.0	29.0	29.0
Total Split (s)	39.0	39.0	39.0	39.0		14.0	14.0	81.0	53.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%		11.7%	11.7%	67.5%	44%
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	
Total Lost Time (s)		8.0		8.0		8.0	8.0	8.0	
Lead/Lag						Lag	Lead		
Lead-Lag Optimize?									
Recall Mode	None	None	None	None		None	None	C-Max	C-Max
v/c Ratio		0.27		0.89	0.45	0.44	0.56	0.33	
Control Delay		44.9		45.3	13.8	6.9	70.5	9.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		44.9		45.3	13.8	6.9	70.5	9.2	
Queue Length 50th (m)		6.8		23.9	41.9	5.0	16.2	35.1	
Queue Length 95th (m)		15.0		56.2	59.3	m13.6	#44.2	67.9	
Internal Link Dist (m)		203.2		513.0	69.9			201.6	
Turn Bay Length (m)						15.0	25.0		
Base Capacity (vph)		193		400	1009	443	129	1266	
Starvation Cap Reductn		0		0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	
Reduced v/c Ratio		0.17		0.72	0.45	0.44	0.56	0.33	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: Cherry St & Villiers St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	0	110	0	150	0	410	175	65	380	0
Future Volume (vph)	30	0	0	110	0	150	0	410	175	65	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0			8.0			8.0	8.0	8.0	8.0	
Lane Util. Factor		1.00			1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00			0.88			1.00	0.51	1.00	1.00	
Flpb, ped/bikes		0.90			0.81			1.00	1.00	1.00	1.00	
Frt		1.00			0.92			1.00	0.85	1.00	1.00	
Flt Protected		0.95			0.98			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1543			1156			1801	778	1711	1801	
Flt Permitted		0.47			0.85			1.00	1.00	0.95	1.00	
Satd. Flow (perm)		756			1001			1801	778	1711	1801	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	0	0	122	0	167	0	456	194	72	422	0
RTOR Reduction (vph)	0	0	0	0	160	0	0	0	60	0	0	0
Lane Group Flow (vph)	0	33	0	0	129	0	0	456	134	72	422	0
Confl. Peds. (#/hr)	100		245	245		100	180		345	345		180
Turn Type	Perm	NA		Perm	NA			NA	custom	Prot	NA	
Protected Phases		4			8			2 9	9	1	6	
Permitted Phases	4			8			2		2			
Actuated Green, G (s)		19.6			19.6			67.3	59.3	9.1	84.4	
Effective Green, g (s)		19.6			19.6			67.3	59.3	9.1	84.4	
Actuated g/C Ratio		0.16			0.16			0.56	0.49	0.08	0.70	
Clearance Time (s)		8.0			8.0				8.0	8.0	8.0	
Vehicle Extension (s)		3.0			3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)		123			163			1010	436	129	1266	
v/s Ratio Prot								c0.25	0.03	c0.04	0.23	
v/s Ratio Perm		0.04			c0.13				0.14			
v/c Ratio		0.27			0.79			0.45	0.31	0.56	0.33	
Uniform Delay, d1		43.9			48.2			15.5	18.1	53.5	6.9	
Progression Factor		1.00			1.00			0.72	0.64	1.00	1.00	
Incremental Delay, d2		1.2			22.6			0.2	0.3	5.2	0.7	
Delay (s)		45.1			70.9			11.4	12.0	58.7	7.6	
Level of Service		D			E			B	B	E	A	
Approach Delay (s)		45.1			70.9			11.6			15.0	
Approach LOS		D			E			B			B	

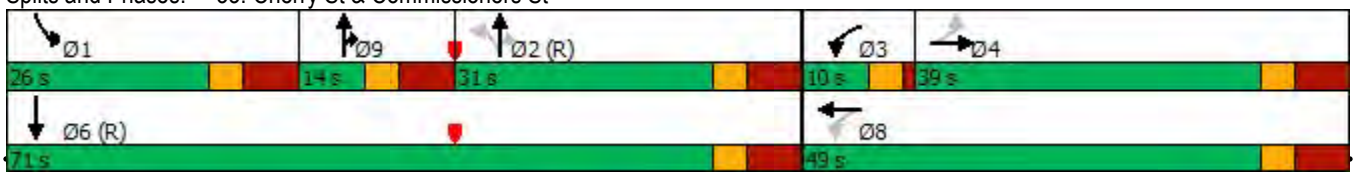
Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

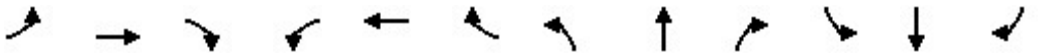
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	40	155	60	10	325	115	190	250
Future Volume (vph)	40	40	155	60	10	325	115	190	250
Lane Group Flow (vph)	0	105	172	311	0	372	128	211	334
Turn Type	Perm	NA	pm+pt	NA	custom	NA	custom	Prot	NA
Protected Phases		4	3	8		2 9	9	1	6
Permitted Phases	4		8		2		2 9		
Detector Phase	4	4	3	8	2	2 9	9	1	6
Switch Phase									
Minimum Initial (s)	31.0	31.0	6.0	31.0	21.0		6.0	6.0	21.0
Minimum Split (s)	39.0	39.0	10.0	39.0	29.0		14.0	14.0	29.0
Total Split (s)	39.0	39.0	10.0	49.0	31.0		14.0	26.0	71.0
Total Split (%)	32.5%	32.5%	8.3%	40.8%	25.8%		11.7%	21.7%	59.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	1.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		8.0	4.0	8.0			8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead				Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max		None	None	C-Max
v/c Ratio		0.37	0.43	0.73		0.67	0.33	0.86	0.39
Control Delay		38.1	22.8	20.2		43.1	4.9	80.1	12.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		38.1	22.8	20.2		43.1	4.9	80.1	12.7
Queue Length 50th (m)		18.7	29.1	34.7		76.8	0.0	41.3	24.6
Queue Length 95th (m)		35.3	41.8	71.9		110.9	8.8	m#83.1	34.0
Internal Link Dist (m)		150.4		283.9		244.1			91.3
Turn Bay Length (m)			25.0				15.0		
Base Capacity (vph)		285	398	426		552	391	256	847
Starvation Cap Reductn		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0
Reduced v/c Ratio		0.37	0.43	0.73		0.67	0.33	0.82	0.39

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 60 (50%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: Cherry St & Commissioners St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	40	15	155	60	220	10	325	115	190	250	50
Future Volume (vph)	40	40	15	155	60	220	10	325	115	190	250	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0		4.0	8.0			8.0	8.0	8.0	8.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes		0.96		1.00	0.58			1.00	0.72	1.00	0.91	
Flpb, ped/bikes		0.86		0.87	1.00			0.99	1.00	1.00	1.00	
Frt		0.98		1.00	0.88			1.00	0.85	1.00	0.97	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1417		1490	929			1781	1108	1711	1603	
Flt Permitted		0.75		0.67	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (perm)		1080		1047	929			1755	1108	1711	1603	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	44	17	172	67	244	11	361	128	211	278	56
RTOR Reduction (vph)	0	6	0	0	109	0	0	0	96	0	6	0
Lane Group Flow (vph)	0	99	0	172	202	0	0	372	32	211	328	0
Confl. Peds. (#/hr)	310		130	130		310	190		330	330		190
Turn Type	Perm	NA		pm+pt	NA		custom	NA	custom	Prot	NA	
Protected Phases		4		3	8			2 9	9	1	6	
Permitted Phases	4			8			2		2 9			
Actuated Green, G (s)		31.0		41.0	41.0			37.8	29.8	17.2	63.0	
Effective Green, g (s)		31.0		41.0	41.0			37.8	29.8	17.2	63.0	
Actuated g/C Ratio		0.26		0.34	0.34			0.31	0.25	0.14	0.52	
Clearance Time (s)		8.0		4.0	8.0				8.0	8.0	8.0	
Vehicle Extension (s)		3.0		3.0	3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)		279		379	317			552	349	245	841	
v/s Ratio Prot				0.02	c0.22				0.01	c0.12	0.20	
v/s Ratio Perm		0.09		0.13				c0.21	0.02			
v/c Ratio		0.36		0.45	0.64			0.67	0.09	0.86	0.39	
Uniform Delay, d1		36.3		31.4	33.2			35.7	34.7	50.2	17.0	
Progression Factor		1.00		0.74	0.70			1.00	1.00	1.02	0.68	
Incremental Delay, d2		0.8		0.7	3.3			3.2	0.1	23.7	1.3	
Delay (s)		37.1		24.0	26.7			38.9	34.8	74.8	12.9	
Level of Service		D		C	C			D	C	E	B	
Approach Delay (s)		37.1			25.7			37.9			36.9	
Approach LOS		D			C			D			D	

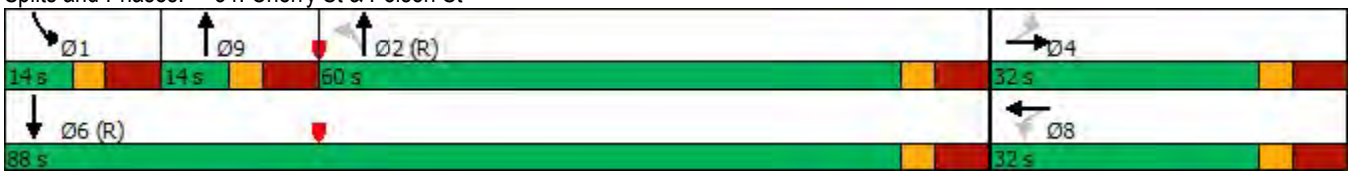
Intersection Summary			
HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	36.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

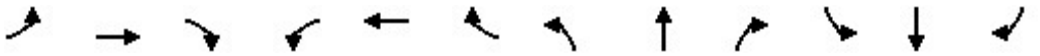
Lane Group	NBT	SBT	Ø1	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	450	420					
Future Volume (vph)	450	420					
Lane Group Flow (vph)	500	467					
Turn Type	NA	NA					
Protected Phases	2 9	6	1	2	4	8	9
Permitted Phases							
Detector Phase	2 9	6					
Switch Phase							
Minimum Initial (s)		21.0	6.0	21.0	24.0	24.0	6.0
Minimum Split (s)		29.0	14.0	29.0	32.0	32.0	14.0
Total Split (s)		88.0	14.0	60.0	32.0	32.0	14.0
Total Split (%)		73.3%	12%	50%	27%	27%	12%
Yellow Time (s)		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0					
Total Lost Time (s)		8.0					
Lead/Lag			Lead				Lag
Lead-Lag Optimize?			Yes				Yes
Recall Mode		C-Max	None	C-Max	None	None	None
v/c Ratio	0.28	0.26					
Control Delay	0.4	0.4					
Queue Delay	0.0	0.0					
Total Delay	0.4	0.4					
Queue Length 50th (m)	0.0	0.0					
Queue Length 95th (m)	0.0	0.0					
Internal Link Dist (m)	130.7	28.9					
Turn Bay Length (m)							
Base Capacity (vph)	1801	1801					
Starvation Cap Reductn	0	0					
Spillback Cap Reductn	0	0					
Storage Cap Reductn	0	0					
Reduced v/c Ratio	0.28	0.26					

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 34: Cherry St & Polson St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	450	0	0	420	0
Future Volume (vph)	0	0	0	0	0	0	0	450	0	0	420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								8.0			8.0	
Lane Util. Factor								1.00			1.00	
Frpb, ped/bikes								1.00			1.00	
Flpb, ped/bikes								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1801			1801	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1801			1801	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0	0	500	0	0	467	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	500	0	0	467	0
Confl. Peds. (#/hr)	25		20	20		25	105		120	120		105
Turn Type							custom	NA		Prot	NA	
Protected Phases		4			8			2 9		1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)											8.0	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)								1801			1801	
v/s Ratio Prot								c0.28			0.26	
v/s Ratio Perm												
v/c Ratio								0.28			0.26	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.1			0.3	
Delay (s)								0.1			0.3	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.1			0.3	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

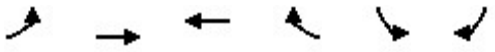
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	160	185	310	35
Future Volume (vph)	160	185	310	35
Lane Group Flow (vph)	0	384	522	178
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	30.0	30.0	30.0	7.0
Minimum Split (s)	38.0	38.0	38.0	30.0
Total Split (s)	78.0	78.0	78.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		8.0	8.0	8.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	C-Max	Max
v/c Ratio		0.36	0.64	0.51
Control Delay		12.2	19.7	19.7
Queue Delay		0.0	0.0	0.0
Total Delay		12.2	19.7	19.7
Queue Length 50th (m)		42.6	72.0	12.0
Queue Length 95th (m)		m52.3	109.0	34.7
Internal Link Dist (m)		283.9	220.4	61.6
Turn Bay Length (m)				
Base Capacity (vph)		1059	816	349
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.36	0.64	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 43 (36%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Commissioners St & Munition St





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	185	310	160	35	125
Future Volume (vph)	160	185	310	160	35	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	8.0		8.0	
Lane Util. Factor		0.95	1.00		1.00	
Frpb, ped/bikes		1.00	0.80		0.60	
Flpb, ped/bikes		0.91	1.00		1.00	
Frt		1.00	0.95		0.89	
Flt Protected		0.98	1.00		0.99	
Satd. Flow (prot)		3031	1373		951	
Flt Permitted		0.59	1.00		0.99	
Satd. Flow (perm)		1816	1373		951	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	178	206	344	178	39	139
RTOR Reduction (vph)	0	0	15	0	80	0
Lane Group Flow (vph)	0	384	507	0	98	0
Confl. Peds. (#/hr)	330			330	355	195
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Actuated Green, G (s)		70.0	70.0		34.0	
Effective Green, g (s)		70.0	70.0		34.0	
Actuated g/C Ratio		0.58	0.58		0.28	
Clearance Time (s)		8.0	8.0		8.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1059	800		269	
v/s Ratio Prot			c0.37		c0.10	
v/s Ratio Perm		0.21				
v/c Ratio		0.36	0.63		0.36	
Uniform Delay, d1		13.2	16.5		34.4	
Progression Factor		0.85	1.00		1.00	
Incremental Delay, d2		0.8	3.8		3.8	
Delay (s)		12.0	20.3		38.1	
Level of Service		B	C		D	
Approach Delay (s)		12.0	20.3		38.1	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

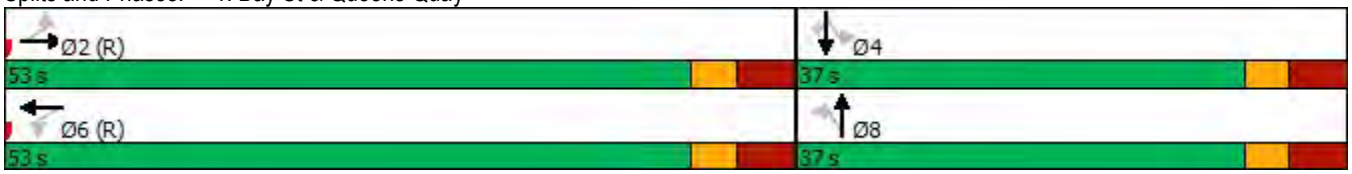


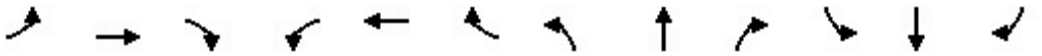
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	160	390	40	255	5	35	35	15	100
Future Volume (vph)	160	390	40	255	5	35	35	15	100
Lane Group Flow (vph)	168	432	42	410	5	58	37	16	105
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2		6		8		4	
Permitted Phases	2		6		8		4		4
Detector Phase	2	2	6	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.0	32.0	32.0	32.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	53.0	53.0	53.0	53.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	58.9%	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.38	0.40	0.12	0.44	0.06	0.24	0.39	0.05	0.60
Control Delay	13.8	11.1	9.6	9.7	24.2	26.6	36.1	22.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	11.1	9.6	9.7	24.2	26.6	36.1	22.3	21.0
Queue Length 50th (m)	12.4	32.4	2.4	25.3	0.7	7.8	4.6	1.9	0.0
Queue Length 95th (m)	38.2	74.6	m4.6	m38.6	3.0	14.9	m10.5	m5.6	11.6
Internal Link Dist (m)		163.6		49.1		71.1		86.4	
Turn Bay Length (m)	15.0		24.0				32.0		
Base Capacity (vph)	442	1074	357	923	144	398	160	540	224
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.40	0.12	0.44	0.03	0.15	0.23	0.03	0.47

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 9 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Bay St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	390	20	40	255	135	5	35	20	35	15	100
Future Volume (vph)	160	390	20	40	255	135	5	35	20	35	15	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.87		1.00	0.77		1.00	1.00	0.34
Flpb, ped/bikes	0.80	1.00		0.65	1.00		0.36	1.00		0.43	1.00	1.00
Frt	1.00	0.99		1.00	0.95		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1184	1555		959	1334		552	1184		636	1621	464
Flt Permitted	0.50	1.00		0.49	1.00		0.75	1.00		0.72	1.00	1.00
Satd. Flow (perm)	628	1555		493	1334		434	1184		482	1621	464
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	411	21	42	268	142	5	37	21	37	16	105
RTOR Reduction (vph)	0	1	0	0	2	0	0	4	0	0	0	85
Lane Group Flow (vph)	168	431	0	42	408	0	5	54	0	37	16	20
Confl. Peds. (#/hr)	625		785	785		625	740		635	635		740
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	59.4	59.4		59.4	59.4		16.6	16.6		16.6	16.6	16.6
Effective Green, g (s)	59.4	59.4		59.4	59.4		16.6	16.6		16.6	16.6	16.6
Actuated g/C Ratio	0.66	0.66		0.66	0.66		0.18	0.18		0.18	0.18	0.18
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	414	1026		325	880		80	218		88	298	85
v/s Ratio Prot		0.28			c0.31			0.05			0.01	
v/s Ratio Perm	0.27			0.09			0.01			c0.08		0.04
v/c Ratio	0.41	0.42		0.13	0.46		0.06	0.25		0.42	0.05	0.24
Uniform Delay, d1	7.1	7.2		5.7	7.5		30.3	31.4		32.4	30.2	31.3
Progression Factor	1.00	1.00		0.91	0.79		1.00	1.00		0.91	0.94	1.21
Incremental Delay, d2	2.9	1.3		0.7	1.5		0.3	0.6		3.2	0.1	1.4
Delay (s)	10.0	8.5		5.8	7.4		30.6	32.0		32.8	28.3	39.2
Level of Service	B	A		A	A		C	C		C	C	D
Approach Delay (s)		8.9			7.3			31.9			36.6	
Approach LOS		A			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

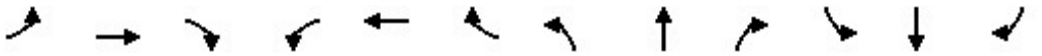
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	75	355	50	305	30	20	70	15	90
Future Volume (vph)	75	355	50	305	30	20	70	15	90
Lane Group Flow (vph)	79	374	53	453	32	53	0	90	95
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	1	6		8		4	
Permitted Phases	2				8		4		4
Detector Phase	2	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	20.0	20.0	6.0	20.0	30.0	30.0	30.0	30.0	30.0
Minimum Split (s)	28.0	28.0	14.0	28.0	38.0	38.0	38.0	38.0	38.0
Total Split (s)	38.0	38.0	14.0	52.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	42.2%	42.2%	15.6%	57.8%	42.2%	42.2%	42.2%	42.2%	42.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	Ped	Ped	Ped	Ped	Ped
v/c Ratio	0.51	0.63	0.54	0.79	0.16	0.15		0.39	0.30
Control Delay	31.7	24.6	61.2	26.2	23.8	22.5		29.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	31.7	24.6	61.2	26.2	23.8	22.5		29.3	3.1
Queue Length 50th (m)	11.6	57.8	9.7	33.2	3.9	6.4		11.8	0.0
Queue Length 95th (m)	#29.3	41.9	m16.9	#109.7	10.8	14.8		25.7	2.1
Internal Link Dist (m)		46.8		116.9		148.9		44.9	
Turn Bay Length (m)	10.0		36.0						
Base Capacity (vph)	154	590	99	575	201	364		230	317
Starvation Cap Reductn	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.51	0.63	0.54	0.79	0.16	0.15		0.39	0.30

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Yonge St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	355	0	50	305	125	30	20	30	70	15	90
Future Volume (vph)	75	355	0	50	305	125	30	20	30	70	15	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	4.3	3.3	3.0	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.75		1.00	0.67			1.00	0.46
Flpb, ped/bikes	0.54	1.00		1.00	1.00		0.53	1.00			0.58	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	802	1621		1486	1159		821	1093			908	636
Flt Permitted	0.50	1.00		0.95	1.00		0.70	1.00			0.73	1.00
Satd. Flow (perm)	423	1621		1486	1159		604	1093			692	636
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	374	0	53	321	132	32	21	32	74	16	95
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	0	63
Lane Group Flow (vph)	79	374	0	53	443	0	32	53	0	0	90	32
Confl. Peds. (#/hr)	1030		735	735		1030	430		485	485		430
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		4
Actuated Green, G (s)	31.2	31.2		4.8	44.0		30.0	30.0			30.0	30.0
Effective Green, g (s)	31.2	31.2		4.8	44.0		30.0	30.0			30.0	30.0
Actuated g/C Ratio	0.35	0.35		0.05	0.49		0.33	0.33			0.33	0.33
Clearance Time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	146	561		79	566		201	364			230	212
v/s Ratio Prot		0.23		0.04	c0.38			0.05				
v/s Ratio Perm	0.19						0.05				c0.13	0.05
v/c Ratio	0.54	0.67		0.67	0.78		0.16	0.15			0.39	0.15
Uniform Delay, d1	23.6	25.0		41.8	19.0		21.1	21.0			23.0	21.0
Progression Factor	0.74	0.77		1.07	0.86		1.00	1.00			1.00	1.00
Incremental Delay, d2	12.9	5.8		15.9	8.9		0.4	0.2			1.1	0.3
Delay (s)	30.4	25.0		60.5	25.3		21.5	21.2			24.1	21.4
Level of Service	C	C		E	C		C	C			C	C
Approach Delay (s)		25.9			29.0			21.3			22.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

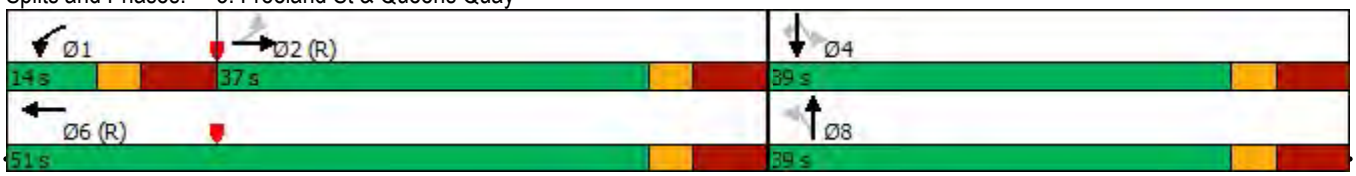
c Critical Lane Group

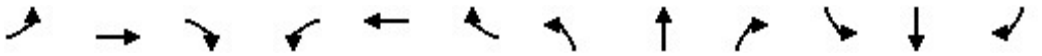
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	35	420	35	350	85	80	10	130	45
Future Volume (vph)	35	420	35	350	85	80	10	130	45
Lane Group Flow (vph)	37	442	37	426	89	152	0	148	47
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	1	6		8		4	
Permitted Phases	2				8		4		4
Detector Phase	2	2	1	6	8	8	4	4	4
Switch Phase									
Minimum Initial (s)	22.0	22.0	6.0	22.0	31.0	31.0	31.0	31.0	31.0
Minimum Split (s)	30.0	30.0	14.0	30.0	39.0	39.0	39.0	39.0	39.0
Total Split (s)	37.0	37.0	14.0	51.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	41.1%	41.1%	15.6%	56.7%	43.3%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
v/c Ratio	0.19	0.71	0.37	0.61	0.46	0.38		0.28	0.15
Control Delay	13.5	20.3	58.7	18.5	32.2	25.6		23.3	1.0
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0
Total Delay	13.5	20.3	58.7	19.4	32.2	25.6		23.3	1.0
Queue Length 50th (m)	1.7	20.4	6.3	51.1	11.8	19.5		18.4	0.0
Queue Length 95th (m)	m3.5	#115.7	0.0	23.7	26.7	35.9		33.2	0.0
Internal Link Dist (m)		116.9		70.3		128.0		69.1	
Turn Bay Length (m)	29.0		26.0						
Base Capacity (vph)	192	623	99	694	195	404		526	309
Starvation Cap Reductn	0	0	0	91	0	0		0	0
Spillback Cap Reductn	0	0	0	17	0	0		0	1
Storage Cap Reductn	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.19	0.71	0.37	0.71	0.46	0.38		0.28	0.15

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Freeland St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	420	0	35	350	55	85	80	65	10	130	45
Future Volume (vph)	35	420	0	35	350	55	85	80	65	10	130	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.6	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.91		1.00	0.75			1.00	0.43
Flpb, ped/bikes	0.62	1.00		1.00	1.00		0.55	1.00			0.97	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	929	1621		1486	1440		813	1175			1561	598
Flt Permitted	0.51	1.00		0.95	1.00		0.66	1.00			0.97	1.00
Satd. Flow (perm)	502	1621		1486	1440		567	1175			1528	598
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	442	0	37	368	58	89	84	68	11	137	47
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	31
Lane Group Flow (vph)	37	442	0	37	420	0	89	152	0	0	148	16
Confl. Peds. (#/hr)	680		665	665		680	540		505	505		540
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		4
Actuated Green, G (s)	31.4	31.4		3.6	43.0		31.0	31.0			31.0	31.0
Effective Green, g (s)	31.4	31.4		3.6	43.0		31.0	31.0			31.0	31.0
Actuated g/C Ratio	0.35	0.35		0.04	0.48		0.34	0.34			0.34	0.34
Clearance Time (s)	8.0	8.0		8.0	8.0		8.0	8.0			8.0	8.0
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	175	565		59	688		195	404			526	205
v/s Ratio Prot		c0.27		0.02	c0.29			0.13				
v/s Ratio Perm	0.07						c0.16				0.10	0.03
v/c Ratio	0.21	0.78		0.63	0.61		0.46	0.38			0.28	0.08
Uniform Delay, d1	20.6	26.2		42.5	17.3		22.9	22.2			21.4	19.9
Progression Factor	0.51	0.50		1.19	0.83		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.3	8.8		16.1	3.9		1.7	0.6			0.3	0.2
Delay (s)	12.7	21.9		66.6	18.3		24.6	22.8			21.7	20.0
Level of Service	B	C		E	B		C	C			C	C
Approach Delay (s)		21.2			22.2			23.5			21.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	NBL	Ø2
Lane Configurations					
Traffic Volume (vph)	485	10	435	5	
Future Volume (vph)	485	10	435	5	
Lane Group Flow (vph)	511	11	458	10	
Turn Type	NA	custom	NA	Perm	
Protected Phases	2 9	9	6		2
Permitted Phases				8	
Detector Phase	2 9	9	6	8	
Switch Phase					
Minimum Initial (s)		6.0	19.0	26.0	19.0
Minimum Split (s)		14.0	27.0	34.0	27.0
Total Split (s)		14.0	56.0	34.0	42.0
Total Split (%)		15.6%	62.2%	37.8%	47%
Yellow Time (s)		3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		8.0	8.0	8.0	
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode		Max	C-Max	None	C-Max
v/c Ratio	0.35	0.12	0.31	0.03	
Control Delay	2.5	45.6	5.0	23.6	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	2.5	45.6	5.0	23.6	
Queue Length 50th (m)	0.0	1.8	0.0	1.2	
Queue Length 95th (m)	19.7	m3.4	75.0	5.0	
Internal Link Dist (m)	70.3		23.2	126.7	
Turn Bay Length (m)		17.0			
Base Capacity (vph)	1470	88	1470	294	
Starvation Cap Reductn	21	0	62	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.35	0.13	0.33	0.03	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Redpath W & Queens Quay





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	485	10	0	435	5	5
Future Volume (vph)	485	10	0	435	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.0	3.0	3.3	4.8	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.83	
Flpb, ped/bikes	1.00	1.00		1.00	0.71	
Frt	1.00	0.85		1.00	0.93	
Flt Protected	1.00	1.00		1.00	0.98	
Satd. Flow (prot)	1621	1330		1621	1020	
Flt Permitted	1.00	1.00		1.00	0.98	
Satd. Flow (perm)	1621	1330		1621	1020	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	511	11	0	458	5	5
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	511	11	0	458	10	0
Confl. Peds. (#/hr)		600	600		495	495
Turn Type	NA	custom		NA	Perm	
Protected Phases	2 9	9		6		
Permitted Phases					8	
Actuated Green, G (s)	68.8	6.0		68.8	5.2	
Effective Green, g (s)	68.8	6.0		68.8	5.2	
Actuated g/C Ratio	0.76	0.07		0.76	0.06	
Clearance Time (s)		8.0		8.0	8.0	
Vehicle Extension (s)		3.0		3.0	3.0	
Lane Grp Cap (vph)	1239	88		1239	58	
v/s Ratio Prot	c0.32	0.01		0.28		
v/s Ratio Perm					c0.01	
v/c Ratio	0.41	0.12		0.37	0.17	
Uniform Delay, d1	3.6	39.5		3.5	40.4	
Progression Factor	0.44	1.08		1.00	1.00	
Incremental Delay, d2	0.8	2.2		0.8	1.4	
Delay (s)	2.4	45.1		4.3	41.8	
Level of Service	A	D		A	D	
Approach Delay (s)	3.3			4.3	41.8	
Approach LOS	A			A	D	

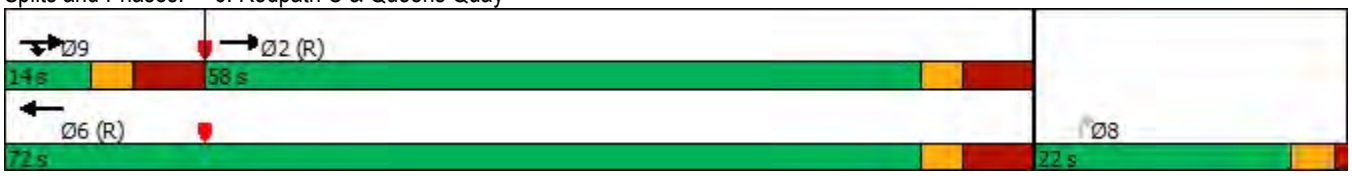
Intersection Summary			
HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	NBR	Ø2
Lane Configurations					
Traffic Volume (vph)	515	5	390	10	
Future Volume (vph)	515	5	390	10	
Lane Group Flow (vph)	542	5	411	11	
Turn Type	NA	custom	NA	Perm	
Protected Phases	2 9	9	6		2
Permitted Phases		9		8	
Detector Phase	2 9	9	6	8	
Switch Phase					
Minimum Initial (s)		6.0	17.0	5.0	17.0
Minimum Split (s)		14.0	25.0	22.0	25.0
Total Split (s)		14.0	72.0	22.0	58.0
Total Split (%)		14.9%	76.6%	23.4%	62%
Yellow Time (s)		3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	1.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		8.0	8.0	4.0	
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode		None	C-Max	None	C-Max
v/c Ratio	0.35	0.06	0.26	0.12	
Control Delay	1.6	43.2	1.3	43.2	
Queue Delay	0.1	0.0	0.0	0.0	
Total Delay	1.7	43.2	1.4	43.2	
Queue Length 50th (m)	0.0	0.9	0.0	1.9	
Queue Length 95th (m)	36.3	4.4	24.8	7.1	
Internal Link Dist (m)	59.9		3.3		
Turn Bay Length (m)					
Base Capacity (vph)	1552	84	1552	268	
Starvation Cap Reductn	136	0	151	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.38	0.06	0.29	0.04	

Intersection Summary
Cycle Length: 94
Actuated Cycle Length: 94
Offset: 48 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 6: Redpath C & Queens Quay





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	515	5	0	390	0	10
Future Volume (vph)	515	5	0	390	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.0	3.3	3.3	4.5	3.3
Total Lost time (s)	8.0	8.0		8.0		4.0
Lane Util. Factor	1.00	1.00		1.00		1.00
Frpb, ped/bikes	1.00	1.00		1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00		1.00
Frt	1.00	0.85		1.00		0.86
Flt Protected	1.00	1.00		1.00		1.00
Satd. Flow (prot)	1621	1330		1621		1402
Flt Permitted	1.00	1.00		1.00		1.00
Satd. Flow (perm)	1621	1330		1621		1402
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	542	5	0	411	0	11
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	542	5	0	411	0	11
Confl. Peds. (#/hr)		415	415			
Turn Type	NA	custom		NA		Perm
Protected Phases	2 9	9		6		
Permitted Phases		9				8
Actuated Green, G (s)	80.4	6.0		80.4		1.6
Effective Green, g (s)	80.4	6.0		80.4		1.6
Actuated g/C Ratio	0.86	0.06		0.86		0.02
Clearance Time (s)		8.0		8.0		4.0
Vehicle Extension (s)		3.0		3.0		3.0
Lane Grp Cap (vph)	1386	84		1386		23
v/s Ratio Prot	c0.33	0.00		0.25		
v/s Ratio Perm						c0.01
v/c Ratio	0.39	0.06		0.30		0.48
Uniform Delay, d1	1.5	41.3		1.3		45.8
Progression Factor	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.2	0.3		0.5		14.8
Delay (s)	1.7	41.6		1.9		60.6
Level of Service	A	D		A		E
Approach Delay (s)	2.0			1.9	60.6	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	2.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

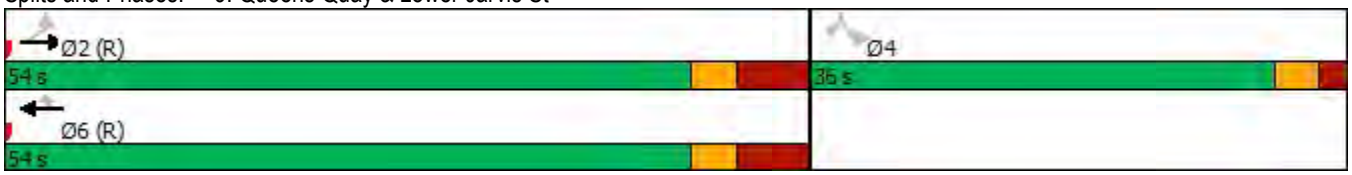
c Critical Lane Group

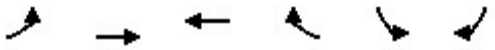
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	420	290	220	75	105
Future Volume (vph)	125	420	290	220	75	105
Lane Group Flow (vph)	132	442	305	232	79	111
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	25.0	25.0	25.0	25.0	31.0	31.0
Minimum Split (s)	33.0	33.0	33.0	33.0	36.0	36.0
Total Split (s)	54.0	54.0	54.0	54.0	36.0	36.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
v/c Ratio	0.39	0.45	0.31	0.56	0.26	0.50
Control Delay	18.2	15.2	10.1	6.7	24.3	26.4
Queue Delay	0.0	0.3	0.2	0.0	0.0	0.0
Total Delay	18.2	15.5	10.3	6.7	24.3	26.4
Queue Length 50th (m)	13.9	48.8	20.3	3.1	9.7	10.9
Queue Length 95th (m)	30.7	75.4	35.4	9.5	21.0	28.2
Internal Link Dist (m)		11.2	83.6		52.8	
Turn Bay Length (m)	15.0			21.0		
Base Capacity (vph)	339	987	987	413	299	222
Starvation Cap Reductn	0	158	223	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.53	0.40	0.56	0.26	0.50

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 9: Queens Quay & Lower Jarvis St





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	420	290	220	75	105
Future Volume (vph)	125	420	290	220	75	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)	8.0	8.0	8.0	8.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.40	1.00	0.43
Flpb, ped/bikes	0.61	1.00	1.00	1.00	0.56	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	910	1621	1621	531	869	590
Flt Permitted	0.57	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	550	1621	1621	531	869	590
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	442	305	232	79	111
RTOR Reduction (vph)	0	0	0	97	0	21
Lane Group Flow (vph)	132	442	305	135	79	90
Confl. Peds. (#/hr)	535			535	300	560
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Actuated Green, G (s)	52.2	52.2	52.2	52.2	24.8	24.8
Effective Green, g (s)	52.2	52.2	52.2	52.2	24.8	24.8
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.28	0.28
Clearance Time (s)	8.0	8.0	8.0	8.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	319	940	940	307	239	162
v/s Ratio Prot		c0.27	0.19			
v/s Ratio Perm	0.24			0.25	0.09	c0.15
v/c Ratio	0.41	0.47	0.32	0.44	0.33	0.56
Uniform Delay, d1	10.4	10.9	9.8	10.6	26.0	27.9
Progression Factor	1.00	1.00	0.76	0.93	1.00	1.00
Incremental Delay, d2	3.9	1.7	0.7	3.6	0.8	4.1
Delay (s)	14.4	12.6	8.2	13.5	26.8	32.0
Level of Service	B	B	A	B	C	C
Approach Delay (s)		13.0	10.5		29.8	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

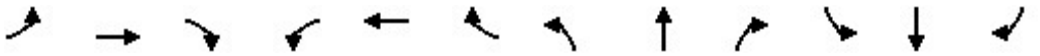
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations								
Traffic Volume (vph)	455	40	370	80	5	45	25	
Future Volume (vph)	455	40	370	80	5	45	25	
Lane Group Flow (vph)	479	42	463	0	105	0	136	
Turn Type	NA	custom	NA	Perm	NA	Perm	NA	
Protected Phases	2 9	9	6		4		8	2
Permitted Phases		9		4		8		
Detector Phase	2 9	9	6	4	4	8	8	
Switch Phase								
Minimum Initial (s)		6.0	16.0	29.0	29.0	29.0	29.0	16.0
Minimum Split (s)		14.0	24.0	37.0	37.0	37.0	37.0	24.0
Total Split (s)		16.0	53.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)		17.8%	58.9%	41.1%	41.1%	41.1%	41.1%	41%
Yellow Time (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	
Total Lost Time (s)		8.0	8.0		8.0		8.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	C-Max	None	None	None	None	C-Max
v/c Ratio	0.59	0.36	0.65		0.46		0.45	
Control Delay	11.7	66.6	19.9		32.1		25.5	
Queue Delay	0.1	0.0	0.0		0.0		0.0	
Total Delay	11.9	66.6	19.9		32.1		25.5	
Queue Length 50th (m)	22.4	7.9	37.6		14.3		15.1	
Queue Length 95th (m)	30.3	m17.9	51.8		30.3		32.1	
Internal Link Dist (m)	83.6		84.8		108.1		74.8	
Turn Bay Length (m)		23.0						
Base Capacity (vph)	810	118	710		230		304	
Starvation Cap Reductn	31	0	0		0		0	
Spillback Cap Reductn	0	0	0		0		0	
Storage Cap Reductn	0	0	0		0		0	
Reduced v/c Ratio	0.61	0.36	0.65		0.46		0.45	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Richardson St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	455	40	0	370	70	80	5	15	45	25	60
Future Volume (vph)	0	455	40	0	370	70	80	5	15	45	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.3	3.0	3.3	3.3	3.3	3.3	4.2	3.3	3.3	4.3	3.3
Total Lost time (s)		8.0	8.0		8.0			8.0			8.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frpb, ped/bikes		1.00	1.00		0.89			0.91			0.74	
Flpb, ped/bikes		1.00	1.00		1.00			0.64			0.83	
Frt		1.00	0.85		0.98			0.98			0.94	
Flt Protected		1.00	1.00		1.00			0.96			0.98	
Satd. Flow (prot)		1621	1330		1409			978			1024	
Flt Permitted		1.00	1.00		1.00			0.70			0.86	
Satd. Flow (perm)		1621	1330		1409			715			896	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	479	42	0	389	74	84	5	16	47	26	63
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	16	0
Lane Group Flow (vph)	0	479	42	0	458	0	0	105	0	0	120	0
Confl. Peds. (#/hr)	515		585	585		515	490		535	535		490
Turn Type		NA	custom		NA		Perm	NA		Perm	NA	
Protected Phases		2 9	9		6			4			8	
Permitted Phases			9				4			8		
Actuated Green, G (s)		45.0	8.0		45.0			29.0			29.0	
Effective Green, g (s)		45.0	8.0		45.0			29.0			29.0	
Actuated g/C Ratio		0.50	0.09		0.50			0.32			0.32	
Clearance Time (s)			8.0		8.0			8.0			8.0	
Vehicle Extension (s)			3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		810	118		704			230			288	
v/s Ratio Prot		0.30	0.03		c0.32							
v/s Ratio Perm								c0.15			0.13	
v/c Ratio		0.59	0.36		0.65			0.46			0.42	
Uniform Delay, d1		16.0	38.6		16.7			24.2			23.9	
Progression Factor		0.53	1.50		0.91			1.00			1.00	
Incremental Delay, d2		1.1	1.7		4.4			1.4			1.0	
Delay (s)		9.5	59.5		19.5			25.7			24.9	
Level of Service		A	E		B			C			C	
Approach Delay (s)		13.6			19.5			25.7			24.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

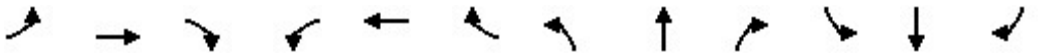
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	110	405	30	315	185	25	70	15	5
Future Volume (vph)	110	405	30	315	185	25	70	15	5
Lane Group Flow (vph)	116	426	32	332	195	26	85	16	110
Turn Type	Perm	NA	Prot	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2	1	6			8		4
Permitted Phases	2				6	8		4	
Detector Phase	2	2	1	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	21.0	21.0	6.0	21.0	21.0	31.0	31.0	31.0	31.0
Minimum Split (s)	29.0	29.0	14.0	29.0	29.0	39.0	39.0	39.0	39.0
Total Split (s)	37.0	37.0	14.0	51.0	51.0	39.0	39.0	39.0	39.0
Total Split (%)	41.1%	41.1%	15.6%	56.7%	56.7%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
v/c Ratio	0.34	0.54	0.32	0.35	0.35	0.13	0.14	0.07	0.39
Control Delay	15.2	15.9	45.6	16.1	13.2	22.6	21.2	21.1	9.7
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	15.9	45.6	16.3	13.2	22.6	21.2	21.1	9.7
Queue Length 50th (m)	5.2	25.7	5.6	37.5	16.0	3.1	10.0	1.9	0.6
Queue Length 95th (m)	m20.1	#110.5	m10.2	58.3	31.5	9.1	20.1	6.4	13.2
Internal Link Dist (m)		68.9		88.3			98.1		72.5
Turn Bay Length (m)	12.0		15.0		17.0				
Base Capacity (vph)	341	792	99	943	558	193	599	217	279
Starvation Cap Reductn	0	0	0	194	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.54	0.32	0.44	0.35	0.13	0.14	0.07	0.39

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 75 (83%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Lower Sherbourne St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	405	0	30	315	185	25	70	10	15	5	100
Future Volume (vph)	110	405	0	30	315	185	25	70	10	15	5	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	4.8	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.67	1.00	0.93		1.00	0.44	
Flpb, ped/bikes	0.80	1.00		1.00	1.00	1.00	0.50	1.00		0.55	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.98		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1185	1621		1486	1621	916	777	1740		853	612	
Flt Permitted	0.56	1.00		0.95	1.00	1.00	0.69	1.00		0.70	1.00	
Satd. Flow (perm)	699	1621		1486	1621	916	561	1740		630	612	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	426	0	32	332	195	26	74	11	16	5	105
RTOR Reduction (vph)	0	0	0	0	0	28	0	0	0	0	76	0
Lane Group Flow (vph)	116	426	0	32	332	167	26	85	0	16	34	0
Confl. Peds. (#/hr)	150		230	230		150	610		350	350		610
Turn Type	Perm	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2					6	8			4		
Actuated Green, G (s)	37.6	37.6		3.6	49.2	49.2	24.8	24.8		24.8	24.8	
Effective Green, g (s)	37.6	37.6		3.6	49.2	49.2	24.8	24.8		24.8	24.8	
Actuated g/C Ratio	0.42	0.42		0.04	0.55	0.55	0.28	0.28		0.28	0.28	
Clearance Time (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0		2.5	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	292	677		59	886	500	154	479		173	168	
v/s Ratio Prot		c0.26		0.02	c0.20			0.05			c0.06	
v/s Ratio Perm	0.17					0.18	0.05			0.03		
v/c Ratio	0.40	0.63		0.54	0.37	0.33	0.17	0.18		0.09	0.20	
Uniform Delay, d1	18.3	20.7		42.4	11.6	11.3	24.8	24.8		24.2	25.0	
Progression Factor	0.54	0.52		0.94	1.06	1.12	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	3.6		6.7	1.0	1.5	0.5	0.2		0.2	0.6	
Delay (s)	13.2	14.4		46.6	13.3	14.2	25.3	25.0		24.5	25.6	
Level of Service	B	B		D	B	B	C	C		C	C	
Approach Delay (s)		14.1			15.5			25.1			25.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

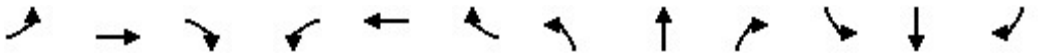
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	Ø2
Lane Configurations								
Traffic Volume (vph)	315	115	375	25	30	85	60	
Future Volume (vph)	315	115	375	25	30	85	60	
Lane Group Flow (vph)	332	121	427	26	64	89	200	
Turn Type	NA	custom	NA	Perm	NA	Perm	NA	
Protected Phases	2 9	9	6		8		4	2
Permitted Phases				8		4		
Detector Phase	2 9	9	6	8	8	4	4	
Switch Phase								
Minimum Initial (s)		6.0	18.0	29.0	29.0	29.0	29.0	18.0
Minimum Split (s)		14.0	26.0	37.0	37.0	37.0	37.0	26.0
Total Split (s)		14.0	53.0	37.0	37.0	37.0	37.0	39.0
Total Split (%)		15.6%	58.9%	41.1%	41.1%	41.1%	41.1%	43%
Yellow Time (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	C-Max	None	None	None	None	C-Max
v/c Ratio	0.41	0.51	0.55	0.14	0.18	0.49	0.55	
Control Delay	3.0	31.2	16.7	24.1	23.8	35.3	18.5	
Queue Delay	0.8	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	3.8	31.2	16.7	24.1	23.8	35.3	18.5	
Queue Length 50th (m)	1.3	11.4	35.4	3.2	7.9	12.3	12.4	
Queue Length 95th (m)	3.3	27.2	54.5	9.4	17.5	27.7	34.5	
Internal Link Dist (m)	88.3		63.8		55.5		68.2	
Turn Bay Length (m)		11.0						
Base Capacity (vph)	810	236	773	189	350	183	365	
Starvation Cap Reductn	238	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.51	0.55	0.14	0.18	0.49	0.55	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 13: Bonnycastle St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	315	115	0	375	30	25	30	30	85	60	130
Future Volume (vph)	0	315	115	0	375	30	25	30	30	85	60	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.3	3.3	3.0	3.3	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)		8.0	8.0		8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00		0.96		1.00	0.73		1.00	0.63	
Flpb, ped/bikes		1.00	1.00		1.00		0.59	1.00		0.51	1.00	
Frt		1.00	0.85		0.99		1.00	0.93		1.00	0.90	
Flt Protected		1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1621	1330		1540		884	1089		755	912	
Flt Permitted		1.00	1.00		1.00		0.63	1.00		0.72	1.00	
Satd. Flow (perm)		1621	1330		1540		588	1089		568	912	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	332	121	0	395	32	26	32	32	89	63	137
RTOR Reduction (vph)	0	0	113	0	3	0	0	0	0	0	71	0
Lane Group Flow (vph)	0	332	8	0	424	0	26	64	0	89	129	0
Confl. Peds. (#/hr)	245		330	330		245	435		445	445		435
Turn Type		NA	custom		NA		Perm	NA		Perm	NA	
Protected Phases		2 9	9		6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)		45.0	6.0		45.0		29.0	29.0		29.0	29.0	
Effective Green, g (s)		45.0	6.0		45.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.50	0.07		0.50		0.32	0.32		0.32	0.32	
Clearance Time (s)			8.0		8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)			3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		810	88		770		189	350		183	293	
v/s Ratio Prot		0.20	0.01		c0.28			0.06			0.14	
v/s Ratio Perm							0.04			c0.16		
v/c Ratio		0.41	0.09		0.55		0.14	0.18		0.49	0.44	
Uniform Delay, d1		14.1	39.4		15.5		21.6	22.0		24.5	24.1	
Progression Factor		0.11	6.92		0.88		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3	0.4		2.6		0.3	0.3		2.0	1.1	
Delay (s)		1.9	273.3		16.4		22.0	22.2		26.5	25.1	
Level of Service		A	F		B		C	C		C	C	
Approach Delay (s)		74.4			16.4			22.1			25.6	
Approach LOS		E			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

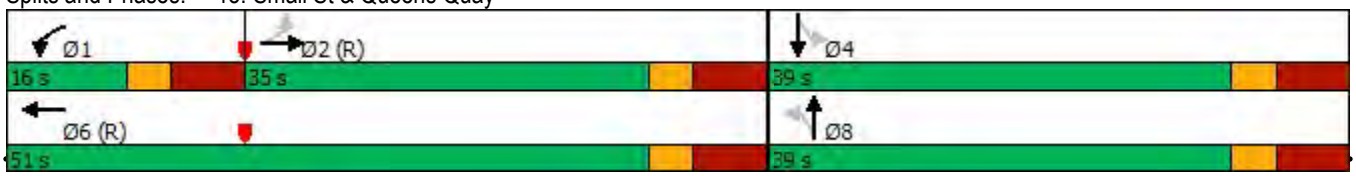
c Critical Lane Group

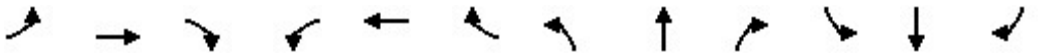
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	75	355	90	330	25	35	50	30
Future Volume (vph)	75	355	90	330	25	35	50	30
Lane Group Flow (vph)	79	374	95	394	26	90	53	85
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases		2	1	6		8		4
Permitted Phases	2				8		4	
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	22.0	22.0	6.0	22.0	31.0	31.0	31.0	31.0
Minimum Split (s)	30.0	30.0	14.0	30.0	39.0	39.0	39.0	39.0
Total Split (s)	35.0	35.0	16.0	51.0	39.0	39.0	39.0	39.0
Total Split (%)	38.9%	38.9%	17.8%	56.7%	43.3%	43.3%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.26	0.52	0.75	0.44	0.12	0.25	0.25	0.22
Control Delay	16.4	18.2	69.7	22.3	22.2	23.6	25.1	11.4
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	16.4	18.2	69.7	22.8	22.2	23.6	25.1	11.4
Queue Length 50th (m)	5.0	23.6	17.6	44.1	3.0	11.0	6.5	3.7
Queue Length 95th (m)	12.2	#95.9	m#30.8	74.0	9.0	22.7	16.0	13.9
Internal Link Dist (m)		101.9		81.1		67.8		61.4
Turn Bay Length (m)	24.0		16.0				14.0	
Base Capacity (vph)	299	713	132	895	212	358	212	381
Starvation Cap Reductn	0	0	0	187	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.52	0.72	0.56	0.12	0.25	0.25	0.22

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 13 (14%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Small St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	355	0	90	330	45	25	35	50	50	30	50
Future Volume (vph)	75	355	0	90	330	45	25	35	50	50	30	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.96		1.00	0.70		1.00	0.69	
Flpb, ped/bikes	0.82	1.00		1.00	1.00		0.56	1.00		0.56	1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.91		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1223	1621		1486	1531		835	1039		839	1008	
Flt Permitted	0.53	1.00		0.95	1.00		0.70	1.00		0.70	1.00	
Satd. Flow (perm)	681	1621		1486	1531		616	1039		617	1008	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	374	0	95	347	47	26	37	53	53	32	53
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	38	0
Lane Group Flow (vph)	79	374	0	95	389	0	26	90	0	53	47	0
Confl. Peds. (#/hr)	150		230	230		150	340		340	340		340
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)	34.8	34.8		6.4	49.2		24.8	24.8		24.8	24.8	
Effective Green, g (s)	34.8	34.8		6.4	49.2		24.8	24.8		24.8	24.8	
Actuated g/C Ratio	0.39	0.39		0.07	0.55		0.28	0.28		0.28	0.28	
Clearance Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	263	626		105	836		169	286		170	277	
v/s Ratio Prot		c0.23		c0.06	0.25			c0.09			0.05	
v/s Ratio Perm	0.12						0.04			0.09		
v/c Ratio	0.30	0.60		0.90	0.47		0.15	0.31		0.31	0.17	
Uniform Delay, d1	19.2	22.0		41.5	12.4		24.7	25.9		25.8	24.8	
Progression Factor	0.55	0.55		1.02	1.41		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	3.9		50.2	1.5		0.4	0.6		1.1	0.3	
Delay (s)	13.3	16.1		92.6	19.0		25.1	26.5		26.9	25.1	
Level of Service	B	B		F	B		C	C		C	C	
Approach Delay (s)		15.6			33.3			26.2			25.8	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

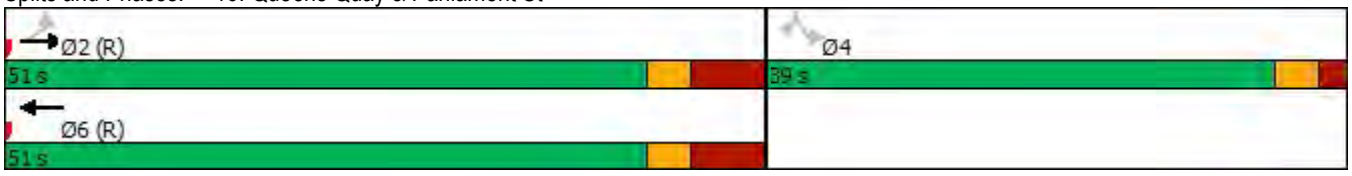
c Critical Lane Group

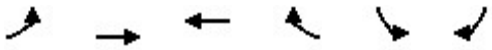
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	195	260	365	180	100
Future Volume (vph)	195	260	365	180	100
Lane Group Flow (vph)	205	274	479	189	105
Turn Type	Perm	NA	NA	Perm	Perm
Protected Phases		2	6		
Permitted Phases	2			4	4
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	26.0	26.0	26.0	34.0	34.0
Minimum Split (s)	34.0	34.0	34.0	39.0	39.0
Total Split (s)	51.0	51.0	51.0	39.0	39.0
Total Split (%)	56.7%	56.7%	56.7%	43.3%	43.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None
v/c Ratio	0.84	0.35	0.68	0.73	0.35
Control Delay	38.8	6.3	13.8	42.8	7.7
Queue Delay	0.0	0.9	0.8	0.0	0.1
Total Delay	38.8	7.2	14.6	42.8	7.8
Queue Length 50th (m)	3.8	4.8	36.3	27.5	0.0
Queue Length 95th (m)	#71.5	11.9	1.6	#61.4	11.2
Internal Link Dist (m)		81.1	88.8	61.5	
Turn Bay Length (m)	10.0			22.0	
Base Capacity (vph)	244	774	707	260	301
Starvation Cap Reductn	0	272	61	0	0
Spillback Cap Reductn	0	0	0	0	15
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.55	0.74	0.73	0.37

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Queens Quay & Parliament St





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	195	260	365	90	180	100
Future Volume (vph)	195	260	365	90	180	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.3	3.0	3.3
Total Lost time (s)	8.0	8.0	8.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.93		1.00	0.45
Flpb, ped/bikes	0.85	1.00	1.00		0.46	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1257	1621	1460		689	626
Flt Permitted	0.39	1.00	1.00		0.95	1.00
Satd. Flow (perm)	512	1621	1460		689	626
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	205	274	384	95	189	105
RTOR Reduction (vph)	0	0	10	0	0	65
Lane Group Flow (vph)	205	274	469	0	189	40
Confl. Peds. (#/hr)	210			210	515	515
Turn Type	Perm	NA	NA		Perm	Perm
Protected Phases		2	6			
Permitted Phases	2				4	4
Actuated Green, G (s)	43.0	43.0	43.0		34.0	34.0
Effective Green, g (s)	43.0	43.0	43.0		34.0	34.0
Actuated g/C Ratio	0.48	0.48	0.48		0.38	0.38
Clearance Time (s)	8.0	8.0	8.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	244	774	697		260	236
v/s Ratio Prot		0.17	0.32			
v/s Ratio Perm	c0.40				c0.27	0.06
v/c Ratio	0.84	0.35	0.67		0.73	0.17
Uniform Delay, d1	20.5	14.8	18.1		24.0	18.6
Progression Factor	0.42	0.34	0.49		1.00	1.00
Incremental Delay, d2	25.7	1.1	4.9		9.7	0.3
Delay (s)	34.3	6.2	13.8		33.7	18.9
Level of Service	C	A	B		C	B
Approach Delay (s)		18.2	13.8		28.4	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

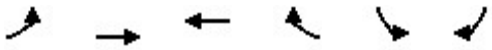
c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	35	405	455	5
Future Volume (vph)	35	405	455	5
Lane Group Flow (vph)	37	426	495	5
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	6	
Permitted Phases	2			4
Detector Phase	2	2	6	4
Switch Phase				
Minimum Initial (s)	16.0	16.0	16.0	29.0
Minimum Split (s)	24.0	24.0	24.0	34.0
Total Split (s)	56.0	56.0	56.0	34.0
Total Split (%)	62.2%	62.2%	62.2%	37.8%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	C-Max	None
v/c Ratio	0.06	0.29	0.34	0.02
Control Delay	2.5	2.5	3.3	21.4
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	2.5	2.5	3.4	21.4
Queue Length 50th (m)	0.0	0.0	0.0	0.6
Queue Length 95th (m)	m3.8	41.8	49.4	3.0
Internal Link Dist (m)		88.8	66.3	38.3
Turn Bay Length (m)	22.0			
Base Capacity (vph)	575	1470	1443	245
Starvation Cap Reductn	0	55	40	0
Spillback Cap Reductn	0	187	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.33	0.35	0.02

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Queens Quay & Street A





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	405	455	15	5	0
Future Volume (vph)	35	405	455	15	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0	8.0		5.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.99		1.00	
Flpb, ped/bikes	0.79	1.00	1.00		0.49	
Frt	1.00	1.00	1.00		1.00	
Flt Protected	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1171	1621	1591		761	
Flt Permitted	0.48	1.00	1.00		0.95	
Satd. Flow (perm)	595	1621	1591		761	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	426	479	16	5	0
RTOR Reduction (vph)	0	0	1	0	0	0
Lane Group Flow (vph)	37	426	494	0	5	0
Confl. Peds. (#/hr)	150			150	340	340
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)	71.2	71.2	71.2		5.8	
Effective Green, g (s)	71.2	71.2	71.2		5.8	
Actuated g/C Ratio	0.79	0.79	0.79		0.06	
Clearance Time (s)	8.0	8.0	8.0		5.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	470	1282	1258		49	
v/s Ratio Prot		0.26	c0.31			
v/s Ratio Perm	0.06				c0.01	
v/c Ratio	0.08	0.33	0.39		0.10	
Uniform Delay, d1	2.1	2.7	2.8		39.6	
Progression Factor	0.48	0.47	0.60		1.00	
Incremental Delay, d2	0.3	0.6	0.8		0.9	
Delay (s)	1.3	1.9	2.5		40.6	
Level of Service	A	A	A		D	
Approach Delay (s)		1.8	2.5		40.6	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	2.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

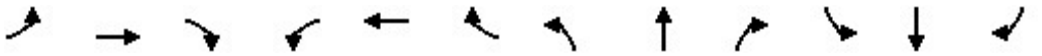
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	70	340	50	310	55	50	75	50
Future Volume (vph)	70	340	50	310	55	50	75	50
Lane Group Flow (vph)	0	432	53	400	58	100	79	164
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases		2	1	6		8		4
Permitted Phases	2				8		4	
Detector Phase	2	2	1	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	21.0	21.0	6.0	21.0	29.0	29.0	29.0	29.0
Minimum Split (s)	29.0	29.0	14.0	29.0	37.0	37.0	37.0	37.0
Total Split (s)	38.0	38.0	15.0	53.0	37.0	37.0	37.0	37.0
Total Split (%)	42.2%	42.2%	16.7%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None
v/c Ratio		0.81	0.48	0.53	0.31	0.28	0.43	0.44
Control Delay		32.6	54.6	17.9	28.7	25.4	32.9	13.2
Queue Delay		1.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.4	54.6	17.9	28.7	25.4	32.9	13.2
Queue Length 50th (m)		55.9	8.9	42.8	7.5	12.8	10.7	6.5
Queue Length 95th (m)		#129.9	#20.5	68.8	18.1	25.6	24.5	23.6
Internal Link Dist (m)		66.3		152.9		94.1		38.6
Turn Bay Length (m)			50.0				10.0	
Base Capacity (vph)		533	115	748	187	359	184	369
Starvation Cap Reductn		30	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0
Reduced v/c Ratio		0.86	0.46	0.53	0.31	0.28	0.43	0.44

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Trinity St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	340	0	50	310	70	55	50	45	75	50	105
Future Volume (vph)	70	340	0	50	310	70	55	50	45	75	50	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3	3.0	3.3	3.3
Total Lost time (s)		8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00		1.00	0.94		1.00	0.74		1.00	0.63	
Flpb, ped/bikes		0.97		1.00	1.00		0.57	1.00		0.53	1.00	
Frt		1.00		1.00	0.97		1.00	0.93		1.00	0.90	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1556		1486	1478		846	1117		786	914	
Flt Permitted		0.85		0.95	1.00		0.65	1.00		0.69	1.00	
Satd. Flow (perm)		1333		1486	1478		582	1117		573	914	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	358	0	53	326	74	58	53	47	79	53	111
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	75	0
Lane Group Flow (vph)	0	432	0	53	391	0	58	100	0	79	89	0
Confl. Peds. (#/hr)	150		230	230		150	455		455	455		455
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Actuated Green, G (s)		32.8		4.2	45.0		29.0	29.0		29.0	29.0	
Effective Green, g (s)		32.8		4.2	45.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.36		0.05	0.50		0.32	0.32		0.32	0.32	
Clearance Time (s)		8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)		3.0		2.5	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		485		69	739		187	359		184	294	
v/s Ratio Prot				0.04	c0.26			0.09			0.10	
v/s Ratio Perm		c0.32					0.10			c0.14		
v/c Ratio		0.89		0.77	0.53		0.31	0.28		0.43	0.30	
Uniform Delay, d1		26.9		42.4	15.3		23.0	22.7		24.0	22.9	
Progression Factor		0.64		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		20.7		37.8	2.7		0.9	0.4		1.6	0.6	
Delay (s)		37.9		80.2	18.0		23.9	23.1		25.6	23.5	
Level of Service		D		F	B		C	C		C	C	
Approach Delay (s)		37.9			25.3			23.4			24.2	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	119.1%	ICU Level of Service	H
Analysis Period (min)	15		

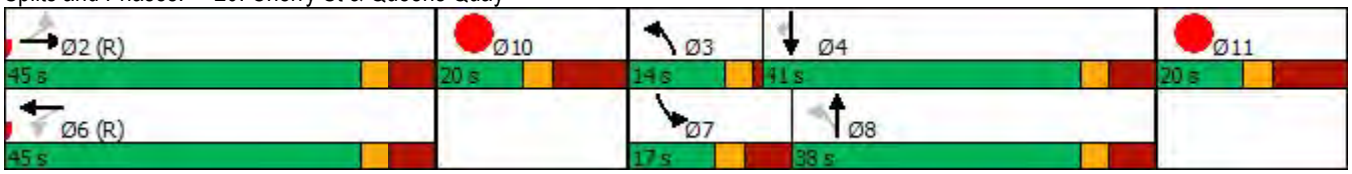
c Critical Lane Group

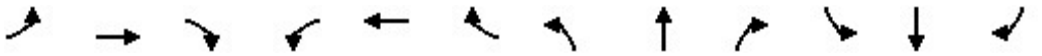
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø10	Ø11
Lane Configurations											
Traffic Volume (vph)	125	75	60	205	135	310	55	320	90		
Future Volume (vph)	125	75	60	205	135	310	55	320	90		
Lane Group Flow (vph)	132	353	63	279	142	326	58	337	95		
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Prot	NA	Perm		
Protected Phases		2		6	3	8	7	4		10	11
Permitted Phases	2		6		8				4		
Detector Phase	2	2	6	6	3	8	7	4	4		
Switch Phase											
Minimum Initial (s)	33.0	33.0	33.0	33.0	6.0	30.0	6.0	30.0	30.0	9.0	9.0
Minimum Split (s)	41.0	41.0	41.0	41.0	10.0	38.0	14.0	38.0	38.0	20.0	20.0
Total Split (s)	45.0	45.0	45.0	45.0	14.0	38.0	17.0	41.0	41.0	20.0	20.0
Total Split (%)	32.1%	32.1%	32.1%	32.1%	10.0%	27.1%	12.1%	29.3%	29.3%	14%	14%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0	1.0	5.0	5.0	5.0	5.0	8.0	8.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	8.0	8.0	8.0	8.0	4.0	8.0	8.0	8.0	8.0		
Lead/Lag					Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None	None
v/c Ratio	0.34	0.79	0.20	0.34	0.55	0.71	0.47	0.78	0.31		
Control Delay	24.5	43.3	22.0	22.2	35.5	57.8	74.0	62.1	2.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0		
Total Delay	24.5	43.3	22.0	22.2	35.5	57.8	74.0	72.9	2.5		
Queue Length 50th (m)	20.2	75.5	8.8	42.6	26.3	86.3	15.7	89.2	0.0		
Queue Length 95th (m)	42.3	#151.7	21.2	73.3	36.5	113.9	29.8	115.4	0.0		
Internal Link Dist (m)		152.9		81.0		201.6		99.4			
Turn Bay Length (m)	52.0		25.0		25.0		20.0				
Base Capacity (vph)	383	448	322	822	260	456	131	450	312		
Starvation Cap Reductn	0	0	0	0	0	0	0	89	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.34	0.79	0.20	0.34	0.55	0.71	0.44	0.93	0.30		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Cherry St & Queens Quay





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	75	260	60	205	60	135	310	0	55	320	90
Future Volume (vph)	125	75	260	60	205	60	135	310	0	55	320	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Total Lost time (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0	8.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.54		1.00	0.90		1.00	1.00		1.00	1.00	0.34
Flpb, ped/bikes	0.74	1.00		0.69	1.00		0.92	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1220	856		1136	1573		1575	1801		1711	1801	525
Flt Permitted	0.55	1.00		0.48	1.00		0.30	1.00		0.95	1.00	1.00
Satd. Flow (perm)	707	856		578	1573		503	1801		1711	1801	525
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	79	274	63	216	63	142	326	0	58	337	95
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	71
Lane Group Flow (vph)	132	353	0	63	279	0	142	326	0	58	337	24
Confl. Peds. (#/hr)	195		440	440		195	535		630	630		535
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Prot	NA	Perm
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6			8					4
Actuated Green, G (s)	71.6	71.6		71.6	71.6		48.5	35.5		8.9	35.4	35.4
Effective Green, g (s)	71.6	71.6		71.6	71.6		48.5	35.5		8.9	35.4	35.4
Actuated g/C Ratio	0.51	0.51		0.51	0.51		0.35	0.25		0.06	0.25	0.25
Clearance Time (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	361	437		295	804		273	456		108	455	132
v/s Ratio Prot		c0.41			0.18		c0.05	0.18		0.03	c0.19	
v/s Ratio Perm	0.19			0.11			0.13					0.05
v/c Ratio	0.37	0.81		0.21	0.35		0.52	0.71		0.54	0.74	0.18
Uniform Delay, d1	20.6	28.5		18.8	20.3		34.0	47.6		63.6	48.1	41.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.8	14.8		1.6	1.2		1.8	5.3		5.1	6.4	0.7
Delay (s)	23.4	43.3		20.4	21.5		35.8	52.9		68.6	54.5	41.6
Level of Service	C	D		C	C		D	D		E	D	D
Approach Delay (s)		37.9			21.3			47.7			53.7	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	46.0
Intersection Capacity Utilization	111.7%	ICU Level of Service	H
Analysis Period (min)	15		

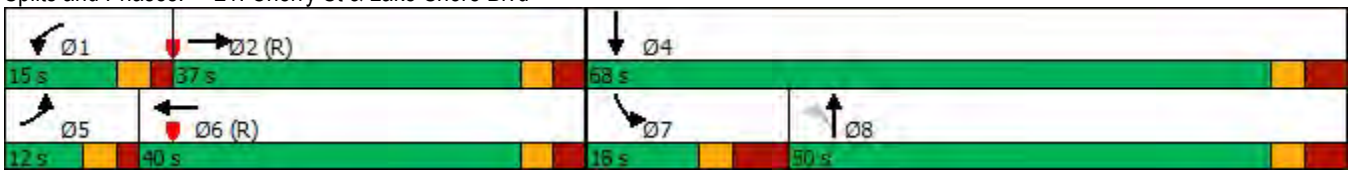
c Critical Lane Group

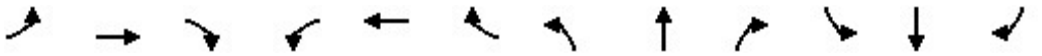
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	625	75	735	170	185	75	130
Future Volume (vph)	40	625	75	735	170	185	75	130
Lane Group Flow (vph)	42	932	79	921	179	342	79	469
Turn Type	Prot	NA	Prot	NA	Perm	NA	Prot	NA
Protected Phases	5	2	1	6		8	7	4
Permitted Phases					8			
Detector Phase	5	2	1	6	8	8	7	4
Switch Phase								
Minimum Initial (s)	6.0	24.0	6.0	24.0	36.0	36.0	6.0	36.0
Minimum Split (s)	11.0	30.0	11.0	30.0	43.0	43.0	14.0	43.0
Total Split (s)	12.0	37.0	15.0	40.0	50.0	50.0	18.0	68.0
Total Split (%)	10.0%	30.8%	12.5%	33.3%	41.7%	41.7%	15.0%	56.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0	2.0	3.0	4.0	4.0	5.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
v/c Ratio	0.45	0.56	0.63	0.53	0.77	0.74	0.62	0.76
Control Delay	70.3	32.5	75.2	33.4	59.0	46.7	74.8	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Total Delay	70.3	32.5	75.2	33.4	59.0	47.8	74.8	26.3
Queue Length 50th (m)	9.7	62.2	18.2	64.9	39.1	73.9	18.2	62.8
Queue Length 95th (m)	21.5	84.1	#36.4	86.6	#68.5	100.6	#34.4	94.6
Internal Link Dist (m)		80.4		62.6		99.4		120.9
Turn Bay Length (m)	15.0		34.0		20.0		49.0	
Base Capacity (vph)	96	1653	137	1725	260	516	142	695
Starvation Cap Reductn	0	0	0	0	0	50	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.56	0.58	0.53	0.69	0.73	0.56	0.67

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Cherry St & Lake Shore Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	625	260	75	735	140	170	185	140	75	130	315
Future Volume (vph)	40	625	260	75	735	140	170	185	140	75	130	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Total Lost time (s)	5.0	6.0		5.0	6.0		7.0	7.0		8.0	7.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.96		1.00	0.96		1.00	0.86		1.00	0.76	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.83	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.94		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1652	4510		1652	4623		1417	1441		1711	1226	
Flt Permitted	0.95	1.00		0.95	1.00		0.49	1.00		0.95	1.00	
Satd. Flow (perm)	1652	4510		1652	4623		728	1441		1711	1226	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	658	274	79	774	147	179	195	147	79	137	332
RTOR Reduction (vph)	0	57	0	0	0	0	0	0	0	0	81	0
Lane Group Flow (vph)	42	875	0	79	921	0	179	342	0	79	388	0
Confl. Peds. (#/hr)	85		85	85		85	455		455	455		455
Turn Type	Prot	NA		Prot	NA		Perm	NA		Prot	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases							8					
Actuated Green, G (s)	5.6	39.9		7.9	42.2		38.5	38.5		7.7	54.2	
Effective Green, g (s)	5.6	39.9		7.9	42.2		38.5	38.5		7.7	54.2	
Actuated g/C Ratio	0.05	0.33		0.07	0.35		0.32	0.32		0.06	0.45	
Clearance Time (s)	5.0	6.0		5.0	6.0		7.0	7.0		8.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.5	3.0	
Lane Grp Cap (vph)	77	1499		108	1625		233	462		109	553	
v/s Ratio Prot	0.03	0.19		c0.05	c0.20			0.24		0.05	c0.32	
v/s Ratio Perm							c0.25					
v/c Ratio	0.55	0.58		0.73	0.57		0.77	0.74		0.72	0.70	
Uniform Delay, d1	56.0	33.2		55.0	31.5		36.7	36.3		55.1	26.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.7	1.7		22.3	1.4		14.1	6.3		19.9	4.0	
Delay (s)	63.6	34.8		77.3	32.9		50.8	42.6		75.0	30.4	
Level of Service	E	C		E	C		D	D		E	C	
Approach Delay (s)		36.1			36.4			45.4			36.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	108.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

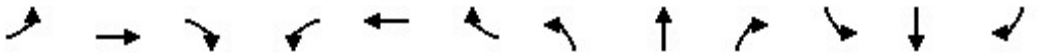
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	200	645	30	195	5	300	25	40	60
Future Volume (vph)	200	645	30	195	5	300	25	40	60
Lane Group Flow (vph)	211	742	32	247	0	321	26	42	63
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	5	2		6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	7.0	7.0	7.0	23.0	23.0	23.0	23.0	23.0
Minimum Split (s)	10.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	18.0	53.0	35.0	35.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	20.0%	58.9%	38.9%	38.9%	41.1%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.41	0.43	0.14	0.39		0.71	0.09	0.30	0.14
Control Delay	11.3	11.8	21.4	21.2		31.1	0.6	23.4	16.7
Queue Delay	0.0	0.0	0.0	0.0		0.1	0.0	0.0	0.0
Total Delay	11.3	11.8	21.4	21.2		31.2	0.6	23.4	16.7
Queue Length 50th (m)	14.0	31.9	3.1	25.8		49.0	0.0	5.4	7.3
Queue Length 95th (m)	30.6	55.2	11.3	55.1		41.1	m0.0	13.2	14.9
Internal Link Dist (m)		146.8		128.1		86.4			73.7
Turn Bay Length (m)									
Base Capacity (vph)	547	1730	223	633		549	350	171	558
Starvation Cap Reductn	0	0	0	0		14	0	0	0
Spillback Cap Reductn	0	0	0	0		0	0	0	0
Storage Cap Reductn	0	0	0	0		0	0	0	0
Reduced v/c Ratio	0.39	0.43	0.14	0.39		0.60	0.07	0.25	0.11

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 77 (86%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Bay St & Harbour St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	645	60	30	195	40	5	300	25	40	60	0
Future Volume (vph)	200	645	60	30	195	40	5	300	25	40	60	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.95			1.00	0.62	1.00	1.00	
Flpb, ped/bikes	0.91	1.00		0.89	1.00			0.99	1.00	0.80	1.00	
Frt	1.00	0.99		1.00	0.97			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1398	2957		1367	1495			1599	856	1235	1621	
Flt Permitted	0.51	1.00		0.37	1.00			1.00	1.00	0.39	1.00	
Satd. Flow (perm)	757	2957		532	1495			1595	856	502	1621	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	679	63	32	205	42	5	316	26	42	63	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	19	0	0	0
Lane Group Flow (vph)	211	742	0	32	240	0	0	321	7	42	63	0
Confl. Peds. (#/hr)	285		315	315		285	1345		570	570		1345
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	52.7	52.7		37.8	37.8			25.3	25.3	25.3	25.3	
Effective Green, g (s)	52.7	52.7		37.8	37.8			25.3	25.3	25.3	25.3	
Actuated g/C Ratio	0.59	0.59		0.42	0.42			0.28	0.28	0.28	0.28	
Clearance Time (s)	4.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	520	1731		223	627			448	240	141	455	
v/s Ratio Prot	0.05	c0.25			0.16						0.04	
v/s Ratio Perm	0.19			0.06				c0.20	0.01	0.08		
v/c Ratio	0.41	0.43		0.14	0.38			0.72	0.03	0.30	0.14	
Uniform Delay, d1	9.4	10.3		16.1	18.0			29.1	23.5	25.4	24.2	
Progression Factor	1.00	1.00		1.00	1.00			0.77	1.00	0.71	0.69	
Incremental Delay, d2	0.5	0.8		1.3	1.8			5.1	0.0	1.2	0.1	
Delay (s)	9.9	11.1		17.5	19.8			27.4	23.5	19.3	16.9	
Level of Service	A	B		B	B			C	C	B	B	
Approach Delay (s)		10.8			19.5			27.1			17.9	
Approach LOS		B			B			C			B	

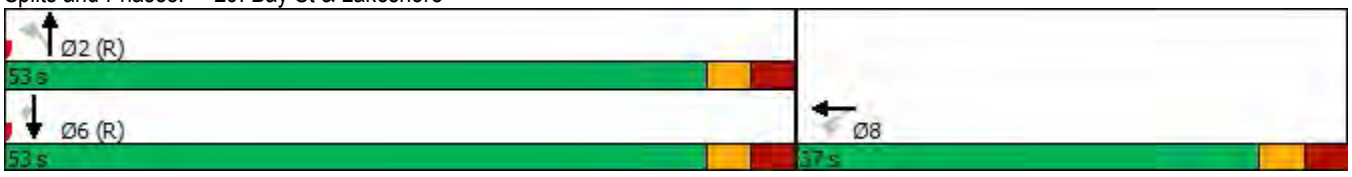
Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

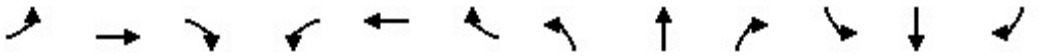
Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations					
Traffic Volume (vph)	470	145	395	75	195
Future Volume (vph)	470	145	395	75	195
Lane Group Flow (vph)	563	0	569	79	205
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		2	6	
Permitted Phases		2			6
Detector Phase	8	2	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	28.0	28.0	28.0	28.0
Minimum Split (s)	28.0	34.0	34.0	34.0	34.0
Total Split (s)	37.0	53.0	53.0	53.0	53.0
Total Split (%)	41.1%	58.9%	58.9%	58.9%	58.9%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.67		0.32	0.06	0.19
Control Delay	37.7		3.5	4.5	4.1
Queue Delay	0.0		0.5	0.0	0.0
Total Delay	37.7		3.9	4.5	4.1
Queue Length 50th (m)	33.3		6.9	3.2	3.6
Queue Length 95th (m)	42.0		17.4	7.2	6.5
Internal Link Dist (m)	131.0		73.7	326.2	
Turn Bay Length (m)					30.0
Base Capacity (vph)	1587		1766	1230	1108
Starvation Cap Reductn	0		710	0	0
Spillback Cap Reductn	0		0	0	0
Storage Cap Reductn	0		0	0	0
Reduced v/c Ratio	0.35		0.54	0.06	0.19

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 43 (48%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 29: Bay St & Lakeshore





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	470	40	145	395	0	0	75	195
Future Volume (vph)	0	0	0	25	470	40	145	395	0	0	75	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0			6.0			6.0	6.0
Lane Util. Factor					0.91			0.95			1.00	0.88
Frpb, ped/bikes					0.96			1.00			1.00	0.60
Flpb, ped/bikes					0.98			0.90			1.00	1.00
Frt					0.99			1.00			1.00	0.85
Flt Protected					1.00			0.99			1.00	1.00
Satd. Flow (prot)					4598			3050			1801	1605
Flt Permitted					1.00			0.84			1.00	1.00
Satd. Flow (perm)					4598			2583			1801	1605
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	26	495	42	153	416	0	0	79	205
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	0	0	0	560	0	0	569	0	0	79	194
Confl. Peds. (#/hr)	1035		375	375		1035	830		845	845		830
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Actuated Green, G (s)					16.5			61.5			61.5	61.5
Effective Green, g (s)					16.5			61.5			61.5	61.5
Actuated g/C Ratio					0.18			0.68			0.68	0.68
Clearance Time (s)					6.0			6.0			6.0	6.0
Vehicle Extension (s)					3.0			3.0			3.0	3.0
Lane Grp Cap (vph)					842			1765			1230	1096
v/s Ratio Prot											0.04	
v/s Ratio Perm					0.12			c0.22				0.12
v/c Ratio					0.66			0.32			0.06	0.18
Uniform Delay, d1					34.2			5.8			4.7	5.1
Progression Factor					1.00			0.48			0.80	0.79
Incremental Delay, d2					2.0			0.4			0.1	0.3
Delay (s)					36.2			3.2			3.9	4.4
Level of Service					D			A			A	A
Approach Delay (s)		0.0			36.2			3.2			4.3	
Approach LOS		A			D			A			A	

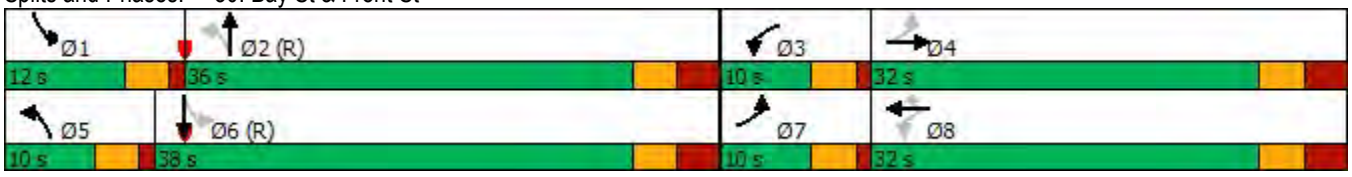
Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

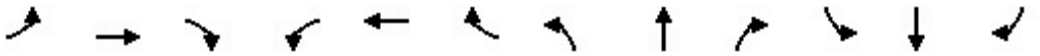
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	155	35	125	35	40	365	65	225
Future Volume (vph)	45	155	35	125	35	40	365	65	225
Lane Group Flow (vph)	47	174	37	132	37	42	416	68	284
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	7.0	6.0	7.0	7.0	6.0	23.0	6.0	23.0
Minimum Split (s)	10.0	29.0	10.0	29.0	29.0	10.0	31.0	10.0	31.0
Total Split (s)	10.0	32.0	10.0	32.0	32.0	10.0	36.0	12.0	38.0
Total Split (%)	11.1%	35.6%	11.1%	35.6%	35.6%	11.1%	40.0%	13.3%	42.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	3.0	1.0	3.0	3.0	1.0	3.0	1.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	6.0	4.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
v/c Ratio	0.22	0.63	0.18	0.46	0.17	0.12	0.24	0.17	0.17
Control Delay	24.8	44.4	24.2	38.8	1.6	6.7	8.5	8.6	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	44.4	24.2	38.8	1.6	6.7	8.5	8.6	11.7
Queue Length 50th (m)	5.9	27.8	4.6	21.0	0.0	1.1	9.2	4.2	12.6
Queue Length 95th (m)	12.5	44.7	10.5	35.3	0.0	5.4	19.2	10.8	23.4
Internal Link Dist (m)		180.4		158.6			326.2		306.2
Turn Bay Length (m)						30.0		30.0	
Base Capacity (vph)	216	500	202	520	297	350	1707	419	1627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.35	0.18	0.25	0.12	0.12	0.24	0.16	0.17

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: Bay St & Front St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	155	10	35	125	35	40	365	30	65	225	45
Future Volume (vph)	45	155	10	35	125	35	40	365	30	65	225	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.46	1.00	0.93		1.00	0.85	
Flpb, ped/bikes	0.71	1.00		0.79	1.00	1.00	0.66	1.00		0.77	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1207	1723		1346	1801	702	1134	3147		1325	2838	
Flt Permitted	0.67	1.00		0.55	1.00	1.00	0.58	1.00		0.49	1.00	
Satd. Flow (perm)	854	1723		781	1801	702	690	3147		683	2838	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	163	11	37	132	37	42	384	32	68	237	47
RTOR Reduction (vph)	0	3	0	0	0	31	0	5	0	0	14	0
Lane Group Flow (vph)	47	171	0	37	132	6	42	411	0	68	270	0
Confl. Peds. (#/hr)	1465		2740	2740		1465	4260		3125	3125		4260
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	17.8	14.2		17.8	14.2	14.2	50.5	46.3		53.9	48.0	
Effective Green, g (s)	17.8	14.2		17.8	14.2	14.2	50.5	46.3		53.9	48.0	
Actuated g/C Ratio	0.20	0.16		0.20	0.16	0.16	0.56	0.51		0.60	0.53	
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	183	271		177	284	110	407	1618		451	1513	
v/s Ratio Prot	c0.01	c0.10		0.01	0.07		0.00	c0.13		c0.01	0.10	
v/s Ratio Perm	0.04			0.03		0.01	0.05			0.08		
v/c Ratio	0.26	0.63		0.21	0.46	0.05	0.10	0.25		0.15	0.18	
Uniform Delay, d1	30.1	35.4		29.8	34.4	32.2	9.0	12.2		7.7	10.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.77	0.61		1.00	1.00	
Incremental Delay, d2	0.7	4.5		0.6	1.2	0.2	0.1	0.4		0.2	0.3	
Delay (s)	30.9	40.0		30.4	35.7	32.4	7.0	7.8		7.8	11.1	
Level of Service	C	D		C	D	C	A	A		A	B	
Approach Delay (s)		38.0			34.1			7.7			10.5	
Approach LOS		D			C			A			B	

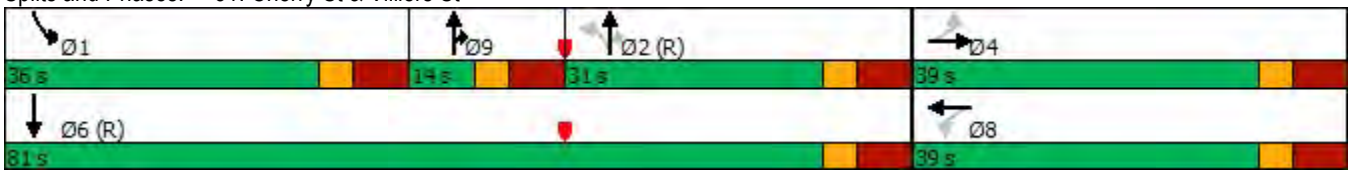
Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

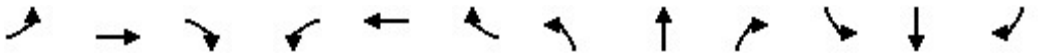
Lane Group	WBL	WBT	NBT	NBR	SBL	SBT	Ø2	Ø4
Lane Configurations								
Traffic Volume (vph)	80	0	320	95	285	355		
Future Volume (vph)	80	0	320	95	285	355		
Lane Group Flow (vph)	0	216	337	100	300	374		
Turn Type	Perm	NA	NA	custom	Prot	NA		
Protected Phases		8	2 9	9	1	6	2	4
Permitted Phases	8			2				
Detector Phase	8	8	2 9	9	1	6		
Switch Phase								
Minimum Initial (s)	31.0	31.0		6.0	6.0	21.0	21.0	31.0
Minimum Split (s)	39.0	39.0		14.0	14.0	29.0	29.0	39.0
Total Split (s)	39.0	39.0		14.0	36.0	81.0	31.0	39.0
Total Split (%)	32.5%	32.5%		11.7%	30.0%	67.5%	26%	33%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		8.0		8.0	8.0	8.0		
Lead/Lag				Lag	Lead			
Lead-Lag Optimize?				Yes	Yes			
Recall Mode	None	None		None	None	C-Max	C-Max	None
v/c Ratio		0.52	0.56	0.34	0.85	0.34		
Control Delay		12.2	23.6	3.7	67.6	12.7		
Queue Delay		0.0	0.0	0.0	0.0	0.0		
Total Delay		12.2	23.6	3.7	67.6	12.7		
Queue Length 50th (m)		4.5	31.7	0.1	67.2	40.9		
Queue Length 95th (m)		26.9	47.0	1.4	#103.1	58.9		
Internal Link Dist (m)		513.0	69.9			201.6		
Turn Bay Length (m)				15.0	25.0			
Base Capacity (vph)		416	603	298	399	1095		
Starvation Cap Reductn		0	0	0	0	0		
Spillback Cap Reductn		0	0	0	0	0		
Storage Cap Reductn		0	0	0	0	0		
Reduced v/c Ratio		0.52	0.56	0.34	0.75	0.34		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 31: Cherry St & Villiers St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	80	0	125	0	320	95	285	355	0
Future Volume (vph)	0	0	0	80	0	125	0	320	95	285	355	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					8.0			8.0	8.0	8.0	8.0	
Lane Util. Factor					1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes					0.88			1.00	0.52	1.00	1.00	
Flpb, ped/bikes					0.84			1.00	1.00	1.00	1.00	
Frt					0.92			1.00	0.85	1.00	1.00	
Flt Protected					0.98			1.00	1.00	0.95	1.00	
Satd. Flow (prot)					1198			1801	792	1711	1801	
Flt Permitted					0.87			1.00	1.00	0.95	1.00	
Satd. Flow (perm)					1065			1801	792	1711	1801	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	84	0	132	0	337	100	300	374	0
RTOR Reduction (vph)	0	0	0	0	142	0	0	0	73	0	0	0
Lane Group Flow (vph)	0	0	0	0	74	0	0	337	27	300	374	0
Confl. Peds. (#/hr)	95		210	210		95	210		465	465		210
Turn Type				Perm	NA			NA	custom	Prot	NA	
Protected Phases		4			8			2 9	9	1	6	
Permitted Phases	4			8			2		2			
Actuated Green, G (s)					31.0			40.2	32.2	24.8	73.0	
Effective Green, g (s)					31.0			40.2	32.2	24.8	73.0	
Actuated g/C Ratio					0.26			0.34	0.27	0.21	0.61	
Clearance Time (s)					8.0				8.0	8.0	8.0	
Vehicle Extension (s)					3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)					275			603	265	353	1095	
v/s Ratio Prot								c0.19	0.01	c0.18	0.21	
v/s Ratio Perm					c0.07				0.03			
v/c Ratio					0.27			0.56	0.10	0.85	0.34	
Uniform Delay, d1					35.5			32.6	33.0	45.8	11.6	
Progression Factor					1.00			0.59	0.25	1.00	1.00	
Incremental Delay, d2					0.5			1.0	0.2	17.1	0.9	
Delay (s)					36.0			20.3	8.5	62.9	12.5	
Level of Service					D			C	A	E	B	
Approach Delay (s)		0.0			36.0			17.6			34.9	
Approach LOS		A			D			B			C	

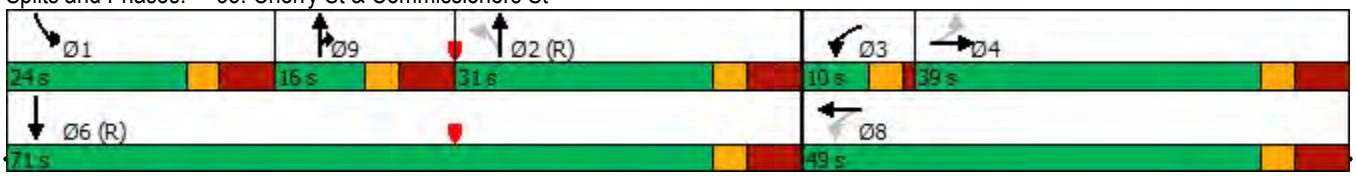
Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	25	135	30	5	265	185	180	235
Future Volume (vph)	25	25	135	30	5	265	185	180	235
Lane Group Flow (vph)	0	57	142	164	0	284	195	189	268
Turn Type	Perm	NA	pm+pt	NA	custom	NA	custom	Prot	NA
Protected Phases		4	3	8		2 9	9	1	6
Permitted Phases	4		8		2				
Detector Phase	4	4	3	8	2	2 9	9	1	6
Switch Phase									
Minimum Initial (s)	31.0	31.0	6.0	31.0	21.0		6.0	6.0	21.0
Minimum Split (s)	39.0	39.0	10.0	39.0	29.0		14.0	14.0	29.0
Total Split (s)	39.0	39.0	10.0	49.0	31.0		16.0	24.0	71.0
Total Split (%)	32.5%	32.5%	8.3%	40.8%	25.8%		13.3%	20.0%	59.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	1.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		8.0	4.0	8.0			8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead				Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max		None	None	C-Max
v/c Ratio		0.20	0.38	0.43		0.46	0.60	0.86	0.29
Control Delay		34.5	28.4	12.7		34.5	12.1	82.7	8.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		34.5	28.4	12.7		34.5	12.1	82.7	8.5
Queue Length 50th (m)		9.8	22.3	8.1		53.6	0.0	28.1	12.3
Queue Length 95th (m)		21.2	m35.9	m22.3		79.7	14.5	#78.2	20.3
Internal Link Dist (m)		150.4		283.9		244.1			91.3
Turn Bay Length (m)			25.0				15.0		
Base Capacity (vph)		291	378	396		615	323	228	918
Starvation Cap Reductn		0	0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0
Reduced v/c Ratio		0.20	0.38	0.41		0.46	0.60	0.83	0.29

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: Cherry St & Commissioners St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	25	5	135	30	125	5	265	185	180	235	20
Future Volume (vph)	25	25	5	135	30	125	5	265	185	180	235	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0		4.0	8.0			8.0	8.0	8.0	8.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes		0.96		1.00	0.57			1.00	1.00	1.00	0.95	
Flpb, ped/bikes		0.81		0.74	1.00			0.99	1.00	1.00	1.00	
Frt		0.99		1.00	0.88			1.00	0.85	1.00	0.99	
Flt Protected		0.98		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1356		1273	906			1785	1531	1711	1692	
Flt Permitted		0.81		0.71	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (perm)		1116		951	906			1776	1531	1711	1692	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	26	5	142	32	132	5	279	195	189	247	21
RTOR Reduction (vph)	0	3	0	0	87	0	0	0	181	0	2	0
Lane Group Flow (vph)	0	54	0	142	77	0	0	284	14	189	266	0
Confl. Peds. (#/hr)	315		220	220		315	390		485	485		390
Turn Type	Perm	NA		pm+pt	NA		custom	NA	custom	Prot	NA	
Protected Phases		4		3	8			2 9	9	1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		24.8		40.6	40.6			40.0	8.9	15.4	63.4	
Effective Green, g (s)		24.8		40.6	40.6			40.0	8.9	15.4	63.4	
Actuated g/C Ratio		0.21		0.34	0.34			0.33	0.07	0.13	0.53	
Clearance Time (s)		8.0		4.0	8.0				8.0	8.0	8.0	
Vehicle Extension (s)		3.0		3.0	3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)		230		353	306			592	113	219	893	
v/s Ratio Prot				c0.04	0.08				0.01	c0.11	0.16	
v/s Ratio Perm		0.05		c0.10				c0.16				
v/c Ratio		0.23		0.40	0.25			0.48	0.13	0.86	0.30	
Uniform Delay, d1		39.7		29.6	28.7			31.7	51.9	51.3	15.8	
Progression Factor		1.00		0.97	1.25			1.00	1.00	0.99	0.50	
Incremental Delay, d2		0.5		0.6	0.3			0.6	0.5	26.5	0.8	
Delay (s)		40.2		29.4	36.2			32.3	52.4	77.1	8.7	
Level of Service		D		C	D			C	D	E	A	
Approach Delay (s)		40.2			33.0			40.5			37.0	
Approach LOS		D			C			D			D	

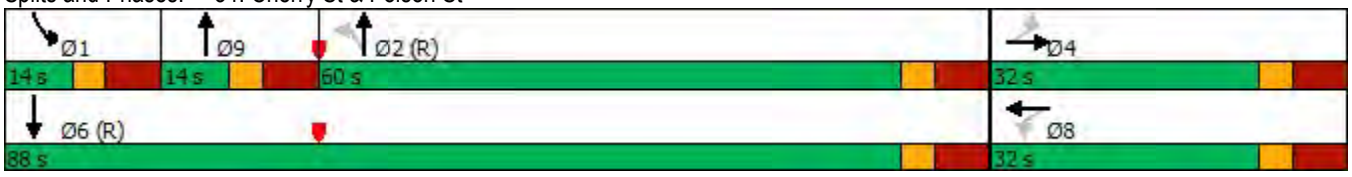
Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	36.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	SBT	Ø1	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	455	375					
Future Volume (vph)	455	375					
Lane Group Flow (vph)	479	395					
Turn Type	NA	NA					
Protected Phases	2 9	6	1	2	4	8	9
Permitted Phases							
Detector Phase	2 9	6					
Switch Phase							
Minimum Initial (s)		21.0	6.0	21.0	24.0	24.0	6.0
Minimum Split (s)		29.0	14.0	29.0	32.0	32.0	14.0
Total Split (s)		88.0	14.0	60.0	32.0	32.0	14.0
Total Split (%)		73.3%	12%	50%	27%	27%	12%
Yellow Time (s)		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)		5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0					
Total Lost Time (s)		8.0					
Lead/Lag			Lead				Lag
Lead-Lag Optimize?			Yes				Yes
Recall Mode		C-Max	None	C-Max	None	None	None
v/c Ratio	0.27	0.22					
Control Delay	0.4	0.3					
Queue Delay	0.0	0.0					
Total Delay	0.4	0.3					
Queue Length 50th (m)	0.0	0.0					
Queue Length 95th (m)	0.0	0.0					
Internal Link Dist (m)	130.7	28.9					
Turn Bay Length (m)							
Base Capacity (vph)	1801	1801					
Starvation Cap Reductn	0	0					
Spillback Cap Reductn	0	0					
Storage Cap Reductn	0	0					
Reduced v/c Ratio	0.27	0.22					

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 34: Cherry St & Polson St



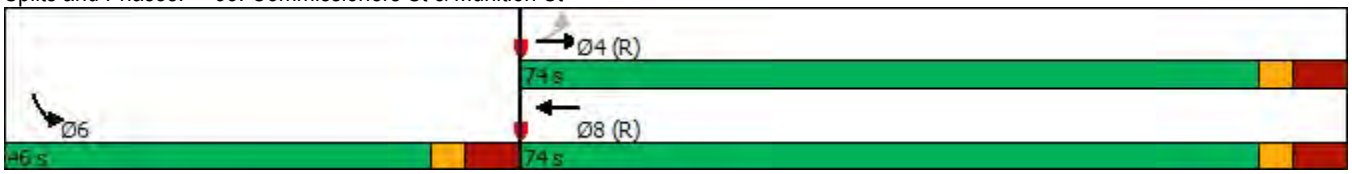
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	455	0	0	375	0
Future Volume (vph)	0	0	0	0	0	0	0	455	0	0	375	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								8.0			8.0	
Lane Util. Factor								1.00			1.00	
Frpb, ped/bikes								1.00			1.00	
Flpb, ped/bikes								1.00			1.00	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								1801			1801	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								1801			1801	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	0	479	0	0	395	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	479	0	0	395	0
Confl. Peds. (#/hr)	30		20	20		30	145		275	275		145
Turn Type							custom	NA		Prot	NA	
Protected Phases		4			8			2 9		1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)											8.0	
Vehicle Extension (s)											3.0	
Lane Grp Cap (vph)								1801			1801	
v/s Ratio Prot								c0.27			0.22	
v/s Ratio Perm												
v/c Ratio								0.27			0.22	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.1			0.3	
Delay (s)								0.1			0.3	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.1			0.3	
Approach LOS		A			A			A			A	

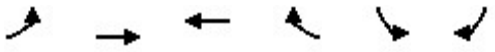
Intersection Summary			
HCM 2000 Control Delay	0.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	190	200	185	135
Future Volume (vph)	190	200	185	135
Lane Group Flow (vph)	0	411	411	253
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	30.0	30.0	30.0	7.0
Minimum Split (s)	38.0	38.0	38.0	30.0
Total Split (s)	74.0	74.0	74.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	38.3%
Yellow Time (s)	3.0	3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		8.0	8.0	8.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	C-Max	Max
v/c Ratio		0.42	0.66	0.63
Control Delay		7.9	21.6	38.1
Queue Delay		0.0	0.0	0.0
Total Delay		7.9	21.6	38.1
Queue Length 50th (m)		14.7	54.1	44.0
Queue Length 95th (m)		m13.5	91.9	72.9
Internal Link Dist (m)		283.9	220.4	61.6
Turn Bay Length (m)				
Base Capacity (vph)		988	619	403
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.42	0.66	0.63

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Commissioners St & Munition St





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	190	200	185	205	135	105
Future Volume (vph)	190	200	185	205	135	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	8.0		8.0	
Lane Util. Factor		0.95	1.00		1.00	
Frpb, ped/bikes		1.00	0.64		0.73	
Flpb, ped/bikes		0.85	1.00		1.00	
Frt		1.00	0.93		0.94	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		2826	1066		1199	
Flt Permitted		0.62	1.00		0.97	
Satd. Flow (perm)		1797	1066		1199	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	211	195	216	142	111
RTOR Reduction (vph)	0	0	33	0	23	0
Lane Group Flow (vph)	0	411	378	0	230	0
Confl. Peds. (#/hr)	520			520	650	390
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Actuated Green, G (s)		66.0	66.0		38.0	
Effective Green, g (s)		66.0	66.0		38.0	
Actuated g/C Ratio		0.55	0.55		0.32	
Clearance Time (s)		8.0	8.0		8.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		988	586		379	
v/s Ratio Prot			c0.35		c0.19	
v/s Ratio Perm		0.23				
v/c Ratio		0.42	0.64		0.61	
Uniform Delay, d1		15.8	18.8		34.7	
Progression Factor		0.43	1.00		1.00	
Incremental Delay, d2		0.9	5.4		7.0	
Delay (s)		7.7	24.2		41.7	
Level of Service		A	C		D	
Approach Delay (s)		7.7	24.2		41.7	
Approach LOS		A	C		D	

Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			