The documentation table for the dataset variables is presented as follows:

VARIABLE: Name of the variable used in the dataset.

VARIABLE DESCRIPTION: Functional name and/or detailed description of the variable.

POSSIBLE VALUE: Possible values that the variable described on the accident report can take, if applicable.

VALUE DESCRIPTION: Description of the values the variable can take, if applicable. **VALUE**

EXPLANATION: Additional explanations of variable contents, if applicable. **TYPE**: Type of variable:

Num (numeric), Alph (alphanumeric).

LENGTH: Number of possible characters for the variable.

Please note that the sections of the accident report form to be completed differ depending on whether the accident involves bodily injury or not. The following variables do not need to be entered when the accident only involves property damage: CD_POSI_ACCDN, CD_ETAT_CHASS. It is therefore normal for the values of these variables to be missing for accidents with material damage only.

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
AN	Year of accident (YYYY).				Num	8
NO_SEQ_COLL	Sequential number identifying the accident. Composed of the year of the accident and a sequential number. (YYYY _ 999, where year and sequential number are separated by a space, an underscore and a space)				Alph	15
DT_ACCDN	Date of accident (YYYY-MM-DD).				Alph	10
HR_ACCDN	Time of accident. 60-minute interval, containing the actual time of the accident. Example: 20:00:00-20:59:59				Alph	20
JR_SEMN_ACCDN	Day of the week on which the accident occurred:	DI	Sunday		Alph	2
		LU	Monday			
		MA	Tuesday			
		ME	Wednesday			
		I	Thursday			
		VE	Friday			
		SA	Saturday			
SEVERITY	Accident severity: Indicates the severity of the accident based on the presence and condition of the victims.	Deadly	At least one fatality within 30 days of the accident the accident	Modality to be used to obtain road balance figures.	Alph	54
		Grave	No fatalities and at least one seriously injured victim (injuries requiring hospitalization, including those for which the person remains in hospital for observation)	Modality to be used to obtain road balance figures.		
		Light	Only one or more victims with minor injuries (injuries that do not require hospitalization or observation, even if they require treatment by a doctor or in a hospital).	Modality to be used to obtain road balance figures.		
		Property damage only	No casualties, and damage assessment a b o v e reporting threshold ($2,000 threshold since March 2010)	Modality to be used to obtain road balance figures.		
		Property damage below the reporting threshold	No casualties, and the damage assessment is less than or equal to the reporting threshold (threshold of 2,000 since March 2010)	Modality **to be excluded** to obtain road balance figures.		
NB_MORTS	Number of victims who died within 30 days the accident				Num	8
NB_WORST_INJURIES	Number of victims seriously injured				Num	8
NB_BLESSES_LEGERS	Number of victims with minor injuries				Num	8
NB_VICTIMS_TOTAL	Total number of casualties (fatalities, seriously injured and injured in the accident				Num	8
NB_VEH_IMPLIQUES_ACCDN	Number of vehicles involved in the accident				Num	8
NB_DECES_PIETON	Number of pedestrian deaths within 30 days the accident				Num	8
NB_BLESSES_PIETON	Number of pedestrians injured (seriously or slightly) in the accident				Num	8

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
NB_VICTIMS_PIETON	Number of pedestrian casualties (injured or dead) in the accident				Num	8
NB_DECE_MOTO	Number of motorcyclists killed within 30 days the accident				Num	8
NB_BIKE_INJURIES	Number of motorcyclists injured (seriously or slightly) in the accident				Num	8
NB_VICTIMS_MOTO	Number of motorcyclist victims (injured or deceased) in the accident				Num	8
NB_DECES_VELO	Number of cyclists who died within 30 days the accident				Num	8
NB_BLESSES_VELO	Number of cyclists injured (seriously or slightly) in the accident				Num	8
NB_VELO_VICTIMS	Number of cyclist victims (injured or dead) in the accident				Num	8
CD_MUNCP	Geographic code of the municipality where the accident occurred: Code entered or coded on the report (see www.mamrot.gouv.qc.ca)				Alph	5
REG_ADM	Administrative region of Quebec: The administrative region is determined by the municipality code.	Bas-Saint-Laurent (01)	Bas-Saint-Laurent		Alph	40
		Saguenay-Lac-Saint-Jean (02)	Saguenay-Lac-Saint-Jean			
		Capitale-Nationale (03)	Capitale-Nationale			
		Mauricie (04)	Mauricie			
		Eastern Townships (05)	Eastern Townships			
		Montreal (06)	Montréal			
		Outaouais (07)	Outaouais			
		Abitibi-Témiscamingue (08)	Abitibi-Témiscamingue			
		North Shore (09)	North Shore			
		Nord-du-Québec (10)	Nord-du-Québec			
		Gaspésie-Îles-de-la-Madeleine (11)	Gaspésie-Îles-de-la-Madeleine			
		Chaudière-Appalaches (12)	Chaudière-Appalaches			
		Laval (13)	Laval			
		Lanaudière (14)	Lanaudière			
		Laurentians (15)	Laurentians			
		Montérégie (16)	Montérégie			
		Centre-du-Québec (17)	Centre-du-Québec			
RCM	Name of the regional county municipality where the event took place the accident. The MRC is calculated using the municipality's geographic code.				Alph	36
NO_CIVIQ_ACCDN Civic number of the building near the accident site: Number of the building across the street or near the accident site.	Civic number of the building near the accident site (opposite or near the accident site)				Alph	5
SFX_NO_CIVIQ_ACCDN	Building number suffix				Alph	3
RUE_ACCDN Street, range or road where accident occurred	Name of the street, range or road where the accident occurred				Alph	34

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
TP_REPRR_ACCDN	Type of marker: If an accident occurs at an intersection, or an intersection is used as a landmark, the variable ACCDN_PRES_DE will contain the name of the other street, range or road that forms the intersection. When another landmark specifies the location of the accident, the variable ACCDN_PRES_DE will indicate the nature of the landmark (school, business, etc.) and its name.	1	Intersection		Alph	1
		2	Other benchmark			
		0	Not specified			
			Not specified			
ACCDN_PRES_DE	Locate near where the accident occurred: The landmark can be an intersection between two roads or a school, business, etc. landmark.				Alph	34
NO_ROUTE	Number of the road where the accident occurred, if applicable. If the section of road has several numbers, the smallest number will be used. If the accident occurred at an intersection, the road with the lowest number will be entered.				Alph	3
CD_PNT_CDRNL_ROUTE	Road direction for numbered roads with separate lanes. This is the direction attached to the road number where the accident occurred, not the geographical orientation.	N	North		Alph	1
		S	South			
		E	East			
		O	West			
			Not specified			
BORNE_KM_ACCDN	Mile marker. If the road on which the accident took place is marked by milestones, the number of the milestone closest to the accident site will be registered.				Num	8
NB_METRE_DIST_ACCD	Distance in meters: Distance between the accident site and the information entered in the civic number box, kilometre post box or landmark type box.				Num	8
CD_PNT_CDRNL_REPRR	Cardinal point code for marker distance: The accident occurred to the north, south, east or west of the building number, kilometre post, intersection or landmark.	N	North		Alph	1
		S	South			
		E	East			
		O	West			
VITESSE_AUTOR	Speed limit: Permitted speed, in kilometers/hour, by the competent authority on the road where the accident occurred. For an accident at an intersection, the highest speed of the intersecting roads will be entered.				Num	8

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
CD_GENRE_ACCDN	Type of accident. Used to indicate the nature of the accident and the first physical event (impact).	31	Collision with road vehicle	Road vehicle: car or light truck, truck, road tractor, tool vehicle, equipment vehicle, bus, minibus, cab, emergency vehicle, motorcycle, moped, recreational vehicle, snowmobile, OHV, motorcycle covered by the OHV Act.	Alph	2
		32	Pedestrian collision	Any person walking, pulling, pushing or standing on or in an object. Any person using equipment not authorized for use on a public road is considered a pedestrian.		
		33	Collision with cyclist	Anyone riding a bicycle (power-assisted or not), tricycle, motorbike or motorcycle unicycle or quadricycle.		
		34	Collision with train	Vehicle designed to travel on a track and which is on the track railway.		
		35	Collision with deer (white-tailed deer)			
		36	Collision with moose/bear/caribou			
		37	Collision with another animal	Domestic or wild animal, excluding named animals previously.		
		38	Collision with temporary obstacle	Any object whose presence is not permanent (signage, etc.). rock, garbage can, etc.).		
		39	Collision with projected/detached object	An object that is either propelled, launched or detached from a vehicle, vehicle trailer, a structure.		
		40	Fixed object: floor lamp	Fixed support for lighting equipment.		
		41	Fixed object: support/signalling light	Bracket for permanent support of panels or traffic lights.		
		42	Fixed object: utility pole	Fixed support for utility equipment, other than a street lamp or traffic light.		
		43	Fixed object: tree	All tree species, excluding hedges.		
		44	Fixed object: guardrail section	Section of a protective device made of corrugated sheet metal, concrete (New J e r s e y) or steel, used to restrain road vehicles leaving the roadway. pavement.		
		45	Fixed object: impact attenuator	Safety device installed in front of fixed obstacles along a road to reduce personal injury and property damage when a vehicle leaves the road in front of the obstacle.		
		46	Fixed object: guardrail end	End of slide, excluding impact attenuators.		
		47	Fixed object: pillar (bridge/tunnel)	The load-bearing part of a structure (bridge, tunnel, viaduct).		
		48	Fixed object: snow drift	Snow accumulation.		
		49	Fixed object: building/wall	Includes, but is not limited to, any building used to house individuals, animals or things.		
		50	Fixed object: curb/sidewalk	Strip that limits the edge of the roadway or shoulder, or path. A raised area along a street reserved for pedestrians.		
		51	Fixed object: hydrant	A piece of equipment that serves as a water point and is generally used for fighting a fire.		
		52	Fixed object: fence/barrier	Enclosure that delimits a space. Also includes hedges.		
		53	Fixed object: ditch	Trench or channel along a road, used for drainage. water.		
		54	Fixed object: rock face	Rock wall along a road.		

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
		55	Fixed object: culvert	Drainage pipe, usually made of concrete or metal, used to carry water under a road, driveway or access.		
		59	Fixed object: other fixed object	Any object involved in a collision, other than those described previously.		
		71	Without collision: rollover	When a vehicle has tumbled or rolled over.		
		72	No collision: rollover	When a vehicle ends up on one of its sides, without having rolled over.		
		73	Without collision: submersion/watercourse	When a vehicle has plunged into the water or is in a dangerous watercourse (e.g. river, lake).		
		74	Without collision: fire/explosion	When a vehicle has caught fire or exploded.		
		75	No collision: leaves the roadway	When a vehicle leaves the running surface following the loss of driver control.		
		99	No collision: other	Any non-collision event other than those described above.		
			Not specified			
CD_SIT_PRTCE_ACCDN	Particular accident situation	1	Spill	When a vehicle carrying a **liquid load** loses all or part of that load. NOTE: The loss of gasoline from a vehicle tank is not considered a spill, as the gasoline used to operate the vehicle is not considered a load.	Alph	1
		2	Loss of load	When a vehicle carrying a **solid load** loses this loading, in whole or in part.		
		3	Snow removal operation	When a vehicle carrying out a snow clearing operation is involved in the accident.		
		9	Other	Special situation other than those mentioned above.		
			Not specified	No special situation		
CD_ETAT_SURFC	Condition of rolling surface at time of accident.	11	Dryer	Surface that has not received any liquid or material harmful to tire grip.	Alph	2
		12	Wet	A surface that has received a liquid (other than an oily or greasy substance) that reduces adhesion between the vehicle and the surface.		
		13	Water accumulation (aquaplaning)	Surface where a film of water between the pavement and the tires causes the complete loss of vehicle grip.		
		14	Sand, gravel on pavement	Surface covered with sand or gravel.		
		15	Slush/melting snow	Surface covered with wet snow or slush.		
		16	Snow-covered	Surface covered with snow.		
		17	Hardened snow	Snow-covered surface that is compacted and hardened.		
		18	Iced	Surface that has lost its adhesion due to the appearance of ice.		
		19	Muddy	Surface of a dirt road following rain or any other surface that has lost its grip due to the presence of mud.		
		20	Oily	Oil or grease on the road surface.		
		99	Other	Any surface condition other than those described above.		
			Not specified			

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
CD_ECLRM	Illumination: Degree of brightness of the site at the time of the accident. Illuminance refers to two periods of the day, day and night.	1	Daylight and clarity	Day: The period between half an hour before sunrise and half an hour after sunset. Clarity: Refers to the period between sunrise and sunset. bunks.	Alph	1
		2	Daylight and semi-darkness	Day: The period between half an hour before sunrise and half an hour after sunset. Half-dark: Refers to the period between dusk and sunrise. and the period between sunset and nightfall.		
		3	Night and lighted path	Night: The period between half an hour after sunset and half an hour before sunrise. Illuminated road: Road along which lighting equipment was installed and operating at the time of the accident.		
		4	Night and unlit path	Night: The period between half an hour after sunset and half an hour before sunrise. Unlit road: Road along which, in the immediate vicinity of the accident, no lighting equipment is installed or the equipment is not lit. place wasn't working.		
			Not specified			
CD_ENVRN_ACCDN	Environment: Dominant activity in the area where the accident occurred.	1	School	In the immediate vicinity of an educational establishment.	Alph	1
		2	Residential	Mainly residential sector.		
		3	Business / commercial	Sector where the main activity is commercial, administrative or industrial. business.		
		4	Industrial / manufacturing	Sector where the main activity is industrial or manufacturing.		
		5	Rural	Areas outside city, town and village boundaries, except for the forestry.		
		6	Forester	Area where the main activity is logging or forestry, even if there are any dwellings.		
		7	Recreation / park / camping	Area where the main activity is recreation, sports, or area reserved for leisure.		
		9	Other (e.g. lake)	Any dominant activity in the sector, other than those mentioned above previously.		
		0	Not specified			
			Not specified			
CD_CATEG_ROUTE	Road category on which the first physical event (impact) o c c u r r e d . The list of codes is hierarchical. The first code in the list that corresponds to the situation being reported on is selected. The number of lanes on a road includes the total number of lanes for both directions of traffic.	11	Public road: highway ramp/collector/service road	Ramp: One-way carriageway with one or more lanes linking two roads of different levels or two parallel roads. Freeway collector: One-way limited-access roadway adjacent to a freeway carriageway, designed to collect and distribute traffic away from express lanes. Service road: Road adjacent to a freeway and separated from i t by a side median, designed to bring together vehicles wishing to cross, reach or leave the freeway.	Alph	2
		12	Public road: numbered road	Road part of the network defined by the digital identification system developed by the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports du Québec.		
		13	Public road: main artery	A thoroughfare generally lined with buildings in a particular area. to link up neighborhoods.		

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
		14	Public road: residential street	A thoroughfare generally lined with buildings in a residential area, whose primary function is to provide access to properties.		
		15	Public road: road/street	Rural communication route of local interest and importance secondary to the numbered road.		
		16	Public path: alley	Narrow street usually serving the back of houses.		
		19	Public road: other	Any public road or path, other than those described above.		
		21	Off public road: parking lot	Specially designed area for temporary parking of vehicles, including shopping center moving areas.		
		22	Off public roads: private land	Space to which access is limited to authorized persons (e.g. entrance) private).		
		23	Off public road: private road	Roadway maintained by a private individual.		
		24	Off public roads: forest roads	A path whose main purpose is to provide access to places where forestry-related activities.		
		25	Off public roads: marked trails	A dedicated off-road vehicle lane, equipped with a and maintained by a club.		
		29	Off public roads: other	Any non-public road or path, other than those described previously.		
			Not specified			
CD_ETAT_CHASS	Road conditions at the accident site and in the immediate vicinity.	1	In good condition	A road that allows a vehicle to travel normally.	Alph	1
		2	Under construction/repair	Road structure modified during reconstruction or refurbishment or undergoing treatment of its road surface, shoulders, median strip or ditches.		
		3	Ruts/slumps	Permanent longitudinal deformation of the pavement underneath wheel arch.		
		4	Major cracks	Rupture of the cladding, the opening of which varies with the seasons.		
		5	Holes/potholes/clogs	Cavity of varying depth in the pavement and elevation coating.		
		6	Height difference	Abrupt difference in the level of the entire roadway. Not to be confused with a hole or bump, which affects only part of the roadway. pavement.		
		9	Other	Any roadway condition other than those described above.		
		0	Not specified			
			Not specified			
CD_ASPCT_ROUTE	Aspect of the road at the accident site at the moment of impact and in the immediate vicinity as seen by a driver at the wheel of a vehicle.	11	Straight, flat	Straight: Pavement where the direction of traffic is relatively straight. Flat: A road with little or no gradient.	Alph	2
		12	Straight up the slope	Straight: A roadway where the direction of traffic is relatively straight. At the top of the slope: The impact took place at the top of a hill.		
		13	Straight down the slope	Straight: A roadway where the direction of traffic is relatively straight. On a slope: The impact took place on a hill.		
		14	Straight down the slope (hollow)	Straight: Roadway where the direction of traffic is relatively straight. Downhill: The impact took place at the bottom of the hill.		

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
		21	Curved, flat	Curve: Roadway where the direction of traffic turns left or right. Flat: A road with little or no gradient.		
		22	Curve, at the top of the slope	Curve: Roadway where the direction of traffic turns left or right. At the top of the slope: The impact took place at the top of a hill.		
		23	Curved, on the slope	Curve: Roadway where the direction of traffic turns left or right. On the slope: The impact took place on the hillside.		
		24	Curve, bottom of slope (trough)	Curve: Roadway where the direction of traffic turns left or right. At the bottom of the slope: The impact took place at the bottom of the slope.		
			Not specified			
CD_LOCLN_ACCDN	Longitudinal location (along the road) of the first physical event (impact).	31	Traffic circle	Crossroads with three or more branches, where traffic flows converge on a one-way roadway surrounding a central island, as well as the excess surfaces within a 5-meter radius of the crossroads.	Alph	2
		32	Intersection (less than 5 metres)	Part of the carriageway determined by the common surface of the roads which and any excess surfaces within a 5-meter radius of the intersection.		
		33	Near an intersection/roundabout	More than 5 metres, but less than 100 metres from the intersection or the crossroads.		
		34	Between intersections (100 meters and +)	More than 100 metres from the common surface of the roads that meet meet.		
		35	Level crossing	Place where the roadway crosses a railroad track.		
		36	Bridge (over a river)	Structure for crossing a river.		
		37	Other bridge (viaduct)	Structure used to cross a road, railway or other obstacle, other than a waterway.		
		38	Tunnel	Large cross-section underground gallery for track passage communication.		
		39	Under a bridge or viaduct	Below an obstacle-crossing structure.		
		40	Shopping center	Carriageable part, with or without lanes, belonging to a center commercial.		
		99	Other	Any location other than those described above.		
			Not specified			
CD_POSI_ACCDN	Positioning: Transverse location (across the road) of the first physical accident event (impact). The codes are hierarchical. The first code in the list corresponding to the situation b e i n g reported is selected.	1	Reserved lane in use	A strip of roadway reserved for one or more specific types of vehicle or vehicles carrying a minimum number of passengers during the period indicated by the signs (bus, cab, etc.), carpooling).	Alph	2
		2	Slow lane/passing lane	Auxiliary lane on the right-hand side of a slope for slow vehicles, and auxiliary lane on the left-hand side of the main lane for overtaking maneuvers.		
		3	Loss/gain of lane	Area for reducing or increasing the number of lanes.		
		4	Left turn lane in both directions	Common central lane used exclusively by vehicles that a left turn, or used by vehicles returning to the artery from a street or driveway.		

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
		5	Designated cycle lane/roadway	A lane for the exclusive use of cyclists, delimited by road markings or physical features and a roadway without a corridor reserved for cyclists, indicated only by road signs and pictograms painted on the pavement.		
		6	Traffic lane	Strip of roadway on which traffic travels in one direction only.		
		7	Shoulder (or edge of roadway)	Side part of a road between the carriageway and the embankment or ditch, used to support the carriageway and emergency stops.		
		8	Central reservation or island	Part of the road right-of-way between the traffic lanes of a divided highway assigned to opposite traffic directions, and the space between the traffic lanes, whose purpose is to separate or direct traffic flows and to serve as a "median" between traffic lanes. refuge for pedestrians.		
		9	Sidewalk	Raised walkway along the street, reserved for pedestrians.		
		10	Other	Any positioning other than those mentioned above.		
			Not specified			
CD_CONFG_ROUTE	Route configuration: Lane characteristics. If the accident takes place at an intersection, the most important street in the intersection is described.	1	One way	Vehicle traffic is permitted in one direction only, indicated by an arrow.	Alph	1
		2	Two directions, one lane per direction	Vehicles move in both directions, and there's only one way to get around. lane per direction.		
		3	Two directions, more than one lane per direction	Vehicles move in both directions; there is more than one direction and there's no separation.		
		4	Separated by crossable fittings	Traffic flows are separated by a physical feature that can be crossed by a vehicle (e.g. grass median).		
		5	Separated by an impassable structure	Traffic flows are separated by a physical feature that cannot be crossed by a vehicle except at s p e c i a l l y designated points (e.g. New Jersey, steel guardrail, wooded area).		
		9	Other (e.g. beacons, left-turn lanes in both directions)	Any configuration other than those mentioned above.		
			Not specified			
CD_ZON_TRAVX_ROUTR	Work zone indicator	1	Approaching the zone	Upstream zone where drivers are notified of work in progress lane changes, speed reduction, passing bans, etc.	Alph	1
		2	In the	Area where there are modifications to the configuration of the road or to the speed limit in order to allow work to be carried out, or where there are mobile work.		
CD_COND_METEO	Weather conditions: Weather conditions at the time of the accident.	11	Clair	Total absence of clouds or presence of clouds that do not result in darken or make vision less distinct.	Alph	2
		12	Overcast (cloudy/dark)	Thick, dark clouds darken and darken the sky. make vision less distinct.		
		13	Fog/mist	"Opaque white smoke" made up of very small droplets of water. airborne.		
		14	Rain/drizzle	Regular, continuous fall of water droplets from the clouds.		
		15	Averse (heavy rain)	Sudden, heavy rain.		
		16	Strong wind (no blowing snow, no rain)	Air displacement that makes a vehicle less stable on the road. the road.		

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VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	DESCRIPTION VALUE (if applicable)	EXPLANATION VALUE (if applicable)	TYPE	LENGTH
		17	Snow/hail	Falling droplets of crystallized water in the form of snow or ice. hail.		
		18	Blowing snow/snowstorms	Wind-blown snow (often gusty) or snowfall accompanied by a strong wind.		
		19	Ice	A layer of ice, usually very thin, that forms when the ice falls. supercooled rain coming into contact with solid bodies below zero degrees Celsius.		
		99	Other	Any atmospheric conditions other than those described above.		
			Not specified			
nb_automobile_truck_leger	Number of cars or light trucks involved in the accident				Num	8
nb_heavy_traffic_truck	Number of heavy trucks or tractors involved in the accident				Num	8
nb_tool_equipment	Number of tool-vehicles or equipment involved in the accident				Num	8
nb_all_buses_minibus	Number of buses, school buses or minibuses involved in the accident				Num	8
nb_bicycle	Number of bicycles involved in the accident				Num	8
nb_cyclomotor	Number of mopeds involved in the accident				Num	8
nb_motorcycle	Number of motorcycles involved in the accident				Num	8
nb_taxi	Number of cabs involved in the accident				Num	8
nb_emergency	Number of emergency vehicles involved in the accident				Num	8
nb_snowmobile	Number of snowmobiles involved in the accident				Num	8
nb_VHR	Number of OHVs or off-highway motorcycles involved in the accident				Num	8
nb_other_types	Number of vehicles of another type involved in the accident				Num	8
nb_veh_non_precise	Number of vehicles of unspecified type involved in the accident				Num	8

Collision location data for the Montreal Island area

The geographical references of the collisions are the result of geomatics processing based on the road network of the Greater Montreal area (excluding collisions on the highway network). Collisions were localized using several fields from the SAAQ report (R1), i.e. the civic number and the street or intersection. Quality and accuracy ratings were added to this x and y location in space, in order to understand whether the quality of the location information and the accuracy in relation to the road network were sufficient to obtain a location deemed accurate.

Warning

Since the geolocation of accidents is automated, it is possible to find location errors in the results for various reasons. The Ville de Montréal therefore disclaims all liability for any errors related to geographical references.

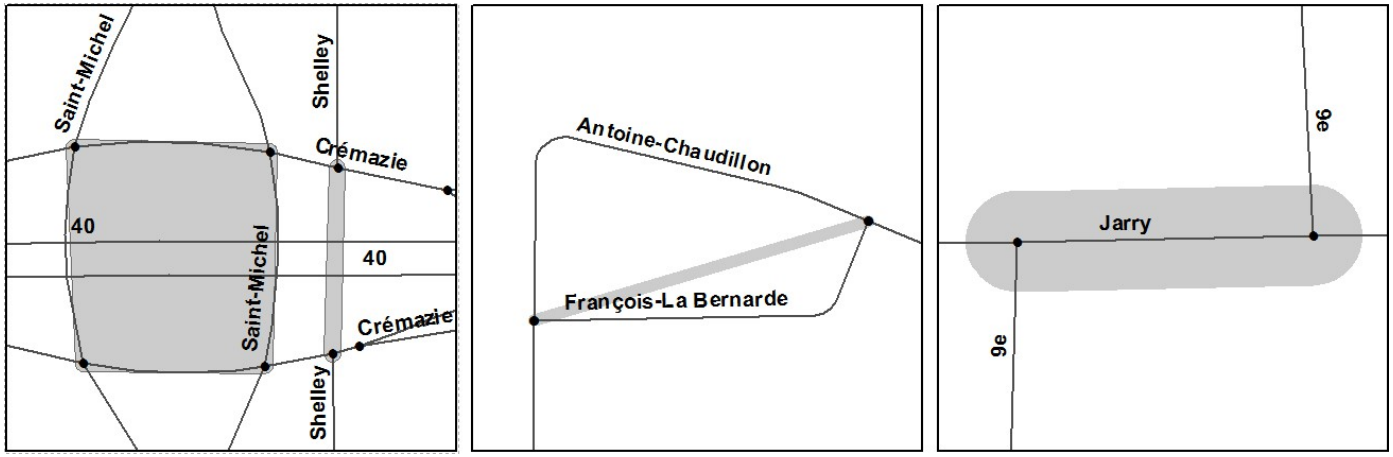
The documentation table for the variables in the accident location dataset is presented as follows:

VARIABLE: Name of the variable used in the dataset.
VARIABLE DESCRIPTION: Functional name and/or detailed description of the variable.
POSSIBLE VALUE: Possible values that the variable described on the accident report can take, if applicable.
VALUE EXPLANATION: Explanation of variable contents, if applicable.
TYPE : Type of variable: Num (numeric), Alph (alphanumeric).
LENGTH: Number of possible characters for the variable.

VARIABLE	VARIABLE DESCRIPTION	POSSIBLE VALUE (if applicable)	EXPLANATION VALUE	TYPE	LENGTH
LOC_X	Longitude in meters		Location of collision in X found by the tool	Double	
LOC_Y	Latitude in meters		Location of the Y collision found by the tool	Double	
LOC_COTE_QD	Data quality rating	A	Accident located according to information in fields NO_CIVIQ_ACCN, RUE_ACCN, ACCDN_PRES_DE	Text	1
		B	Accident located, but there are inconsistencies in the description of the location in relation to the road network in fields NO_CIVIQ_ACCN, RUE_ACCN, ACCDN_PRES_DE.		
		C	No information to locate in fields NO_CIVIQ_ACCN, RUE_ACCN, ACCDN_PRES_DE.		
LOC_COTE_PD	Data accuracy rating. This rating is a function of the Montreal road network and	1	No ambiguity about network location	Text	1
		2	Location based on a semi-automatic suggestion from the geolocation tool.		

	the consistency of the information in the fields.	3	Several inconsistencies in the information provided to geolocate. A manual validation must be performed on the location found by the geolocator.		
VARIABLE	**VARIABLE DESCRIPTION**	**POSSIBLE VALUE (if applicable)**	**EXPLANATION VALUE**	**TYPE**	**LENGTH**
	NO_CIVIQ_ACCN, RUE_ACCN, ACCDN_PRES_DE to geolocate	4	No precision. Accident located at the centroid of the boundary of the neighborhood station where the event was reported.		
LOC_IMPRECISION	This field states that there is inaccuracy in relation to the intersection where the accident is geolocated.	Y/N	There are many types of intersection in Montreal, so even if a location is well specified in the collision report, the road network at that location can be complex. For example, there are junctions where you may find several intersections with the same name. This is the case for several intersections on freeway service roads, intersections with horseshoe-shaped streets, staggered intersections, etc.[i] . It is therefore important to take this inaccuracy into account when interpreting collision data for these locations.	Text	1
LOC_DETACHE	This field indicates whether the accident has been assigned to the road network according to the location treatment.	Y/N	If field values: Locations are 40 or 99 and Categories are 16, 21, 22, 23, 24, 25 or 29 or if in the address fields (Street, Near) there are indications that we are in a parking lot, behind a building or in an alley, the collision is detached from the network...	Text	1

[i] Example of inaccurate intersections (complex, horseshoe, offset). The geolocator is unable to identify at which intersection of these different junction models collisions have occurred, since the 2 or 4 nodes of the Montreal geobase have the same lane name. The collision location must therefore be interpreted in a broader physical context. Address-based geolocation processing is based on interpolation of address slices on a given section of the geobase and not in front of the building's civic number. This can lead to an over- or under-evaluation of the actual position of a collision.


Saint-Michel
Shelley
Crémazie
40
40
Saint-Michel
Crémazie
Shelley
Antoine-Chaudillon
François-La Bernarde
9e
Jarry
9e