Roads	Average Travel Time (min) **	age vel ne ) **	% change	Volume (AADT)	Volume (AADT)	% change	Average Speed (km/h)	age ed 'h)	% change	85th Percentile Speed (km/h)	h htile bd h)	% change	Cut Through Traffic **	ut ugh c **	% change	Bike Volume (ADT) **	e **	% change
	<b>Before After</b>	After		Before After	After		<b>Before After</b>	After		<b>Before</b> After	After		Before	After		<b>Before After</b>	After	
Central Park Dr (2019)	2.9	2.4	-17%	11,662	11,662 12,319	6%	63	53	-16%	73	63	-16%	3,510	3,510 3,595	2%	7	37	429%
Vodden St (2020)	3.5	2.4	-31%	16,911 10,728	10,728	-37%	73	59	-19%	61	57	-7%	3,520	3,520 2,764	-21%	194	306	58%
Howden Blvd (2020)	3	2.7	-10%	6,936	4,221	-39%	60	47	-22%	70	58	-21%	3,692	2,387	-35%	145	298	106%
North Park Dr (2020)	3.2	2.5	-22%	9,045	9,045 9,226	2%	55	41	-25%	64	52	-23%	3,288	3,288 3,054	-7%	456	959	110%
Charolais Blvd (2021)	7.9	7.5	-5%	14,990 9,737	9,737	-35%	55	45	-18%	64	54	-19%	4,368	4,368 3,928	-10%	392	762	94%
**Source: StreetLight Data (big data from mobile devices to measure travel patterns of vehicles, bicycles and pedestrians (origin and destination, travel time, speed, etc.) Before data was collected before March 2020 (when the pandemic hit). After data is from 2021-2022. Data collected before implementation of ASE cameras. Cut through traffic is defined as the traffic passing through a residential area without stopping or without an origin or destination within the area (utilizing a "local residenti rather than streets which primary function is to accommodate through traffic)	eetLight was colle d before raffic is c	Data (t ected be implerr defined vich prin	big data fron sfore March hentation of as the traffic nary function	n mobile c 2020 (wh ASE cam c passing r is to acc	devices to en the pa eras. through a	o measure travel patterns of vehicles, bicycles and pedestrians (origin and destination, travel time, speed, etc.) andemic hit). After data is from 2021-2022. a residential area without stopping or without an origin or destination within the area (utilizing a "local residential street" at through traffic)	avel patt . After da area wit raffic)	erns of ita is frc hout st	vehicles, bi om 2021-20: opping or wi	cycles ar 22. thout an	nd pede origin c	strians (ori	gin and (	destination the area	on, travel tir (utilizing a	ne, spee "local re:	d, etc.) sidentia	al street"

Attachment 1: A "before & after data" comparison of active transportation projects implemented through "road diets".