

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

Roads	Average Travel Time (min) **		% change	Volume (AADT)		% change	Average Speed (km/h)		% change	85th Percentile Speed (km/h)		% change	Cut Through Traffic **		% change	Bike Volume (ADT) **		% change
	Before	After		Before	After		Before	After		Before	After		Before	After		Before	After	
Central Park Dr (2019)	2.9	2.4	-17%	11,662	12,319	6%	63	53	-16%	73	63	-16%	3,510	3,595	2%	7	37	429%
Vodden St (2020)	3.5	2.4	-31%	16,911	10,728	-37%	73	59	-19%	61	57	-7%	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	9,226	2%	55	41	-25%	64	52	-23%	3,288	3,054	-7%	456	959	110%
Charolais Blvd (2021)	7.9	7.5	-5%	14,990	9,737	-35%	55	45	-18%	64	54	-19%	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 residential street" rather than streets which primary function is to accommodate through traffic)