
APPENDIX 2

TRANSPORTATION AND TRAFFIC STUDY



Columbia Way Environmental Assessment Transportation and Traffic Study Report

Final Report

April 30, 2021

Prepared for:





April 30, 2021

RVA 195072

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Attention: Arash Olia, Ph.D., P. Eng., Manager, Transportation Engineering

Re: Columbia Way Environmental Assessment
Transportation and Traffic Study FINAL Report

R.V. Anderson Associates Limited (RVA) was retained by the Town of Caledon (Town) to undertake an Environmental Assessment (EA) for the Columbia Way corridor to identify and develop required corridor improvements in response to existing and future projected needs.

RVA has undertaken a Transportation and Traffic Study to analyze the existing and future needs of the corridor, including its intersections and options for the accommodation of active transportation facilities into the preferred design.

RVA is pleased to submit herein our Transportation and Traffic Study Report, presenting our methodology, analysis, identified opportunities for improvement, and recommendations with respect to transportation operations and safety along the study area corridor.

If there is any query related to this report, please feel free to contact the undersigned at 905-818-2542 or by email at AMildenberger@rvanderson.com.

Yours very truly,

R.V. ANDERSON ASSOCIATES LIMITED

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AM:NP:SY
Encls. Transportation and Traffic Study Report



Columbia Way Environmental Assessment Transportation and Traffic Study Report

Final Report

Town of Caledon

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RVA 195072
April 30, 2021

Columbia Way Environmental Assessment

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EXECUTIVE SUMMARY

As part of the Municipal Class Environmental Assessment (EA) that R. V. Anderson Associates Limited (RVA) is undertaking for the Columbia Way corridor, RVA has completed this Transportation and Traffic Study Report for existing and future conditions.

Based on the findings of this Study, the following improvements are recommended:

1. Extend the existing storage length for the westbound left-turn on Columbia Way at Regional Road 50 from 30 metres to approximately 90 metres to mitigate queue spillback during peak hours.
2. Introduce an urban cross-section along Columbia Way which will eliminate the student pick-up/drop-off occurring on the shoulder at the St. Michael Catholic Secondary School.
3. Consider an auxiliary left-turn lane along Columbia Way in the eastbound direction at the school's primary inbound access (centre driveway) to alleviate some of the noted congestion during peak school periods.
4. Introduce auxiliary left-turn lanes on all four approaches at the intersection of Columbia Way and Kingsview Drive, when the intersection is re-constructed to accommodate the new north approach. Introducing left-turn lanes for the existing east and south approaches are beneficial interim measures to mitigate some existing and future identified queuing, that may be considered by the Town.
5. Introduce additional chevron signs (Wa-9), maintain the yellow painted centreline, consider implementing rumble strips along the centreline in advance and through the S-bend, consider partial/full illumination, and cut-back the encroaching vegetation, at the S-bend in order to improve multi-modal road user safety.
6. Introduce Slippery When Wet warning signs (Wc-5) and Deer Crossing signs (Wc-11) approximately 150 metres west of Caledon King Townline (facing westbound traffic) and approximately 115 metres east of Forest Gate Avenue (facing eastbound traffic), per OTM guidelines (approximately 225 metres in advance of the wooded area and S-bend in the road alignment).
7. Introduce Be Prepared to Stop warning signage with flashing beacons approximately 225 metres in advance of the intersection, facing eastbound traffic, per OTM guidelines.
8. The Town complete a follow-up Spot Speed Study approximately one year after completion of the road improvements, in order to re-assess speed compliance and determine if additional traffic calming features are warranted.
9. Construct 3.0-metre-wide paved multi-use path with raised barrier curb and grassy boulevard between the path and roadway, along the entire southern side of Columbia

- Way from Regional Road 50 to Forest Gate Avenue, for shared accommodation of pedestrian and cyclists.
10. Construct a signalized midblock pedestrian crossing on Columbia Way, at the neighbourhood trailhead (an extension of the Humber Valley Heritage Side Trail) approximately 280 metres west of Westchester Boulevard, with a multi-use path connection on the north side connecting the crossing to the school.
 11. Consider the introduction of a single lane roundabout at the intersection of Columbia Way and Mount Hope Road.

1.0 INTRODUCTION

R.V. Anderson Associates Limited (RVA) was retained by the Town of Caledon (Town) to undertake an Environmental Assessment (EA) for the Columbia Way corridor, from Highway 50 (western extent) to Caledon King Townline South (eastern extent), to identify and develop required corridor improvements in response to existing and future projected needs.

In support of the EA, RVA has undertaken this Transportation and Traffic Study, to analyze the existing and future needs of the corridor, including its intersections and active transportation facilities from multi-modal operational and safety perspectives, and propose recommended improvement options to be incorporated into the preferred preliminary design. This report presents our methodology, analysis, identified opportunities for improvement, and recommendations with respect to transportation operations and safety along the study area corridor.

2.0 STUDY AREA

2.1 Adjacent Lands and Existing Development

The surrounding area includes primarily residential development south of Columbia Way from Regional Road 50 to just over half a kilometer east of Mount Hope Road. St. Michael Catholic Secondary School is situated on the north side of Columbia Way just east of Regional Road 50, and the remaining surrounding lands are predominantly agricultural uses, greenfield, and woodlands. An aerial of the surrounding lands is shown in **Figure 1**.



Figure 1: Aerial of Study Area

2.1.1 Roadway Configuration

Columbia Way is an east-west oriented collector road under the jurisdiction of the Town of Caledon, with a posted regulatory speed limit of 40 km/h in the vicinity of the school and 60 km/h for the remainder of the corridor.

The road has noticeable curves in its horizontal alignment, with a moderate curve between Regional Road 50 and Mount Hope Road, and a significant s-curve between Forest Gate Avenue and Caledon-King Townline as shown in **Figure 2**. Its vertical alignment is generally level between Regional Road 50 and Mount Hope Road, with a noticeable downgrade travelling east from Mount Hope Road through the s-curve, followed by a significant upgrade to Caledon-King Townline.



Figure 2: Columbia Way approaching S-curve

Columbia Way has a rural cross-section with one lane per direction as shown in **Figure 3**, no-on-street parking, gravel shoulders of varying width throughout the corridor, and shared hydro and illumination poles predominantly on the north side of the roadway. Guide rail systems are incorporated into the right-of-way and school zone signage is installed in approach to St. Michael Catholic Secondary School from both directions.



Figure 3: Columbia Way rural cross-section

Columbia Way is not a designated truck route, with truck traffic restricted at Regional Road 50 and at Caledon-King Townline using regulatory signage.

The only auxiliary turn lane along the corridor is the westbound left-turn lane on Columbia Way at Regional Road 50, having an approximate 30 metre storage and 90 metre taper length.

2.1.2 Active Transportation

Active transportation facilities within the corridor include sidewalk on the south side from Regional Road 50 to Kingsview Drive and from Westchester Boulevard to Forest Gate Avenue, and gravel path on the south side from Kingsview Drive to Westchester Boulevard. With generally no development situated on the north side of Columbia Way, active transportation facilities are generally confined to the south side of the road, with designated and signal controlled pedestrian

crossings provided at the signalized intersection at Regional Road 50 and at Kingsview Drive, providing a pedestrian connection across Columbia Way to the high school.

There is currently a north-south path network south of Columbia Way, with a connection to Columbia Way approximately midway between the school and Westchester Boulevard, and multiple connections to the surrounding residential neighbourhoods and their respective local roads.

There are no designated bicycle facilities within the study area road network.

2.1.3 Transit Operations

GO Transit operates Route #38 (Malton GO) on Regional Road 50, with near side stops in both the northbound and southbound directions at the intersection of Regional Road 50 and Columbia Way. Connections are provided to Mayfield Road at Regional Road 50 Park n Ride, Highway 7 at Regional Road 50, and at the Malton GO Station. GO buses currently depart from the southbound stop on weekdays at 5:04 a.m. and 5:59 a.m. and arrive at the northbound stop on weekdays at 5:02 p.m. and 7:02 p.m.; service is not provided on weekends.

2.2 Study Area Intersections

The study area is the Columbia Way corridor from its intersection at Regional Road 50 (western extent) to its intersection at Caledon King Townline South (eastern extent), and consists of the following study area intersections:

2.2.1 Regional Road 50 (RR 50) at Columbia Way

The intersection of Regional Road 50 (RR50) at Columbia Way is signalized. The north and south approaches consist of a left-turn lane, right-turn lane and through lane. The east approach consists of one left-turn lane and one shared through/right-turning lane. The west approach consist of one shared through/left/right-turn lane.

2.2.2 Kingsview Drive at Columbia Way

The three-legged intersection of Columbia Way at Kingsview Drive is signalized. The south approach consists of one shared left/right-turning lane. The east approach consists of one shared through/left-turn lane. The west approach consists of one shared through/right-turn lane.

2.2.3 Westchester Boulevard at Columbia Way

The three-legged intersections of Westchester Boulevard and Forest Gate Avenue at Columbia Way are stop-controlled. The east approaches consist of one shared through/left-turning lane, the west approaches consist of one shared through/right-turning lane and the south approaches consists of one shared left/right-turn lane.

2.2.4 Mount Hope Road at Columbia Way

The four-legged intersection of Mount Hope Road at Columbia Way is stop-controlled. Each approach consists of one shared left/through/right-turn lane.

2.2.5 Caledon King Townline South at Columbia Way

The three-legged intersection of Caledon King Townline at Columbia Way is stop-controlled. The south approach consists of one shared through/left-turn lane, the west approach consists of a shared left/right-turn lane while the north approach consists of a shared through/right-turn lane.

3.0 TRAFFIC DEVELOPMENT

3.1 Turning Movement Counts

Turning Movement Counts (TMCs) were collected at all study area intersections on weekdays in September and December 2019, and are provided in **Appendix A**. Weekday counts were conducted from 7:00 a.m. to 10:00 a.m., 11:00 a.m. to 1:00 p.m., and 3:00 p.m. to 6:00 p.m. The counts captured the intersection movements of all vehicles (cars, trucks, bicycles) and pedestrian crossings at the intersections.

Based on a review of the TMCs, the weekday a.m. and p.m. peak hours were determined to be generally from 7:45 a.m. to 8:45 a.m. and from 3:00 p.m. to 4:00 p.m., although the Forest Gate Avenue intersection had peak hours starting at 7:30 a.m. and 3:45 p.m., and the Caledon King Townline South intersection had peak hours starting at 7:15 a.m. and 4:00 p.m.

A Turning Movement Diagram (TMD) for the 2019 intersection turning movement volumes during the weekday a.m. and p.m. peak hours is shown in **TMD-1**, provided in **Appendix B**.

3.2 Corridor Growth

A Traffic Growth Projections Memo was provided to and approved by Town Staff for the basis of the analysis, presenting our approach and findings for projecting existing 2020 and future 2022 and 2032 intersection volumes based on the 2019 counts. Future intersection volumes have been forecasted by applying a growth rate of 2.0% per annum for volumes along Columbia Way and a growth rate of 2.5% per annum along Regional Road 50 and Caledon King Townline South. Since the intersecting side-streets along Columbia Way service generally built-out subdivisions, a nominal growth rate of 0.5% per annum was assumed for entering/exiting vehicles.

TMDs illustrating 2020, 2022, and 2032 intersection turning movement volumes due to corridor growth along (exclusive of planned background developments along the study corridor) during the weekday a.m. and p.m. peak hours are shown in **TMD-2**, **TMD-3**, and **TMD-4**, respectively, provided in **Appendix B**.

3.3 Background Developments

One background development has been identified for inclusion in the future conditions analysis; based on the current state of development for the subject site, it is anticipated it will not be built-out by the 2022 horizon year, but will likely be completed by 2032. Therefore, traffic volumes estimated to be generated by the site will be captured in the 2032 horizon year scenario only.

The completed and approved Traffic Impact Study report for the background development has been provided by the Town and is dated February 2017. The development is located on the northern side of Columbia Way, with an access opposite Kingsview Drive (adjacent to the St. Michaels Catholic Secondary School) and Highway 50. It will consist of a commercial/retail development with a total GFA of 74,885 ft² and is projected to generate a total of 196 trips during the weekday a.m. peak hour and 396 trips during the weekday p.m. peak hour.

A TMD illustrating the background development site trips assigned to the study area intersections during the weekday a.m. and p.m. peak hours is shown in **TMD-5**, provided in **Appendix B**.

3.4 Projected 2032 Intersection Volumes

The 2032 weekday a.m. and p.m. peak hour intersection volumes have been estimated by combining the 2032 corridor growth projections and the background development traffic as discussed above. A TMD illustrating the 2032 intersection volumes during the weekday a.m. and p.m. peak hours is shown in **TMD-6**, provided in **Appendix B**.

4.0 TRAFFIC OPERATIONS

4.1 Intersection Analysis Methodology

The industry standard Synchro macroscopic traffic analysis software was utilized to analyse the intersections. Key performance measures such as Level of Service (LOS), volume-to-capacity ratio (v/c ratio), and 95th percentile queuing were reported, and are defined below:

- **Average vehicle control delay** is used to characterize LOS for the entire intersection, an approach, or movement. Delay quantifies the variations in travel time and is also a surrogate measure of driver discomfort and fuel consumption.
- **V/c ratio** quantifies the degree to which the capacity of each signal phase is utilized by a defined lane group.
- **95th percentile queue** is the queue length which is expected to be exceeded only 5% of the time; it is common practice to identify preferred storage length requirements for auxiliary turn lanes at signalized intersections based on estimated peak hour 95th percentile queuing.

Table 1 identifies the control delay thresholds (seconds of delay per vehicle) for each LOS based on Highway Capacity Manual (HCM) methodology.

Table 1: Characteristics of Level of Service at Intersections

| LEVEL OF SERVICE (LOS) | CONTROL DELAY (seconds / vehicle) | |
|------------------------|-----------------------------------|---------------------------|
| | SIGNALIZED INTERSECTION | UNSIGNALIZED INTERSECTION |
| A | ≤ 10 | ≤ 10 |
| B | > 10 to 20 | > 10 to 15 |
| C | > 20 to 35 | > 15 to 25 |
| D | > 35 to 55 | > 25 to 35 |
| E | > 55 to 80 | > 35 to 50 |
| F | > 80 | > 50 |

Existing signal timing plans for the two signalized study area intersections were provided by the Town for use in the analysis; the signal timing plans are provided in **Appendix C**.

4.2 Intersection Analysis Results

The following sub-sections present the intersection analysis results for the study area intersections during the weekday a.m., and p.m. peak hours under existing and future conditions. The provided signal timing plans were utilized in the existing conditions analysis scenarios, whereas optimized timing plans (optimization of Total Splits in order to reduce overall delay) were applied to future conditions analysis scenarios, were required.

The HCM output reports from the intersection analysis is provided in **Appendix D**.

4.2.1 Regional Road 50 at Columbia Way

Table 2: Regional Road 50 at Columbia Way - Intersection Analysis Results

| SCENARIO | MOVEMENT | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | STORAGE LENGTH |
|---------------|----------|----------------------|--------|------------------|----------------------|--------|------------------|----------------|
| | | V/C | LOS | 95TH % QUEUE (M) | V/C | LOS | 95TH % QUEUE (M) | |
| Existing 2020 | EBLTR | 0.03 | C | <1 veh | 0.03 | C | <1 veh | - |
| | WBTR | 0.66 | D | 73m | 0.29 | C | 15m | 30m |
| | WBL | 0.39 | C | 14m | 0.17 | C | <1 veh | - |
| | NBL | 0.01 | B | <1 veh | - | B | <1 veh | 120m |
| | NBT | 0.20 | A | 37m | 0.51 | B | 86m | - |
| | NBR | 0.17 | A | 9m | 0.25 | B | 9m | 140m |
| | SBL | 0.25 | B | 28m | 0.20 | C | 13m | 75m |
| | SBT | 0.45 | B | 91m | 0.24 | B | 35m | - |
| SBR | 0.00 | A | <1 veh | - | A | <1 veh | 25m | |
| Future 2022 | EBLTR | 0.02 | B | <1 veh | 0.03 | C | <1 veh | - |
| | WBL | 0.50 | B | 44m | 0.30 | C | 16m | 30m |
| | WBTR | 0.35 | B | 10m | 0.17 | C | <1 veh | - |
| | NBL | 0.01 | B | <1 veh | 0.00 | B | <1 veh | 120m |
| | NBT | 0.28 | A | 32m | 0.53 | B | 90m | - |
| | NBR | 0.23 | A | 9m | 0.26 | B | 9m | 140m |
| | SBL | 0.31 | B | 25m | 0.22 | C | 14m | 75m |
| | SBT | 0.62 | B | 81m | 0.24 | B | 37m | - |
| SBR | 0.01 | A | <1 veh | 0.00 | A | <1 veh | 25m | |
| Future 2032 | EBLTR | 0.03 | B | <1 veh | 0.05 | C | 8m | - |
| | WBL | 0.66 | C | 80m | 0.64 | D | 89m | 30m |
| | WBTR | 0.38 | B | 12m | 0.24 | C | <1 veh | - |
| | NBL | 0.02 | C | <1 veh | 0.01 | B | <1 veh | 120m |
| | NBT | 0.43 | B | 72m | 0.81 | C | 180m | - |
| | NBR | 0.33 | B | 13m | 0.37 | B | 11m | 140m |
| | SBL | 0.62 | C | 54m | 0.60 | E | 40m | 75m |
| | SBT | 0.84 | C | 192m | 0.34 | B | 51m | - |
| SBR | 0.01 | B | <1 veh | 0.00 | A | <1 veh | 25m | |

The intersection is expected to operate acceptably under existing and future conditions, with ample reserve capacity, acceptable levels of delay with most movements not exceeding LOS “C” (20-35 seconds of delay), and no critical queueing concerns. Only a few movements reported LOS “D” (35-55 seconds of delay), and one movement LOS “E” (55-80 seconds of delay) in the 2032 horizon year; this is not considered a major concern requiring mitigation.

Under existing conditions, the westbound left-turn movement is reporting a 95th percentile queue of 73 metres during the weekday a.m. peak hour. Given provided storage for this left-turn lane is approximately only 30 metres, it is expected that some queue spillback may be occurring during the weekday p.m. peak hour. This is not overly concerning, given this is the 95th percentile queue (only occurs 5% of the time during the peak hour), with the average queue reported at 46 metres.

Under future 2022 conditions with additional corridor growth, the queue is expected to be noticeably reduced to more acceptable levels with the implementation of signal timing

optimizations. The 95th percentile queue is reported at only 44 metres, with the average queue well within the storage capacity at 22 metres.

Under future 2032 conditions with further corridor growth and additional traffic from the adjacent commercial development, the 95th percentile queue is expected to increase to approximately 80 metres and 89 metres (generally consistent with existing conditions) during the weekday a.m. and p.m. peak hours, respectively, despite signal timing optimizations. The average queue is reported at 50 metres and 35 metres during the weekday a.m. and p.m. peak hours, respectively.

It is common practice to recommend storage lengths for auxiliary turn lanes at signalized intersections be sufficiently long so as to accommodate the 95th percentile queue during peak hours. Therefore, it is recommended the existing storage length be increased from 30 metres to approximately 90 metres in order to mitigate the projected queue spillback during peak hours.

4.2.2 Kingsview Drive at Columbia Way

Table 3: Kingsview Drive at Columbia Way - Intersection Analysis Results

| SCENARIO | MOVEMENT | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | STORAGE LENGTH |
|--|----------|----------------------|-----|------------------|----------------------|-----|------------------|----------------|
| | | V/C | LOS | 95TH % QUEUE (M) | V/C | LOS | 95TH % QUEUE (M) | |
| Existing 2020 | EBTR | 0.27 | A | 51m | 0.31 | B | 69m | - |
| | WBTL | 0.48 | A | 111m | 0.22 | B | 44m | - |
| | NBLTR | 0.47 | C | 29m | 0.17 | C | 9m | - |
| Future 2022 | EBTR | 0.28 | A | 54m | 0.33 | B | 72m | - |
| | WBTL | 0.50 | A | 120m | 0.23 | B | 46m | - |
| | NBLTR | 0.48 | C | 29m | 0.18 | C | 10m | - |
| Future 2032 | EBTR | 0.39 | B | 71m | 0.57 | C | 101m | - |
| | WBTL | 0.74 | C | 177m | 0.47 | C | 72m | - |
| | NBLTR | 0.82 | E | 62m | 0.45 | D | 40m | - |
| | SBTLR | 0.39 | D | 26m | 0.53 | D | 51m | - |
| Future 2032 (With Left-Turning Lanes) | EBL | 0.04 | C | 5m | 0.06 | C | 8m | 15m |
| | EBTR | 0.45 | C | 84m | 0.55 | C | 93m | - |
| | WBL | 0.38 | C | 39m | 0.12 | C | 11m | 15m |
| | WBTR | 0.58 | C | 118m | 0.42 | C | 61m | - |
| | NBL | 0.13 | D | 21m | 0.13 | C | 17m | 15m |
| | NBTR | 0.42 | D | 24m | 0.28 | C | 23m | - |
| | SBL | 0.08 | D | 12m | 0.14 | C | 19m | 15m |
| SBTR | 0.25 | D | 17m | 0.46 | D | 29m | - | |

The 2032 future conditions analysis scenario reflects the future introduction of the north approach at the intersection, providing an access to the planned commercial development as described in this report.

The intersection is expected to operate acceptably under existing and future conditions, with ample reserve capacity, acceptable levels of delay with most movements not exceeding LOS “D” (35-55 seconds of delay), and no critical queuing concerns. The northbound approach reported

LOS “E” (55-80 seconds of delay) in the 2032 horizon year, although this is not considered a major concern requiring mitigation.

The westbound approach is currently reporting a 95th percentile queue of 111 metres (average queue of 72 metres) during the weekday a.m. peak hour, which is reported to grow to approximately 177 metres (average queue of 119 metres) by the 2032 horizon year. These queue lengths are extending to the school driveways to the east, which may contribute to periods of congestion fronting the school during the weekday a.m. peak hour, as has been reported by the public under existing conditions.

Furthermore, the 95th percentile queue for the northbound left-turn lane is reported to grow to approximately 62 metres during the a.m. peak hour by the 2032 horizon year, extending to the Coleman Court / Taylorwood Avenue intersection to the south.

Under ultimate future conditions, with build-out of the commercial development to the north, it is expected left-turn lanes will be introduced for the north and west approaches, accommodating outbound and inbound site traffic, respectively. This creates an opportunity to introduce opposing left-turn lanes in the east and south approaches, due to the need for proper lane alignment through the intersection, as well as in response to the projected queueing concerns previously discussed.

A sensitivity analysis was undertaken to assess the operational impacts of introducing auxiliary left-turn lanes at all approaches for the 2032 horizon year. As shown in the table above, queue lengths are expected to noticeably improve at the subject intersection at the 2032 horizon year with the introduction of left-turn lanes, likely also reducing the levels of congestion on Columbia Way fronting the school.

It is recommended that left-turn lanes be introduced on all four approaches at the intersection of Columbia Way and Kingsview Drive, when the intersection is re-constructed to accommodate the new north approach. Interim measures, such as introducing left-turn lanes for the exiting east and south approaches, are also an option for consideration by the Town.

4.2.3 Westchester Boulevard at Columbia Way

Table 4: Westchester Boulevard at Columbia Way - Intersection Analysis Results

| SCENARIO | MOVEMENT | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | STORAGE LENGTH |
|---------------|----------|----------------------|-----|------------------|----------------------|-----|------------------|----------------|
| | | V/C | LOS | 95TH % QUEUE (M) | V/C | LOS | 95TH % QUEUE (M) | |
| Existing 2020 | NBLR | 0.39 | C | <1 veh | 0.17 | B | <1 veh | - |
| | WBL | 0.05 | A | <1 veh | 0.02 | A | <1 veh | - |
| Future 2022 | NBLR | 0.43 | C | <1 veh | 0.18 | B | <1 veh | - |
| | WBL | 0.05 | A | <1 veh | 0.02 | A | <1 veh | - |
| Future 2032 | NBLR | 0.55 | D | <1 veh | 0.23 | B | <1 veh | - |
| | WBL | 0.05 | A | <1 veh | 0.02 | A | <1 veh | - |

The intersection is expected to operate acceptably under existing and future conditions, with ample reserve capacity, acceptable levels of delay with movements not exceeding LOS “D” (25-35 seconds of delay), and no critical queueing concerns.

4.2.4 Mount Hope Road at Columbia Way

Table 5: Mount Hope Road at Columbia Way - Intersection Analysis Results

| SCENARIO | MOVEMENT | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | STORAGE LENGTH |
|---------------|----------|----------------------|-----|------------------|----------------------|-----|------------------|----------------|
| | | V/C | LOS | 95TH % QUEUE (M) | V/C | LOS | 95TH % QUEUE (M) | |
| Existing 2020 | NBLTR | 0.15 | B | <1 veh | 0.07 | B | <1 veh | - |
| | EBL | 0.03 | A | <1 veh | 0.04 | A | <1 veh | - |
| | WBL | - | A | <1 veh | 0.01 | A | <1 veh | - |
| | SBLTR | 0.18 | B | <1 veh | 0.06 | B | <1 veh | - |
| Future 2022 | NBLTR | 0.16 | B | <1 veh | 0.07 | B | <1 veh | - |
| | EBL | 0.03 | A | <1 veh | 0.05 | A | <1 veh | - |
| | WBL | - | A | <1 veh | 0.02 | A | <1 veh | - |
| | SBLTR | 0.19 | B | <1 veh | 0.07 | B | <1 veh | - |
| Future 2032 | NBLTR | 0.23 | C | <1 veh | 0.09 | C | <1 veh | - |
| | EBL | 0.04 | A | <1 veh | 0.05 | A | <1 veh | - |
| | WBL | - | A | <1 veh | 0.02 | A | <1 veh | - |
| | SBLTR | 0.21 | B | <1 veh | 0.08 | B | <1 veh | - |

The intersection is expected to operate acceptably under existing and future conditions, with ample reserve capacity, acceptable levels of delay with movements not exceeding LOS “C” (15-25 seconds of delay), and no critical queueing concerns.

4.2.5 Forest Gate Avenue at Columbia Way

Table 6: Forest Gate Avenue at Columbia Way - Intersection Analysis Results

| SCENARIO | MOVEMENT | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | STORAGE LENGTH |
|---------------|----------|----------------------|-----|------------------|----------------------|-----|------------------|----------------|
| | | V/C | LOS | 95TH % QUEUE (M) | V/C | LOS | 95TH % QUEUE (M) | |
| Existing 2020 | NBLR | 0.30 | B | <1 veh | 0.11 | B | <1 veh | - |
| | WBL | 0.01 | A | <1 veh | 0.04 | A | <1 veh | - |
| Future 2022 | NBLR | 0.32 | B | <1 veh | 0.11 | B | <1 veh | - |
| | WBL | 0.01 | A | <1 veh | 0.04 | A | <1 veh | - |
| Future 2032 | NBLR | 0.38 | C | <1 veh | 0.14 | B | <1 veh | - |
| | WBL | 0.01 | A | <1 veh | 0.05 | A | <1 veh | - |

The intersection is expected to operate acceptably under existing and future conditions, with ample reserve capacity, acceptable levels of delay with movements not exceeding LOS “C” (15-25 seconds of delay), and no critical queueing concerns.

4.2.6 Caledon King Townline South at Columbia Way

Table 7: Caledon King Townline South at Columbia Way - Intersection Analysis Results

| SCENARIO | MOVEMENT | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | | STORAGE LENGTH |
|---------------|----------|----------------------|----------------|------------------|----------------------|-----|------------------|----------------|
| | | V/C | LOS | 95TH % QUEUE (M) | V/C | LOS | 95TH % QUEUE (M) | |
| Existing 2020 | NBLR | 0.10 | A | <1 veh | 0.08 | A | <1 veh | - |
| | EBLR | 0.49 | C | <1 veh | 0.21 | B | <1 veh | - |
| Future 2022 | NBLR | 0.10 | A | <1 veh | 0.08 | A | <1 veh | - |
| | EBLR | 0.53 | C | <1 veh | 0.22 | B | <1 veh | - |
| Future 2032 | NBLR | 0.17 | A | <1 veh | 0.14 | A | <1 veh | - |
| | EBLR | 0.89 | F (55s) | 9m | 0.42 | C | <1 veh | - |

The intersection is expected to operate acceptably under existing and future conditions, with ample reserve capacity, acceptable levels of delay with most movements not exceeding LOS “C” (15-25 seconds of delay), and no critical queueing concerns.

The eastbound approach is reporting LOS “F” (55 seconds) of delay during the a.m. peak hour in 2032, however 95th percentile queue is considered nominal at only 1-2 vehicles and the v/c ratio indicates the movement is not at-capacity. During the a.m. peak hour, there is projected to be a sizeable southbound volume of approximately 600 vehicles on Caledon King Townline South travelling through the intersection, with approximately 283 vehicles turning right from Columbia Way onto Caledon King Townline South that are “gap seeking” the southbound flow. Given the arrival pattern of southbound vehicles on Caledon King Townline South is likely random (with no traffic signals to the north to create traffic platooning and more sizeable gaps in the traffic flow) it is anticipated completing the right-turn movement from Columbia Way will become increasingly

challenging if volumes continue to increase as per the 2032 projections, with delays of almost 1 minute as indicated in the modelling.

4.3 Roundabout Operations

As discussed in Section 6.2 of this report, there are potential opportunities to introduce a roundabout(s) along the corridor as methods to affect driver behaviour and manage operating speeds.

Therefore, roundabout capacity analysis has been completed for the following candidate intersections:

- Westchester Boulevard at Columbia Way;
- Mount Hope Road at Columbia Way; and
- Forest Gate Avenue at Columbia Way.

Roundabout capacity analysis was conducted for each intersection utilizing the Arcady roundabout capacity analysis software. Similar to the signalized capacity analysis, v/c ratios, level of service, and 95th percentile queues are reported based on HCM methodology; the results are presented in **Table 8**. The Arcady output reports for the roundabout analysis are provided in **Appendix H**.

Table 8: Arcady Roundabout Analysis - 2032 Horizon Year

| INTERSECTION | APPROACH | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | |
|---------------------------------------|------------|----------------------|-----|--------------------|----------------------|-----|--------------------|
| | | V/C | LOS | 95TH % QUEUE (VEH) | V/C | LOS | 95TH % QUEUE (VEH) |
| Westchester Boulevard at Columbia Way | Westbound | 0.45 | A | 2 veh | 0.19 | A | 1 veh |
| | Eastbound | 0.27 | A | 1veh | 0.36 | A | 3 veh |
| | Northbound | 0.20 | A | 1 veh | 0.12 | A | 1 veh |
| Mount Hope Road at Columbia Way | Westbound | 0.31 | A | 2 veh | 0.18 | A | 1 veh |
| | Southbound | 0.13 | A | 1 veh | 0.04 | A | 1 veh |
| | Eastbound | 0.27 | A | 1 veh | 0.33 | A | 2 veh |
| Forest Gate Avenue at Columbia Way | Northbound | 0.07 | A | 1 veh | 0.04 | A | 1 veh |
| | Westbound | 0.19 | A | 1 veh | 0.19 | A | 1 veh |
| Forest Gate Avenue at Columbia Way | Eastbound | 0.25 | A | 1 veh | 0.25 | A | 1 veh |
| | Northbound | 0.21 | A | 1 veh | 0.08 | A | 1 veh |

The results of the roundabout capacity analysis indicate that all potential roundabouts are anticipated to operate acceptably with substantial reserve capacity, low levels of delay (less than 10 seconds delay), and negligible levels of queueing. This roundabout capacity analysis indicates that roundabouts at all three intersection locations are anticipated to operate acceptably during peak hours in the 2032 horizon year.

In reviewing the spot speed data (as evaluated in more detail in Section 6.2 of this report), the Mount Hope Road intersection is anticipated to deliver the most effective speed reductions as it

is centrally located within the study corridor where approaching speeds have the greatest propensity for surpassing the posted speed limit. Introducing a roundabout at this intersection would result in reduced speeds both entering and exiting the roundabout and approaching the school area to the west and S-bend the east.

Furthermore, introducing the roundabout at this intersection is anticipated to result in lower operating speeds in the vicinity of the proposed pedestrian crossing at the trailhead to the west. Although introducing a pedestrian facility (i.e., multi-use path) along the north side of Columbia Way is currently only proposed between the school and the proposed pedestrian crossing at the trailhead, the proposed roundabout at Mount Hope Road provides an opportunity for an additional future crossing location across Columbia Way.

4.4 School Traffic Operations

Based on consultation with school staff, short periods of traffic congestion are experienced along Columbia Way fronting the school during peak school arrival/dismissal periods.

There are frequent incidents of vehicles stopping in the gravel shoulder on the south side of Columbia Way to pick-up/drop-off (PUDO) students, which is considered both a safety and operational concern. A potential mitigation measure will be the introduction of an urban cross-section, which will eliminate the PUDO occurring in the shoulder thus improving operations and safety fronting the school.

Furthermore, there has been concerns raised over vehicles turning left into the school from Columbia Way being queued on the roadway and as a result blocking eastbound through traffic on Columbia Way.

Once the future commercial development at the northeast corner of the intersection of Columbia Way at Regional Road 50 is built-out, it is planned that the new north approach opposite Kingsview Drive will serve that commercial development and likely the school as well. This will most likely result in a re-assessment and reconfiguration of the school's accesses and site layout, which may provide opportunities to improve operations on Columbia Way through access consolidation and/or reconfiguration.

As an additional potential improvement option, an auxiliary left-turn lane along Columbia Way at the school's primary inbound access (centre driveway) may alleviate some of noted disruptions to through traffic during peak school periods.

5.0 TRAFFIC SIGNALS

5.1 Signal Operations

As per the results of the intersection capacity analysis, minor improvements (i.e. signal timing optimizations) to the existing signalized intersections on Columbia Way may be required to maintain acceptable operating conditions under the future horizon years. It is recommended the Town review intersection operations on a reoccurring basis to identify opportunities to optimize signal timings in response to potential changing travel patterns and/or projected growth in demand. Beyond the recommended extension of the storage length for the westbound left-turn movement on Columbia Way at Regional Road 50, additional geometric improvements are not recommended at the study area intersections based on the results of the intersection capacity analysis.

5.2 Signal Warrants

Although the results of the intersection analysis indicate acceptable operating conditions at the unsignalized study area intersections under future conditions, RVA has completed Ontario Traffic Manual (OTM) signal warrants for each unsignalized study area intersection using projected 2032 intersection volumes, to confirm if signals will be warranted based on OTM warrant methodology.

The results of the signal warrants are shown below in **Table 9**, indicating that signals are not warranted at the unsignalized study area intersections due to insufficient peak hour intersection volumes. As per OTM methodology, the required threshold is increased from 100% to 120% due to the increased uncertainty associated with peak hour volume projections for a future horizon year. Completed signal warrant sheets are provided in **Appendix E**. Further details concerning the signal warrant procedure can be found in *OTM Book 12 Traffic Signals*.

Table 9: OTM Signal Warrants

| INTERSECTION | JUSTIFICATION 1 (MINIMUM VEHICLE VOLUME) | | | JUSTIFICATION 2 (DELAY TO CROSS TRAFFIC) | | |
|---------------------------------------|---|-----|---------------------------------|---|------|---------------------------------|
| | 1A | 1B | 120% SATISFIED? ¹ | 2A | 2B | 120% SATISFIED? ¹ |
| Westchester Boulevard at Columbia Way | 57% | 29% | NO | 50% | 135% | NO |
| Mount Hope Road at Columbia Way | 50% | 26% | NO | 41% | 113% | NO |
| Forest Gate Avenue at Columbia Way | 38% | 16% | NO | 33% | 122% | NO |
| Caledon King Townline at Columbia Way | 80% | 51% | NO | 62% | 183% | NO |

1. The lowest sectional percent (1A or 1B, 2A or 2B) governs the entire warrant.

6.0 TRAFFIC SAFETY AUDIT & TRAFFIC CALMING REVIEW

The following sections present the methodology and findings from the completed Traffic Safety Audit and Traffic Calming Review for the study area corridor.

6.1 Traffic Safety Audit

6.1.1 Traffic Safety Audit Methodology

The field investigation was a key component of our assessment, allowing the project team to review the site under typical operating conditions. The following elements were reviewed within the study area:

Conformance, Consistency, and Condition: Relating to traffic control devices (signs, pavement markings etc.), safety devices (guide rail systems, end treatments etc.), and all other roadway features present within the roadway environment on the day of the field investigation, including physical evidence of traffic collisions.

Roadway Geometrics and Geometric Characteristics: Relating to horizontal and vertical alignment (visibility all for road users including sight line review as required); cross-section, lane configuration, and lane continuity; pavement and shoulder condition as well as identification of any pavement edge drop-offs; driveway / side street accessibility; and corner clearance and visibility.

Traffic Control Devices: Relating to signs, pavement markings, and other related devices.

Safety Devices: Relating to guide rail systems and end treatments within the roadway clear zone; and potential unprotected in-road and / or roadside hazards.

Illumination and Delineation Devices: Relating to roadway illumination; and reflective guidance devices (guideposts, post mounted delineators, etc.).

Site Operations and Road User Interactions: Relating to road user operations and interactions from the perspective of all users; human factors (positive guidance principals); traffic speed and classification; and traffic patterns and behaviour from the perspective of all road users.

Positive Guidance Review: Relating to positive guidance of existing devices.

A list of engineering measures was developed based on issues identified through our field investigation and review of applicable Town and industry documents, engineering judgement, and our Project Team's experience conducting transportation and road safety assessments for similar sized municipal clients in a similar rural context.

Historical collision data for all study area intersections from 2015 to 2019 inclusively, was provided by the Town and analyzed. The data includes key characteristics of the reported collisions, based

on information recorded in Motor Vehicle Accident Reports (MVARs), providing an opportunity to analyze the data for historical trends or patterns that could be contributing to each intersection’s respective collision history.

6.1.2 Traffic Safety Audit Findings

This section presents the opportunities for improvement identified during the field investigation and collision data analysis.

A total of 32 collisions have been reported over the five-year period within the study area corridor. Collision data sheets summarizing key characteristics of the historical collision trends are provided in **Appendix F**.

Table 10 summarizes the key collision characteristics identified at each intersection and midblock segment based on the assessment of collision data.

Table 10: Key Collision Characteristics

| INTERSECTION | RECORDED COLLISIONS | KEY COLLISION CHARACTERISTICS |
|--|---------------------|--|
| Kingsview Drive at Columbia Way | 2 | No notable trends were identified. One rear-end collision and one turning movement collision. |
| Westchester Boulevard at Columbia Way | 1 | No notable trends were identified. |
| Mount Hope Road at Columbia Way | 4 | No notable trends were identified. Three right-angled collisions and one single-motor-vehicle collisions. |
| Forest Gate Avenue at Columbia Way | 1 | No notable trends were identified. |
| Caledon King Townline Road at Columbia Way | 6 | No notable trends were identified. Variety of collision types. |
| MIDBLOCK SEGMENT | RECORDED COLLISIONS | KEY COLLISION CHARACTERISTICS |
| Between Kingsview Drive and Westchester Boulevard | 6 | No notable trends were identified. Variety of collision types. |
| Between Westchester Boulevard and Mount Hope Road | 1 | No notable trends were identified |
| Between Forest Gate Avenue and Caledon King Townline | 11 | Seven single-motor-vehicle collisions (in which 50% occurred during wet road conditions), four head-on collisions, and most collisions (7) occurring during night hours. |

Generally, the collision data for most of the study area did not identify major safety concerns, unexpected over representation of particular collisions types, or concerns with respect to collision severity (i.e., injuries, fatalities), and no pedestrian-related collisions were reported.

Columbia Way between Forest Gate Avenue and Caledon King Townline

However, the section of Columbia Way between Forest Gate Avenue to Caledon King Townline Road, which comprises the S-bend, reported 11 collisions over the five-year period, which is noteworthy. Of these 11 collisions, 50% were single motor vehicle collisions (in which 50% of those were during “wet” road conditions), the remaining 50% were head-on collisions, and most collisions (7) occurred during night hours. These collision trends are consistent with what would be expected along a section of roadway with a series of major horizontal curves and a rolling vertical alignment along a rural corridor, with no illumination, potential drainage concerns, and potential wildlife activity.

As shown in **Figure 4**, there are Sharp Reverse Curve warning signs (Wa-5R) in approach to the S-bend from both directions of travel, however the use of some Chevron signs (Wa-9) is quite limited and considered insufficient at both curves as shown in **Figure 5**. It is recommended additional Chevron signs be introduced at both curves per OTM guidelines.



Figure 4: Reverse Curve Warning Signs



Figure 5: Insufficient Chevron Signage on S-bend

As per the applicable OTM warrant, Slippery When Wet warning signs (Wc-5) are warranted along this section of the corridor. Therefore, it is recommended such signs be installed on Columbia Way approximately 150 metres west of Caledon King Townline (facing westbound traffic) and

approximately 115 metres east of Forest Gate Avenue (facing eastbound traffic), per OTM guidelines (approximately 225 metres in advance of the S-bend in the road alignment).

Three (3) deer-related collisions were also recorded in this vicinity of the study area. Therefore, it is recommended Deer Crossing signs (Wc-11) be installed on Columbia Way approximately 150 metres west of Caledon King Townline (facing westbound traffic) and approximately 115 metres east of Forest Gate Avenue (facing eastbound traffic), per OTM guidelines (approximately 225 metres in advance of the wooded area).

Although not depicted in the photos in Figure 5 given ongoing resurfacing along Columbia Way, there is currently a painted yellow centreline along Columbia Way through the S-bend. It is recommended the centreline be adequately maintained as a countermeasure to head-on collisions through the S-bend. An additional related countermeasure the Town may consider includes rumble strips along the centreline in advance and through the S-bend (noise concerns with rumble strips and nearby residents would have to be considered), as well as partial or full illumination through the S-bend. Although this provides an added safety benefit, concerns by nearby residents could be raised due to the noise generated by rumble strips when travelled upon.

The existing encroachment of vegetation along the road through the S-bend currently restricts sightlines, reducing the stopping sight distance available to motorists. Cutting vegetation back from the road so as to improve sightlines will have a positive effect on multi-modal road user safety through the S-bend.

Caledon King Townline at Columbia Way

Of the 6 collisions reported at the intersection of Caledon King Townline and Columbia Way, 2 involved turning vehicles and 3 were single motor vehicle collisions. The intersection currently has a skewed west approach resulting in awkward eastbound right-turn and northbound left-turn movements due to the acute angle, and reduced visibility. Furthermore, the northwest corner of the intersection has a very large radius that can induce high turning speeds. Although the recommended sightline distance of 150 metres (per the Transportation Association of Canada) for this intersection is considered achievable for vehicle's turning from Columbia Way onto Caledon King Townline, there are opportunities to improve intersection operations and safety through alignment modifications to the west approach with improved stop bar positioning (i.e., closer to the intersection to improve visibility).

There is a notable crest in Columbia Way's vertical alignment in close proximity to the intersection, situated approximately 80 metres west of the intersection. Motorist visibility of the approaching intersection is impeded by the crest. It is expected that motorists approaching the intersection may not have visibility of the intersection until approximately 100 metres from the intersection. This is generally similar to the recommended stopping sight distance of 105 metres (per the Transportation Association of Canada) for this stretch of road (60 km/h posted speed, assumed

70 km/h design speed). However, if any queueing is present at the intersection, the available stopping distance is reduced as a consequence thus creating a potential safety concern. One (1) of the six (6) reported collisions was a rear-end collision in the eastbound direction. For these reasons, in lieu of reducing the severity of the crest, the Town may consider installing BE PREPARED TO STOP warning signage with flashing beacons approximately 225 metres in advance of the intersection per OTM guidelines.

Although not related to the reported collision history at the intersection, both the existing and projected 2032 turning movement traffic volumes warrant an auxiliary left-turn lane in the northbound direction on Caledon King Townline, per the MTO Left-turn Lane Warrant. Introducing a left-turn lane along Caledon King Townline would likely result in a notable length of widening south of the intersection (to accommodate storage, deceleration, and taper) and north of the intersection (for proper lane alignment through the intersection).

6.2 Traffic Calming Review

6.2.1 Traffic Calming Review Methodology

Spot speed studies are used to determine the speed distribution of traffic at a specific location, with the collected data used to determine vehicle speed percentiles. The two most common speed percentiles calculated from spot speed data are the 50th and 85th percentiles:

The 50th percentile is the average speed observed, with half of the observed vehicles below and half above the 50th percentile speed.

The 85th percentile is the speed at which 85% of the observed vehicles are travelling at or below. The 85th percentile is typically used in evaluating posted speed limits, as the general assumption is 85% of drivers are travelling at a speed they perceive to be safe, meaning the 85th percentile speed is normally assumed to be the highest safe speed for a roadway section.

The Town has provided RVA with spot speed data for several locations along Columbia Way, collected in December 2019. The spot speed studies were conducted utilizing Automatic Traffic Recorder (ATR) devices, with each ATR deployment consisting of two parallel pneumatic tubes fastened to the roadway surface, measuring the direction of flow, traffic speed, and vehicle classification. The collected spot speed data sheets are provided in **Appendix G**.

6.2.2 Traffic Calming Review Findings

A map illustrating the locations of the observed directional 85th percentile speeds and the existing posted maximum speed limits in the study area, as well as locations of current signals and stop controls for traffic on Columbia Way, is shown in **Figure 6**.

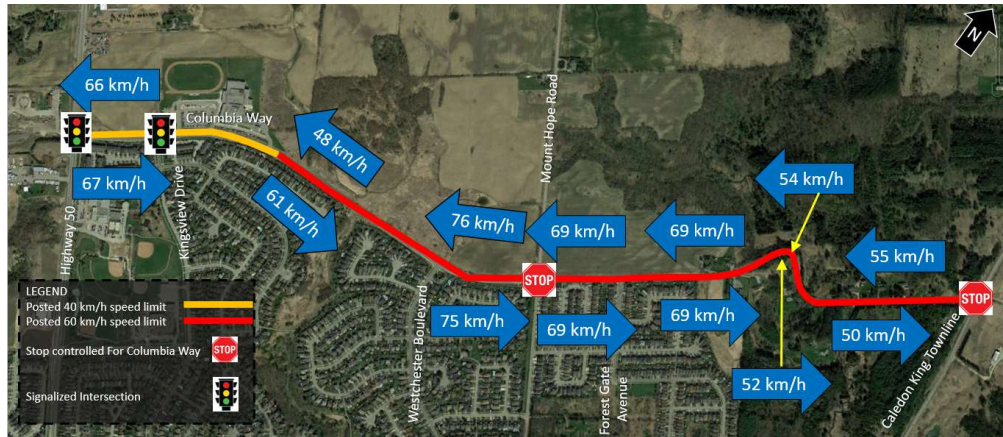


Figure 6: Observed 85th Percentile Speeds and Posted Speed Limits

As shown in **Table 11**, the results of the spot speed studies can be summarized as follows:

- Operating speeds (85th percentile speed) on Columbia Way from Regional Road 50 to west of Westchester Boulevard (western portion of the study area) are generally exceeding the posted speed limit by at least 15 km/h. This section has a posted speed limit of 40 km/h (fronting the school) that transitions to 60 km/h just east of the school;
- Operating speeds east of Westchester Boulevard to the S-bend are approximately 7-10 km/h above the 60 km/h posted speed limit; and
- Operating speeds from east of the S-bend to Caledon King Townline are approximately 5-10 km/h below the 60 km/h posted speed limit.

Table 11: Summary of Posted Speed Limits vs 85th Percentile Speeds

| LOCATION | POSTED SPEED LIMIT | OPERATING SPEED (+/- POSTED SPEED LIMIT) | |
|------------------------------------|--------------------|--|-----------|
| | | EASTBOUND | WESTBOUND |
| West of Kingsview Drive | 40 km/h | +17 km/h | +16 km/h |
| East of Kingsview Drive | 40 km/h | +21 km/h | +8 km/h |
| West of Westchester Boulevard | 60 km/h | +15 km/h | +16 km/h |
| East of Westchester Boulevard | 60 km/h | +10 km/h | +7 km/h |
| West of Forest Gate Avenue | 60 km/h | +9 km/h | +9 km/h |
| East of Forest Gate Avenue | 60 km/h | +9 km/h | +9 km/h |
| At bend east of Forest Gate Avenue | 60 km/h | -8 km/h | -6 km/h |
| West of Caledon King Townline | 60 km/h | -10 km/h | -5 km/h |

Columbia Way, Regional Road 50 to west of Westchester Boulevard

The spot speed study data review identified a notable variance (generally 15-21 km/h) between the posted speed limit and operating speeds, representing low compliance. Although most of this section of Columbia Way is posted 40 km/h (portion fronting the school), it does currently have a rural cross-section with gravel shoulders, has a long (half kilometre) straight and level alignment east of the school, and transitions into a 60 km/h zone east of the school, all of which are features likely contributing to the low compliance. These results indicate a posted speed limit of 50 km/h may be more suitable for the driving conditions along this rural section of Columbia Way.

Columbia Way, east of Westchester Boulevard to east of Forest Gate Avenue

The results of spot speed study data review indicate a speeding issue likely does not exist along this section of Columbia Way within the study area, with a variance of only 7-10 km/h between the posted speed limit and operating speeds. It is expected the 60 km/h posted speed limit is well suited to the roadway design, resulting in increased compliance compared to the 40 km/h posted section previously discussed.

Columbia Way, at bend east of Forest Gate Avenue to west of Caledon King Townline

The results of spot speed study data review indicate a speeding issue likely does not exist along this section of Columbia Way, with operating speeds actually below the posted speed limit by approximately 5-10 km/h. It is expected the S-bend with its sharp curves and reduced roadway width are design features having a traffic calming effect on motorists.

It is our opinion the identified operating speeds on Columbia Way east of Westchester Boulevard are acceptable, with the S-bend acting as a form of traffic calming likely being a major contributing factor to the acceptable compliance to the posted speed limit.

The data indicates lower compliance to the posted speed limits along the western half of the corridor, fronting the school and just east of the school along the half kilometre straight section of roadway west of Westchester Boulevard. The existing rural designs of the road's cross-section, as well as the long straight alignment east of the school, are likely primary contributing factors. In lieu of increasing the respective posted speed limits to be more suited to the existing driving conditions, it is expected introducing an urban cross-section as a form of traffic calming will likely reduce operating speeds and improve compliance.

Proposed EA design alternatives are to include full urbanization of Columbia Way from Regional Road 50 to Forest Gate Avenue. Urbanizing the corridor, with raised barrier curbs and elimination of the gravel shoulder, results in a more restricted driving environment from the perspective of the motorist, which is expected to have a traffic calming effect on the overall study area road network, with the anticipation that compliance to the posted speed limits should improve. The Town may choose to complete a follow-up Spot Speed Study upon completion of construction of the

proposed road designs in order to re-assess speed compliance and determine if additional traffic calming features are warranted.

A potential corridor traffic calming measure that is considered feasible for a collector corridor in a rural/suburban context, is a roundabout. The roundabout acts as a form of speed mitigation for the corridor requiring all approaching traffic to reduce speeds, with the added benefit of providing designated pedestrian and cycling crossing facilities if required. An operational assessment of potential roundabout intersections along the corridor is provided in this report.

7.0 ACTIVE TRANSPORTATION FACILITIES

7.1 Pedestrian and Cyclist Accommodation

Active transportation facilities are currently limited to a combination of sidewalk and gravel paths along the south side of Columbia Way from Regional Road 50 to Forest Gate Avenue, with a trail connection to the north-south trail system south of the corridor, and designated crossing locations on Columbia Way at the signalized intersections at Regional Road 50 and at Kingsview Drive (both west of the school). There are currently no dedicated cycling facilities along the corridor.

As presented in the Transportation Master Plan (TMP), future planned active transportation improvements for the study area corridor include multi-use path (MUP) from Regional Road 50 to Kingsview Drive, paved shoulder from Westchester Boulevard to Forest Gate Avenue, and a signed-only bike route from Forest Gate Avenue to Caledon-King Townline. The TMP and 5-year Capital Plan also identify intersection crossing improvements.

From a safety standpoint, providing an off-street cycling facility (i.e. MUP) is preferable to an on-street facility (i.e. on-street bike lanes, paved shoulder, shared-use lanes, etc.) as it physically separates cyclists from motor vehicles. Based on the major collector function of the corridor, with sufficient available right-of-way, wide boulevards, and rural/suburban context, a MUP would serve the corridor well from an active transportation accommodation and safety standpoint. Introducing a MUP along the entire southern side of Columbia Way from Regional Road 50 from Forest Gate Avenue would also eliminate the current “patchwork” of sidewalk and gravel path sections, resulting in a consistent 3.0 metre wide paved surface for safe and accessible travel by cyclists and pedestrians.

7.2 Pedestrian Crossing Accommodation on Columbia Way

Due to the only controlled pedestrian crossings being situated west of the school at Kingsview Drive and at Regional Road 50, there has been an observed tendency for students walking to/from the school to jaywalk across Columbia Way at uncontrolled locations either fronting or east of the school. Therefore RVA has reviewed potential opportunities to introduce an controlled crossing on Columbia Way that will be effective in reducing the prevalence of student jaywalking, while

maintaining an acceptable level of multi-modal road user safety along the corridor, and not induce additional traffic congestion or disruption to traffic flow in the vicinity of the school.

Based on the 60 km/h posted speed limit, and estimated 2032 volume of approximately 1900-2000 vehicles during the peak 8-hours of traffic, a “Level 2 Type C” pedestrian cross-over (PXO) is warranted per OTM PXO warrant methodology. This level of PXO consists of roadside flashing beacons and specialty signage and pavement markings. However, if it is determined an additional controlled crossing is to be introduced along Columbia Way, it is RVA’s opinion that such a crossing should be fully signalized to maximise roaduser safety along this major collector road which exists in a semi-rural context, with some prevalence of speed along this portion of the study corridor.

A potential alternative to a signalized crossing is the provision of a pedestrian crosswalk at a new roundabout intersection. The roundabout acts as a form of traffic calming for the corridor, requiring all approaching traffic to reduce speeds, with opportunities for designated pedestrian and cycling crossing facilities. An operational assessment of potential roundabout intersections along the corridor is provided in this report.

Feasible crossing alternatives include:

- A signalized crossing at the school’s easternmost driveway;
- A signalized crossing at the trailhead approximately 280 metres west of Westchester Boulevard;
- A signalized crossing (or roundabout) at Westchester Boulevard; or
- A signalized crossing (or roundabout) at Mount Hope Road.

In order to maximize the usage of the controlled crossing by students, the crossing should be situated as close to the school as possible. For example, situating the crossing east of the trailhead will likely result in students who regularly utilize the north-south trail when travelling to/from the school not utilizing the crossing due to the required extra travel distance. Furthermore, the proposed crossing location will require introduction of a MUP on the north side of Columbia Way connecting the MUP with the school; therefore, decreasing the distance between the crossing and school will result in reduced construction costs. However, as previously mentioned, the crossing should not induce additional traffic congestion or disruption to traffic flow in the immediate vicinity of the school.

Based on these considerations, a signalized crossing at the trailhead approximately 280 metres west of Westchester Boulevard is considered the optimal alternative. The benefits of this location include:

- Reasonable distance from the school (approximately 300 metres) resulting in no additional traffic congestion or disruption to traffic flow in the immediate vicinity of the school, and with a feasible length of MUP construction required;
- Maximizes utilization by students, capturing students who regularly utilize the north-south trail, as well as students residing in the neighbourhoods east of the trail;
- Situated on a straight, level section of Columbia Way, with no sightline concerns; and
- Results in a midblock crossing configuration, which has less conflict points than an intersection crossing.

8.0 SUMMARY OF FINDINGS

The findings of the study can be summarized as follows:

- Under existing and future conditions, the westbound left-turn movement on Columbia Way at Regional Road 50 is reporting a 95th percentile queue that exceeds the available storage by approximately 40-60 metres.
- Additional traffic signals are not warranted per the results of the Synchro analysis and completed OTM traffic signal warrants.
- Roundabouts at the Westchester Boulevard, Mount Hope Road, and Forest Gate Avenue intersections along the Columbia Way corridor are anticipated to operate acceptably in 2032 with substantial reserve capacity, acceptable levels of delay, and no critical queueing concerns.
- Introducing a roundabout at the Mount Hope Road intersection is anticipated to deliver the most effective speed reductions for the corridor overall.
- Based on consultation with school staff, there are frequent incidents of vehicles stopping in the gravel shoulder on the south side of Columbia Way to pick-up/drop-off (PUDO), and there has been concerns raised over vehicles turning left into the school from Columbia Way being queued on the roadway and as a result blocking eastbound through traffic on Columbia Way.
- The collision data for the study area did not identify major safety concerns at most locations, and no pedestrian-related collisions were reported.
- The location consisting of the greatest number of reported collisions is at the eastern extent of the study corridor, from Forest Gate Avenue to Caledon King Townline Road, which reported 11 collisions over the five-year period, which appear to be related to the S-bend with its sharp curves, rolling vertical alignment, lack of illumination, and potential drainage concerns.
- There are opportunities to improve operations and safety at the intersection of Columbia Way and King Townline Road through modifications to the alignment of the west approach, corner radii, traffic signage and pavement markings.

- There is a potential speeding issue along Columbia Way between Regional Road 50 and just west of Westchester Boulevard.
- Based on the results of spot speed surveys, the existing S-bend on Columbia Way is limiting operating speeds, resulting in operating speeds lower than the posted speed limit.
- Providing a MUP is preferable to an on-street cycling facility as it physically separates cyclists from motor vehicles, and would also eliminate the current “patchwork” of sidewalk and gravel path sections on the south side of Columbia Way, resulting in a consistent 3.0 metre wide paved surface for safe and accessible travel by cyclists and pedestrians.
- Based on review of operational and safety considerations for feasible pedestrian crossing locations along the corridor, a signalized pedestrian crossing at the trailhead approximately 280 metres west of Westchester Boulevard is considered the optimal alternative for mitigating student jaywalking at the school.

9.0 SUMMARY OF PROPOSED IMPROVEMENT OPTIONS

Based on the findings of this Study, the following improvements are recommended:

1. Extend the existing storage length for the westbound left-turn on Columbia Way at Regional Road 50 from 30 metres to approximately 90 metres to mitigate queue spillback during peak hours.
2. Introduce an urban cross-section along Columbia Way which will eliminate the student pick-up/drop-off occurring on the shoulder at the St. Michael Catholic Secondary School.
3. Consider an auxiliary left-turn lane along Columbia Way in the eastbound direction at the school’s primary inbound access (centre driveway) to alleviate some of the noted congestion during peak school periods.
4. Introduce auxiliary left-turn lanes on all four approaches at the intersection of Columbia Way and Kingsview Drive, when the intersection is re-constructed to accommodate the new north approach. Introducing left-turn lanes for the existing east and south approaches are beneficial interim measures to mitigate some existing and future identified queueing, that may be considered by the Town.
5. Introduce additional chevron signs (Wa-9), maintain the yellow painted centreline, consider implementing rumble strips along the centreline in advance and through the S-bend, consider partial/full illumination, and cut-back the encroaching vegetation, at the S-bend in order to improve multi-modal road user safety.
6. Introduce Slippery When Wet warning signs (Wc-5) and Deer Crossing signs (Wc-11) approximately 150 metres west of Caledon King Townline (facing westbound traffic) and approximately 115 metres east of Forest Gate Avenue (facing eastbound traffic), per OTM guidelines (approximately 225 metres in advance of the wooded area and S-bend in the road alignment).

7. Introduce Be Prepared to Stop warning signage with flashing beacons approximately 225 metres in advance of the intersection, facing eastbound traffic, per OTM guidelines.
8. Consider intersection improvements at the intersection of Columbia Way and King Townline Road, including modifications to the alignment of the west approach, reduced corner radii, and re-located stop bar.
9. The Town complete a follow-up Spot Speed Study approximately one year after completion of the road improvements, in order to re-assess speed compliance and determine if additional traffic calming features are warranted.
10. Construct 3.0-metre-wide paved multi-use path with raised barrier curb and grassy boulevard between the path and roadway, along the entire southern side of Columbia Way from Regional Road 50 to Forest Gate Avenue, for shared accommodation of pedestrian and cyclists.
11. Construct a signalized midblock pedestrian crossing on Columbia Way, at the neighbourhood trailhead (an extension of the Humber Valley Heritage Side Trail) approximately 280 metres west of Westchester Boulevard, with a multi-use path connection on the north side connecting the crossing to the school.
12. Consider the introduction of a single lane roundabout at the intersection of Columbia Way and Mount Hope Road.

APPENDIX A

TRAFFIC COUNT DATA



Horizon Data Services Ltd

318 Simonston Boulevard
 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 1

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Westchester Blvd Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|------------|------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 31 | 8 | 0 | 16 | 0 | 24 | 4 | 12 | 0 | 0 | 16 | 71 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 39 | 3 | 0 | 21 | 0 | 24 | 4 | 12 | 0 | 0 | 16 | 79 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 0 | 39 | 8 | 0 | 20 | 1 | 29 | 4 | 12 | 0 | 0 | 16 | 84 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 6 | 0 | 70 | 7 | 0 | 32 | 3 | 42 | 13 | 19 | 0 | 0 | 32 | 144 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 12 | 0 | 179 | 26 | 0 | 89 | 4 | 119 | 25 | 55 | 0 | 0 | 80 | 378 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 16 | 0 | 130 | 19 | 0 | 39 | 1 | 59 | 16 | 47 | 0 | 0 | 63 | 252 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 28 | 0 | 94 | 13 | 0 | 33 | 0 | 46 | 12 | 36 | 0 | 0 | 48 | 188 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 44 | 18 | 0 | 17 | 1 | 36 | 14 | 18 | 0 | 0 | 32 | 112 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 0 | 34 | 8 | 0 | 15 | 1 | 24 | 4 | 16 | 0 | 0 | 20 | 78 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 52 | 0 | 302 | 58 | 0 | 104 | 3 | 165 | 46 | 117 | 0 | 0 | 163 | 630 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 26 | 7 | 0 | 7 | 0 | 14 | 9 | 8 | 0 | 0 | 17 | 57 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 25 | 6 | 0 | 13 | 2 | 21 | 7 | 13 | 0 | 0 | 20 | 66 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 24 | 5 | 0 | 10 | 0 | 15 | 10 | 13 | 0 | 0 | 23 | 62 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 23 | 12 | 0 | 7 | 0 | 19 | 7 | 13 | 0 | 0 | 20 | 62 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 11 | 0 | 98 | 30 | 0 | 37 | 2 | 69 | 33 | 47 | 0 | 0 | 80 | 247 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 26 | 7 | 0 | 10 | 1 | 18 | 7 | 16 | 0 | 0 | 23 | 67 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 12 | 0 | 36 | 3 | 0 | 11 | 1 | 15 | 3 | 16 | 0 | 0 | 19 | 70 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 19 | 8 | 0 | 8 | 0 | 16 | 11 | 18 | 0 | 0 | 29 | 64 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 | 2 | 0 | 4 | 0 | 6 | 7 | 17 | 0 | 0 | 24 | 46 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 20 | 0 | 97 | 20 | 0 | 33 | 2 | 55 | 28 | 67 | 0 | 0 | 95 | 247 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 4 | 0 | 6 | 0 | 10 | 8 | 27 | 0 | 0 | 35 | 59 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 0 | 31 | 5 | 0 | 8 | 0 | 13 | 4 | 21 | 0 | 0 | 25 | 69 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 | 0 | 25 | 7 | 0 | 8 | 2 | 17 | 7 | 25 | 0 | 0 | 32 | 74 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 | 5 | 0 | 7 | 0 | 12 | 6 | 19 | 0 | 0 | 25 | 63 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 14 | 0 | 96 | 21 | 0 | 29 | 2 | 52 | 25 | 92 | 0 | 0 | 117 | 265 |



Horizon Data Services Ltd

318 Simonston Boulevard
 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 2

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Westchester Blvd Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|-------------|------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 9 | 0 | 28 | 13 | 0 | 9 | 0 | 22 | 21 | 43 | 0 | 0 | 64 | 114 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 0 | 42 | 19 | 0 | 21 | 0 | 40 | 14 | 39 | 0 | 0 | 53 | 135 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 | 0 | 26 | 4 | 0 | 19 | 1 | 24 | 19 | 53 | 0 | 0 | 72 | 122 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 20 | 7 | 0 | 8 | 1 | 16 | 13 | 42 | 0 | 0 | 55 | 91 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 20 | 0 | 116 | 43 | 0 | 57 | 2 | 102 | 67 | 177 | 0 | 0 | 244 | 462 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 9 | 0 | 29 | 4 | 0 | 4 | 0 | 8 | 23 | 33 | 0 | 0 | 56 | 93 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 29 | 3 | 0 | 7 | 0 | 10 | 16 | 41 | 0 | 0 | 57 | 96 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 34 | 3 | 0 | 10 | 0 | 13 | 25 | 60 | 0 | 0 | 85 | 132 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 13 | 0 | 42 | 5 | 0 | 11 | 0 | 16 | 19 | 39 | 0 | 0 | 58 | 116 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 33 | 0 | 134 | 15 | 0 | 32 | 0 | 47 | 83 | 173 | 0 | 0 | 256 | 437 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 9 | 0 | 31 | 9 | 0 | 11 | 0 | 20 | 21 | 60 | 0 | 0 | 81 | 132 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 28 | 6 | 0 | 9 | 0 | 15 | 24 | 50 | 0 | 0 | 74 | 117 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 12 | 0 | 41 | 4 | 0 | 13 | 0 | 17 | 23 | 50 | 0 | 0 | 73 | 131 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 13 | 0 | 47 | 10 | 0 | 11 | 0 | 21 | 26 | 38 | 0 | 0 | 64 | 132 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 38 | 0 | 147 | 29 | 0 | 44 | 0 | 73 | 94 | 198 | 0 | 0 | 292 | 512 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 969 | 200 | 0 | 1169 | 242 | 0 | 425 | 15 | 682 | 401 | 926 | 0 | 0 | 1327 | 3178 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 82.9 | 17.1 | 0 | 96.8 | 35.5 | 0 | 62.3 | 2.2 | 96.6 | 30.2 | 69.8 | 0 | 0 | 97.1 | 96.9 |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 30.5 | 6.3 | 0 | 36.8 | 7.6 | 0 | 13.4 | 0.5 | 21.5 | 12.6 | 29.1 | 0 | 0 | 41.8 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 941 | 191 | 0 | 1132 | 232 | 0 | 412 | 15 | 659 | 386 | 902 | 0 | 0 | 1288 | 3079 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.1 | 95.5 | 0 | 96.8 | 95.9 | 0 | 96.9 | 100 | 96.6 | 96.3 | 97.4 | 0 | 0 | 97.1 | 96.9 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 9 | 0 | 37 | 10 | 0 | 13 | 0 | 23 | 15 | 24 | 0 | 0 | 39 | 99 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.9 | 4.5 | 0 | 3.2 | 4.1 | 0 | 3.1 | 0 | 3.4 | 3.7 | 2.6 | 0 | 0 | 2.9 | 3.1 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

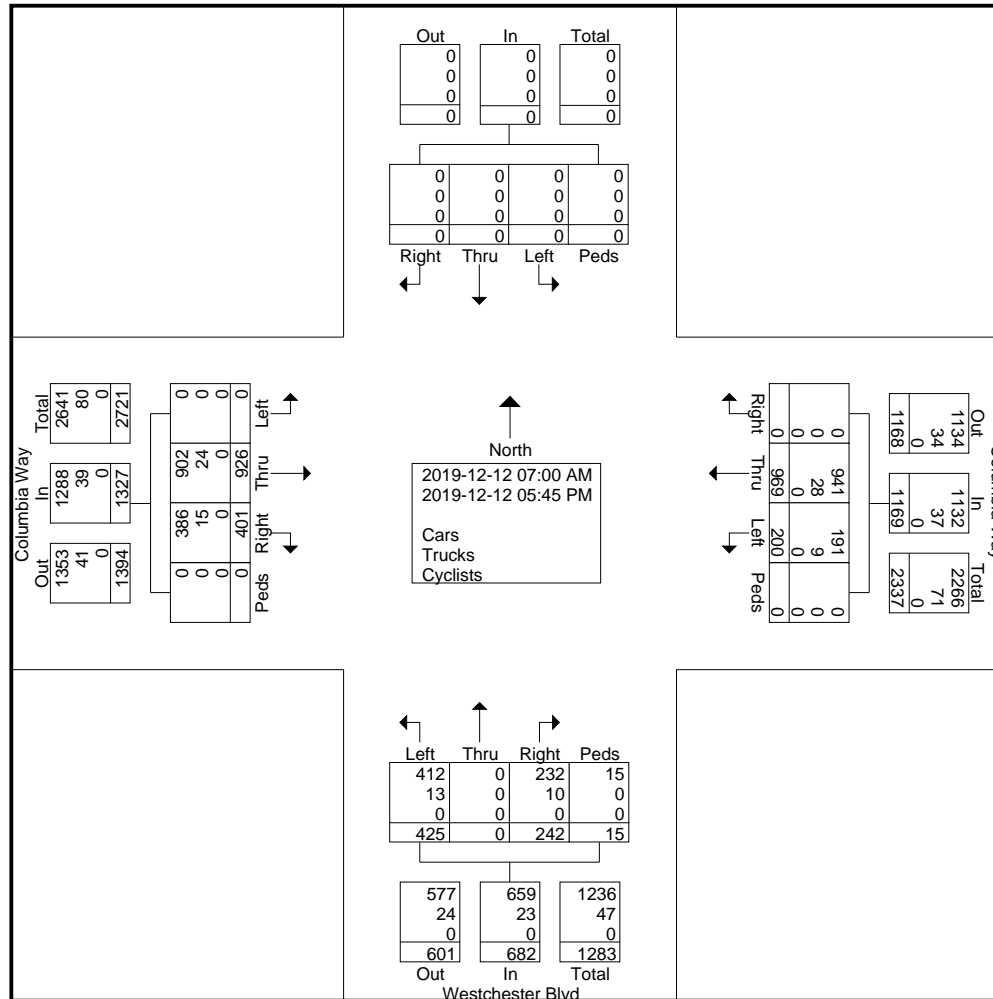


Horizon Data Services Ltd

318 Simonston Boulevard
 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 3





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 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 4

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Westchester Blvd Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total | |
|--|------------|------|------|------|------------|------------------------|------------|-----------|------|------------|-----------------------------|------|-----------|------|------------|------------------------|-----------|------|------|------------|------------|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | | |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 6 | 0 | 70 | 7 | 0 | 32 | 3 | 42 | 13 | 19 | 0 | 0 | 32 | 144 | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 16 | 0 | 130 | 19 | 0 | 39 | 1 | 59 | 16 | 47 | 0 | 0 | 63 | 252 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 28 | 0 | 94 | 13 | 0 | 33 | 0 | 46 | 12 | 36 | 0 | 0 | 48 | 188 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 44 | 18 | 0 | 17 | 1 | 36 | 14 | 18 | 0 | 0 | 32 | 112 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 57 | 0 | 338 | 57 | 0 | 121 | 5 | 183 | 55 | 120 | 0 | 0 | 175 | 696 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 83.1 | 16.9 | 0 | | 31.1 | 0 | 66.1 | 2.7 | | 31.4 | 68.6 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .616 | .509 | .000 | .650 | .750 | .000 | .776 | .417 | .775 | .859 | .638 | .000 | .000 | .694 | .690 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 52 | 0 | 327 | 53 | 0 | 118 | 5 | 176 | 49 | 112 | 0 | 0 | 161 | 664 | |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.9 | 91.2 | 0 | 96.7 | 93.0 | 0 | 97.5 | 100 | 96.2 | 89.1 | 93.3 | 0 | 0 | 92.0 | 95.4 | |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 11 | 4 | 0 | 3 | 0 | 7 | 6 | 8 | 0 | 0 | 14 | 32 | |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 8.8 | 0 | 3.3 | 7.0 | 0 | 2.5 | 0 | 3.8 | 10.9 | 6.7 | 0 | 0 | 8.0 | 4.6 | |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

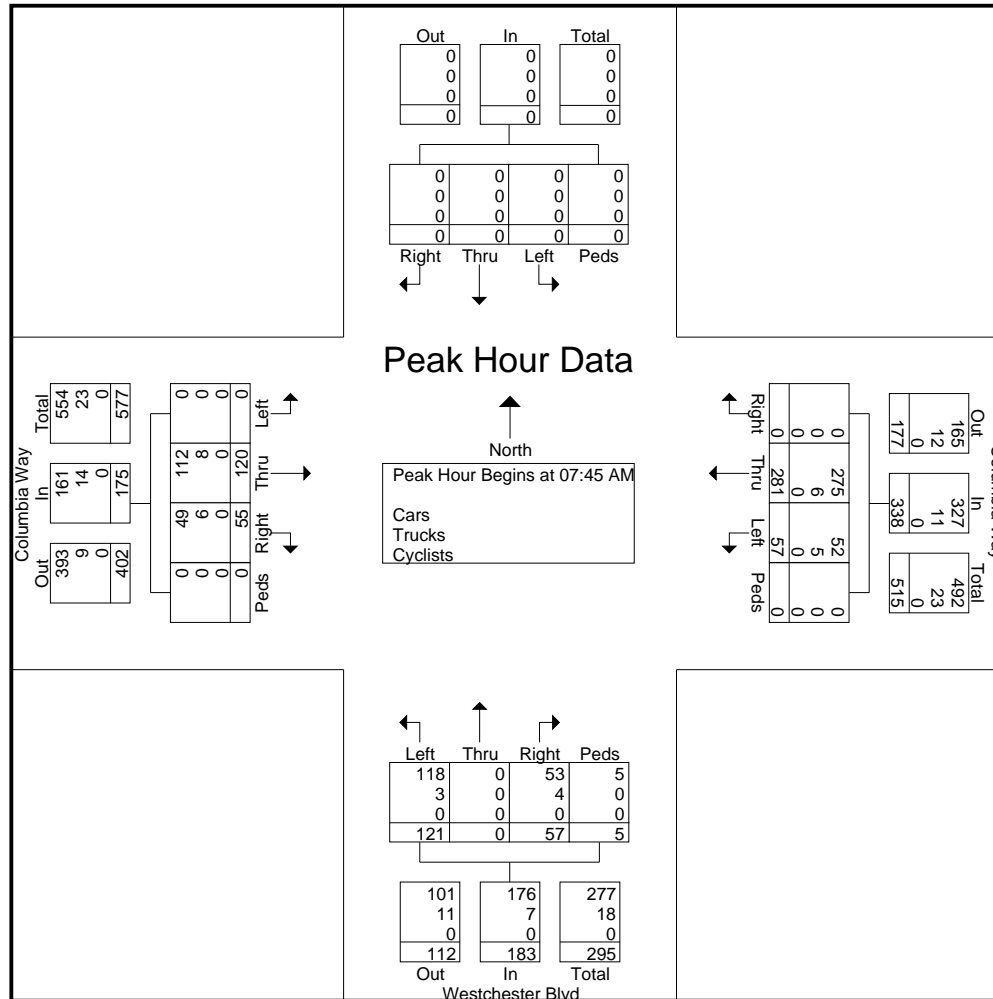


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"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 5



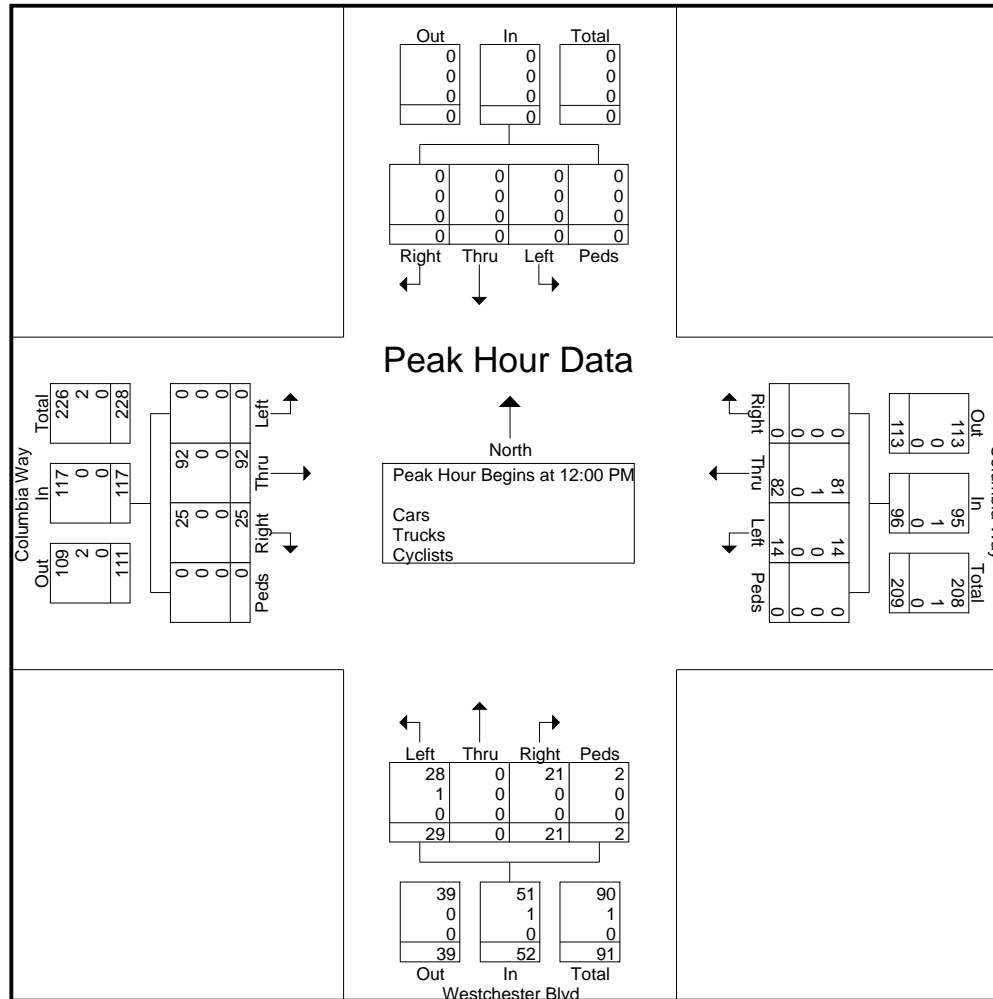


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"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 7





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"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 8

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Westchester Blvd Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total | |
|--|------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|--|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | | |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 9 | 0 | 28 | 13 | 0 | 9 | 0 | 22 | 21 | 43 | 0 | 0 | 64 | 114 | |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 0 | 42 | 19 | 0 | 21 | 0 | 40 | 14 | 39 | 0 | 0 | 53 | 135 | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 | 0 | 26 | 4 | 0 | 19 | 1 | 24 | 19 | 53 | 0 | 0 | 72 | 122 | |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 20 | 7 | 0 | 8 | 1 | 16 | 13 | 42 | 0 | 0 | 55 | 91 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 20 | 0 | 116 | 43 | 0 | 57 | 2 | 102 | 67 | 177 | 0 | 0 | 244 | 462 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 82.8 | 17.2 | 0 | | 42.2 | 0 | 55.9 | 2 | | 27.5 | 72.5 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .632 | .556 | .000 | .690 | .566 | .000 | .679 | .500 | .638 | .798 | .835 | .000 | .000 | .847 | .856 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 19 | 0 | 111 | 37 | 0 | 54 | 2 | 93 | 63 | 170 | 0 | 0 | 233 | 437 | |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 95.8 | 95.0 | 0 | 95.7 | 86.0 | 0 | 94.7 | 100 | 91.2 | 94.0 | 96.0 | 0 | 0 | 95.5 | 94.6 | |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 6 | 0 | 3 | 0 | 9 | 4 | 7 | 0 | 0 | 11 | 25 | |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 5.0 | 0 | 4.3 | 14.0 | 0 | 5.3 | 0 | 8.8 | 6.0 | 4.0 | 0 | 0 | 4.5 | 5.4 | |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

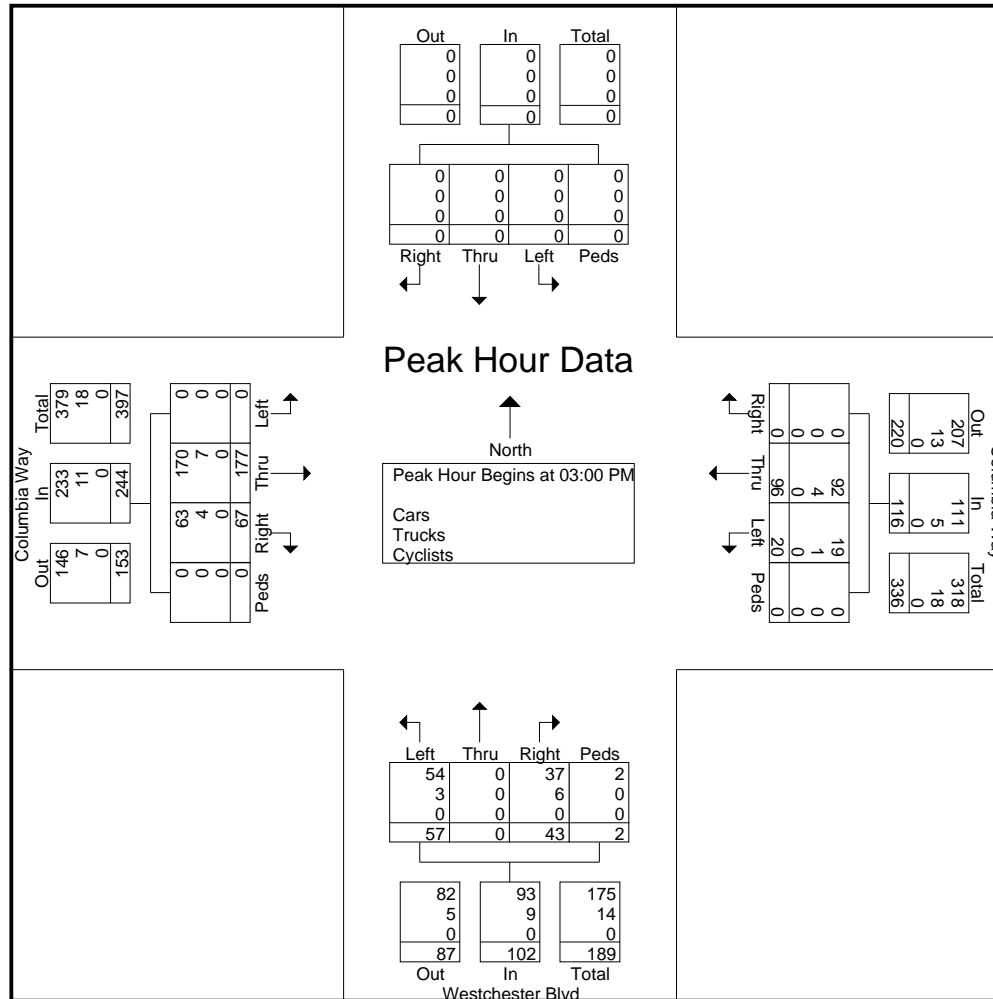


Horizon Data Services Ltd

318 Simonston Boulevard
 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Columbia Way at Westchester Blvd
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 9





Horizon Data Services Ltd

318 Simonston Boulevard
 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Highway 50 at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 1

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Hwy 50 Southbound | | | | | Columbia Way Westbound | | | | | Hwy 50 Northbound | | | | | Driveway Eastbound | | | | | Int. Total |
|------------|-------------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------|------|------|------|------------|--------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 2 | 100 | 8 | 0 | 110 | 13 | 0 | 33 | 0 | 46 | 15 | 29 | 3 | 0 | 47 | 1 | 0 | 0 | 0 | 1 | 204 |
| 07:15 AM | 1 | 86 | 13 | 0 | 100 | 32 | 0 | 38 | 0 | 70 | 12 | 40 | 0 | 0 | 52 | 1 | 0 | 0 | 1 | 2 | 224 |
| 07:30 AM | 0 | 88 | 18 | 0 | 106 | 29 | 0 | 33 | 0 | 62 | 27 | 39 | 0 | 0 | 66 | 1 | 0 | 0 | 0 | 1 | 235 |
| 07:45 AM | 1 | 124 | 34 | 0 | 159 | 42 | 1 | 55 | 0 | 98 | 34 | 43 | 0 | 0 | 77 | 0 | 1 | 1 | 2 | 4 | 338 |
| Total | 4 | 398 | 73 | 0 | 475 | 116 | 1 | 159 | 0 | 276 | 88 | 151 | 3 | 0 | 242 | 3 | 1 | 1 | 3 | 8 | 1001 |
| 08:00 AM | 0 | 145 | 59 | 0 | 204 | 47 | 0 | 72 | 0 | 119 | 62 | 43 | 1 | 0 | 106 | 3 | 1 | 1 | 0 | 5 | 434 |
| 08:15 AM | 3 | 106 | 33 | 0 | 142 | 34 | 0 | 74 | 0 | 108 | 27 | 59 | 1 | 0 | 87 | 0 | 0 | 1 | 0 | 1 | 338 |
| 08:30 AM | 0 | 88 | 13 | 0 | 101 | 18 | 0 | 45 | 0 | 63 | 23 | 61 | 1 | 0 | 85 | 0 | 0 | 1 | 0 | 1 | 250 |
| 08:45 AM | 1 | 108 | 1 | 0 | 110 | 20 | 0 | 25 | 0 | 45 | 11 | 47 | 0 | 0 | 58 | 1 | 0 | 0 | 0 | 1 | 214 |
| Total | 4 | 447 | 106 | 0 | 557 | 119 | 0 | 216 | 0 | 335 | 123 | 210 | 3 | 0 | 336 | 4 | 1 | 3 | 0 | 8 | 1236 |
| 09:00 AM | 0 | 100 | 11 | 0 | 111 | 10 | 0 | 26 | 0 | 36 | 8 | 43 | 1 | 0 | 52 | 0 | 0 | 2 | 0 | 2 | 201 |
| 09:15 AM | 2 | 111 | 8 | 0 | 121 | 7 | 0 | 34 | 0 | 41 | 22 | 48 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 232 |
| 09:30 AM | 0 | 96 | 7 | 0 | 103 | 8 | 1 | 33 | 0 | 42 | 20 | 52 | 0 | 0 | 72 | 2 | 0 | 1 | 0 | 3 | 220 |
| 09:45 AM | 0 | 81 | 12 | 0 | 93 | 7 | 0 | 27 | 2 | 36 | 10 | 50 | 2 | 0 | 62 | 0 | 0 | 1 | 0 | 1 | 192 |
| Total | 2 | 388 | 38 | 0 | 428 | 32 | 1 | 120 | 2 | 155 | 60 | 193 | 3 | 0 | 256 | 2 | 0 | 4 | 0 | 6 | 845 |
| 11:00 AM | 1 | 58 | 12 | 0 | 71 | 12 | 0 | 50 | 0 | 62 | 24 | 58 | 0 | 0 | 82 | 1 | 0 | 1 | 0 | 2 | 217 |
| 11:15 AM | 1 | 73 | 12 | 0 | 86 | 7 | 0 | 23 | 0 | 30 | 43 | 62 | 1 | 0 | 106 | 1 | 0 | 0 | 0 | 1 | 223 |
| 11:30 AM | 1 | 66 | 6 | 0 | 73 | 4 | 0 | 19 | 0 | 23 | 29 | 51 | 0 | 0 | 80 | 0 | 1 | 1 | 0 | 2 | 178 |
| 11:45 AM | 0 | 72 | 7 | 0 | 79 | 6 | 0 | 20 | 0 | 26 | 21 | 43 | 3 | 0 | 67 | 1 | 0 | 3 | 0 | 4 | 176 |
| Total | 3 | 269 | 37 | 0 | 309 | 29 | 0 | 112 | 0 | 141 | 117 | 214 | 4 | 0 | 335 | 3 | 1 | 5 | 0 | 9 | 794 |
| 12:00 PM | 2 | 77 | 8 | 0 | 87 | 11 | 0 | 21 | 0 | 32 | 33 | 45 | 1 | 0 | 79 | 1 | 0 | 1 | 0 | 2 | 200 |
| 12:15 PM | 0 | 65 | 10 | 0 | 75 | 13 | 0 | 45 | 0 | 58 | 23 | 52 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 208 |
| 12:30 PM | 1 | 53 | 7 | 0 | 61 | 7 | 1 | 24 | 2 | 34 | 29 | 62 | 0 | 0 | 91 | 1 | 0 | 0 | 0 | 1 | 187 |
| 12:45 PM | 0 | 68 | 8 | 0 | 76 | 5 | 0 | 21 | 0 | 26 | 29 | 80 | 0 | 0 | 109 | 1 | 0 | 4 | 0 | 5 | 216 |
| Total | 3 | 263 | 33 | 0 | 299 | 36 | 1 | 111 | 2 | 150 | 114 | 239 | 1 | 0 | 354 | 3 | 0 | 5 | 0 | 8 | 811 |

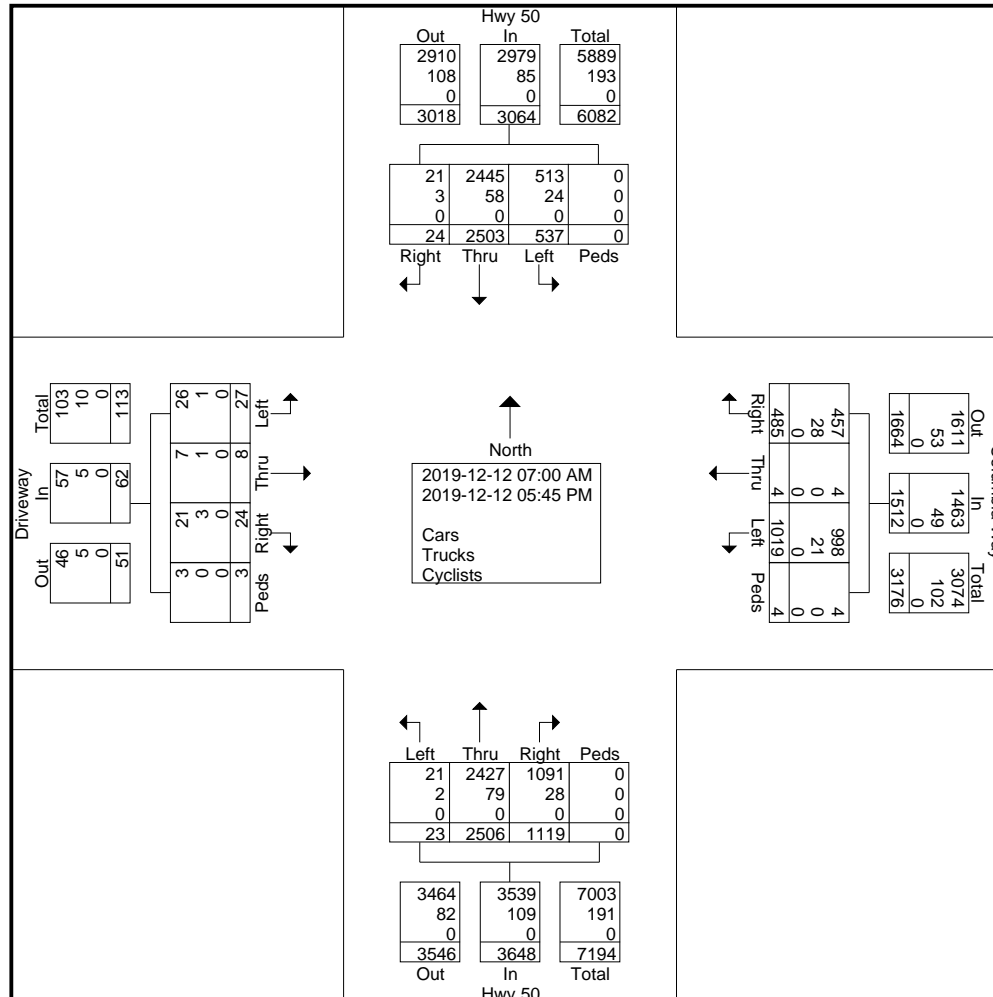


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"We do not estimate...we count"

File Name : Highway 50 at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 3



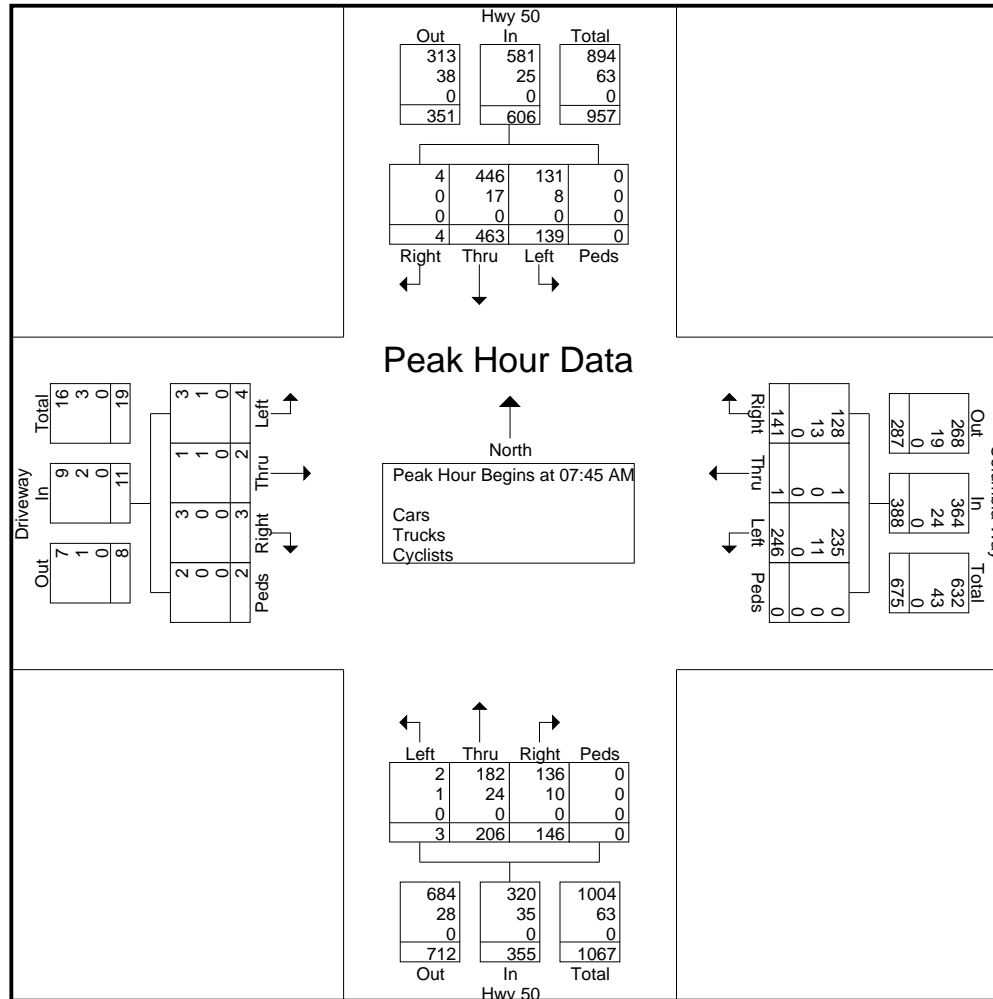


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"We do not estimate...we count"

File Name : Highway 50 at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 5



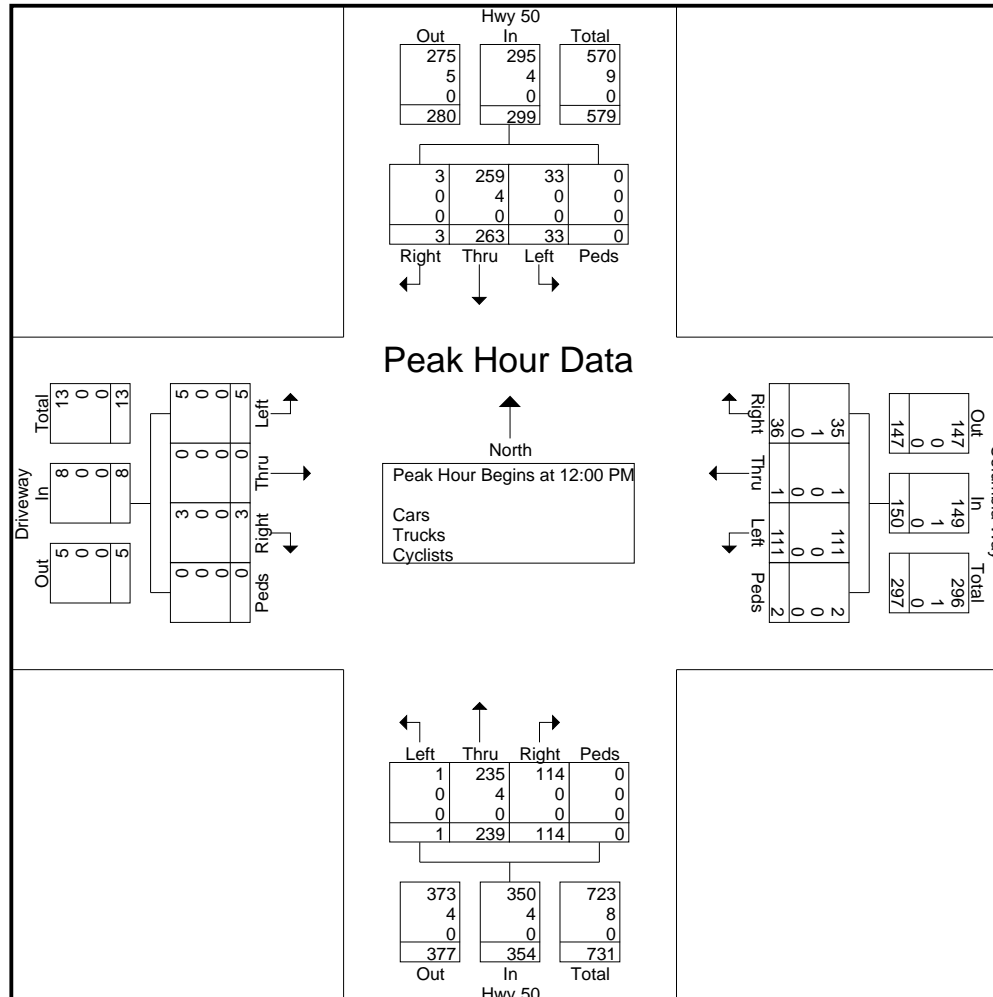


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"We do not estimate...we count"

File Name : Highway 50 at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 7



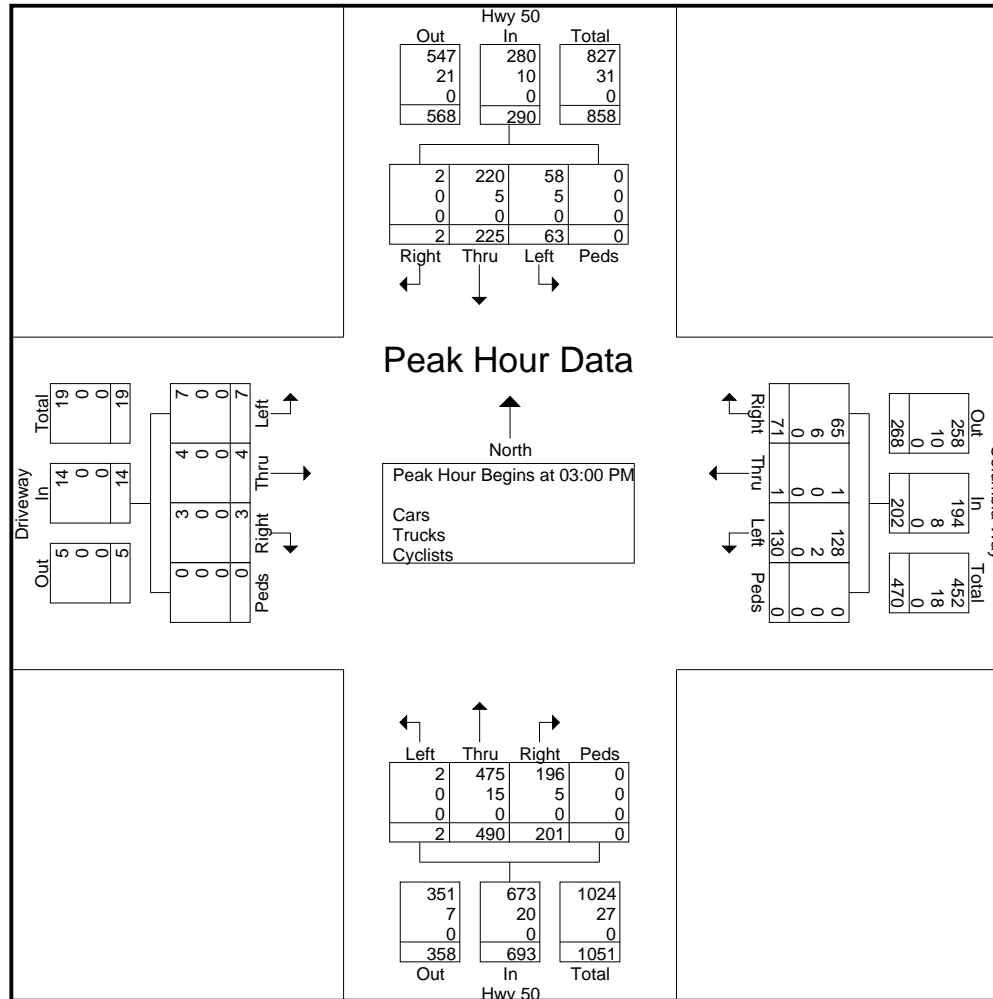


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"We do not estimate...we count"

File Name : Highway 50 at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 1

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Kingsview Dr Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|------------|------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 1 | 46 | 7 | 0 | 9 | 0 | 16 | 3 | 22 | 0 | 0 | 25 | 87 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 6 | 1 | 65 | 11 | 0 | 7 | 0 | 18 | 1 | 28 | 0 | 2 | 31 | 114 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 10 | 2 | 71 | 5 | 0 | 11 | 1 | 17 | 1 | 41 | 0 | 1 | 43 | 131 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 19 | 4 | 117 | 29 | 0 | 10 | 0 | 39 | 9 | 70 | 0 | 6 | 85 | 241 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 38 | 8 | 299 | 52 | 0 | 37 | 1 | 90 | 14 | 161 | 0 | 9 | 184 | 573 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 38 | 7 | 161 | 31 | 0 | 8 | 0 | 39 | 14 | 106 | 0 | 4 | 124 | 324 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 45 | 4 | 125 | 17 | 0 | 16 | 0 | 33 | 15 | 36 | 0 | 0 | 51 | 209 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 19 | 2 | 59 | 14 | 0 | 15 | 1 | 30 | 12 | 21 | 0 | 45 | 78 | 167 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 7 | 0 | 46 | 8 | 0 | 6 | 0 | 14 | 1 | 8 | 0 | 0 | 9 | 69 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 109 | 13 | 391 | 70 | 0 | 45 | 1 | 116 | 42 | 171 | 0 | 49 | 262 | 769 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 0 | 29 | 1 | 0 | 9 | 0 | 10 | 3 | 13 | 0 | 0 | 16 | 55 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 3 | 41 | 6 | 0 | 9 | 0 | 15 | 5 | 31 | 0 | 0 | 36 | 92 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 0 | 39 | 7 | 0 | 8 | 0 | 15 | 1 | 18 | 0 | 1 | 20 | 74 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 0 | 27 | 3 | 0 | 4 | 0 | 7 | 6 | 25 | 0 | 1 | 32 | 66 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 17 | 3 | 136 | 17 | 0 | 30 | 0 | 47 | 15 | 87 | 0 | 2 | 104 | 287 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 6 | 2 | 55 | 5 | 0 | 2 | 2 | 9 | 16 | 24 | 0 | 1 | 41 | 105 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 9 | 3 | 35 | 10 | 0 | 5 | 1 | 16 | 16 | 37 | 0 | 1 | 54 | 105 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 6 | 32 | 8 | 0 | 1 | 0 | 9 | 7 | 29 | 0 | 0 | 36 | 77 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 2 | 29 | 3 | 0 | 4 | 0 | 7 | 4 | 24 | 0 | 0 | 28 | 64 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 26 | 13 | 151 | 26 | 0 | 12 | 3 | 41 | 43 | 114 | 0 | 2 | 159 | 351 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 5 | 29 | 4 | 0 | 5 | 0 | 9 | 7 | 35 | 0 | 3 | 45 | 83 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 9 | 12 | 73 | 4 | 0 | 6 | 4 | 14 | 7 | 26 | 0 | 0 | 33 | 120 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 10 | 0 | 32 | 5 | 0 | 7 | 0 | 12 | 3 | 31 | 0 | 0 | 34 | 78 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 7 | 8 | 36 | 3 | 0 | 6 | 0 | 9 | 5 | 26 | 0 | 2 | 33 | 78 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 26 | 25 | 170 | 16 | 0 | 24 | 4 | 44 | 22 | 118 | 0 | 5 | 145 | 359 |



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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 2

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Kingsview Dr Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|-------------|------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 6 | 0 | 34 | 19 | 0 | 10 | 0 | 29 | 14 | 59 | 0 | 1 | 74 | 137 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 10 | 0 | 65 | 11 | 0 | 9 | 0 | 20 | 15 | 55 | 0 | 0 | 70 | 155 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 10 | 10 | 66 | 8 | 0 | 12 | 0 | 20 | 13 | 59 | 0 | 4 | 76 | 162 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 30 | 4 | 0 | 9 | 0 | 13 | 13 | 40 | 0 | 1 | 54 | 97 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 30 | 10 | 195 | 42 | 0 | 40 | 0 | 82 | 55 | 213 | 0 | 6 | 274 | 551 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7 | 0 | 30 | 11 | 0 | 8 | 0 | 19 | 11 | 57 | 0 | 2 | 70 | 119 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 8 | 0 | 33 | 9 | 0 | 5 | 0 | 14 | 16 | 50 | 0 | 0 | 66 | 113 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 11 | 0 | 35 | 13 | 0 | 3 | 1 | 17 | 16 | 64 | 0 | 0 | 80 | 132 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 12 | 0 | 40 | 5 | 0 | 3 | 0 | 8 | 12 | 58 | 0 | 0 | 70 | 118 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 38 | 0 | 138 | 38 | 0 | 19 | 1 | 58 | 55 | 229 | 0 | 2 | 286 | 482 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 13 | 0 | 38 | 8 | 0 | 8 | 0 | 16 | 18 | 77 | 0 | 0 | 95 | 149 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 11 | 0 | 29 | 8 | 0 | 5 | 1 | 14 | 17 | 66 | 0 | 0 | 83 | 126 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 9 | 0 | 47 | 14 | 0 | 6 | 0 | 20 | 18 | 57 | 0 | 0 | 75 | 142 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 18 | 0 | 51 | 7 | 0 | 8 | 0 | 15 | 11 | 70 | 0 | 0 | 81 | 147 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 51 | 0 | 165 | 37 | 0 | 27 | 1 | 65 | 64 | 270 | 0 | 0 | 334 | 564 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1238 | 335 | 72 | 1645 | 298 | 0 | 234 | 11 | 543 | 310 | 1363 | 0 | 75 | 1748 | 3936 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 75.3 | 20.4 | 4.4 | | 54.9 | 0 | 43.1 | 2 | | 17.7 | 78 | 0 | 4.3 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 31.5 | 8.5 | 1.8 | 41.8 | 7.6 | 0 | 5.9 | 0.3 | 13.8 | 7.9 | 34.6 | 0 | 1.9 | 44.4 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 1196 | 319 | 72 | 1587 | 288 | 0 | 227 | 11 | 526 | 303 | 1318 | 0 | 75 | 1696 | 3809 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 96.6 | 95.2 | 100 | 96.5 | 96.6 | 0 | 97 | 100 | 96.9 | 97.7 | 96.7 | 0 | 100 | 97 | 96.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16 | 0 | 58 | 10 | 0 | 7 | 0 | 17 | 7 | 45 | 0 | 0 | 52 | 127 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 | 4.8 | 0 | 3.5 | 3.4 | 0 | 3 | 0 | 3.1 | 2.3 | 3.3 | 0 | 0 | 3 | 3.2 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

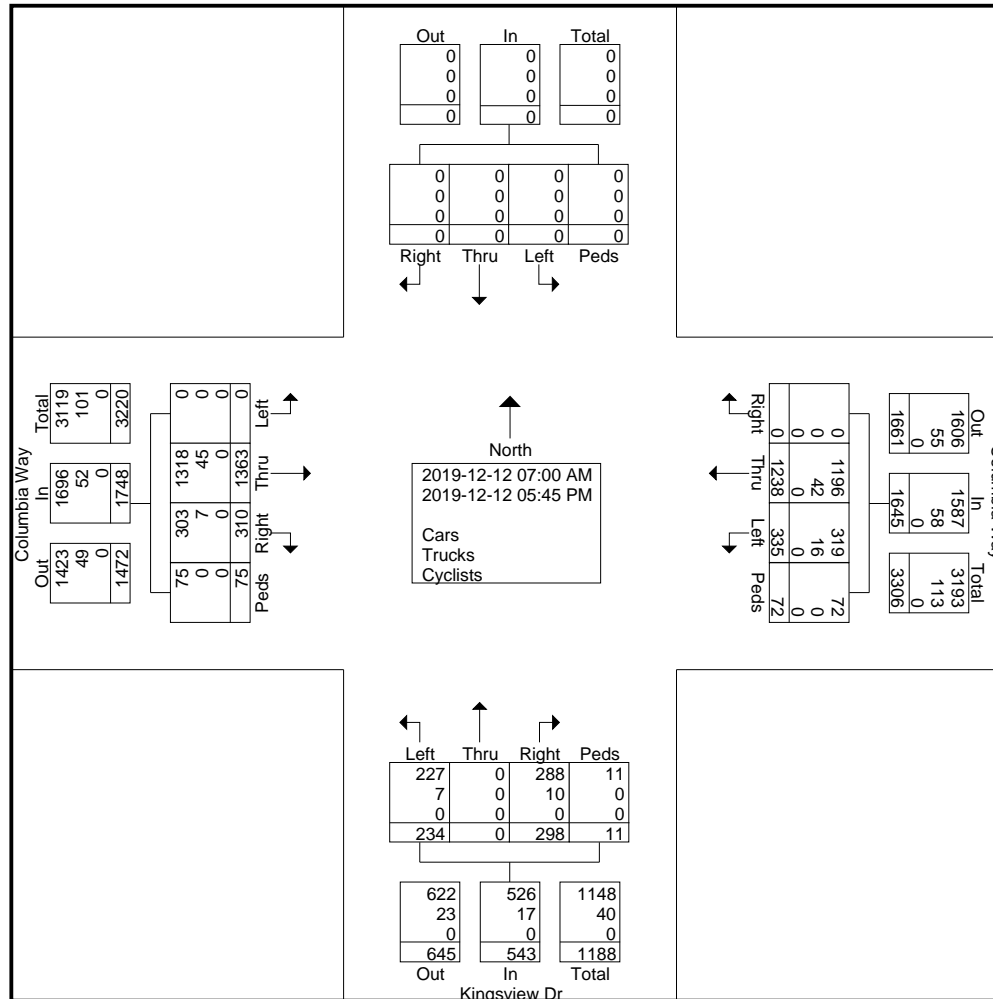


Horizon Data Services Ltd

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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 3





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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 4

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Kingsview Dr Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|--|------------|------|------|------|------------|------------------------|------------|-----------|----------|------------|-------------------------|------|-----------|----------|------------|------------------------|------------|------|-----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 19 | 4 | 117 | 29 | 0 | 10 | 0 | 39 | 9 | 70 | 0 | 6 | 85 | 241 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 38 | 7 | 161 | 31 | 0 | 8 | 0 | 39 | 14 | 106 | 0 | 4 | 124 | 324 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 45 | 4 | 125 | 17 | 0 | 16 | 0 | 33 | 15 | 36 | 0 | 0 | 51 | 209 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 19 | 2 | 59 | 14 | 0 | 15 | 1 | 30 | 12 | 21 | 0 | 45 | 78 | 167 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 324 | 121 | 17 | 462 | 91 | 0 | 49 | 1 | 141 | 50 | 233 | 0 | 55 | 338 | 941 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 70.1 | 26.2 | 3.7 | | 64.5 | 0 | 34.8 | 0.7 | | 14.8 | 68.9 | 0 | 16.3 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .698 | .672 | .607 | .717 | .734 | .000 | .766 | .250 | .904 | .833 | .550 | .000 | .306 | .681 | .726 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 115 | 17 | 440 | 87 | 0 | 47 | 1 | 135 | 49 | 220 | 0 | 55 | 324 | 899 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 95.1 | 95.0 | 100 | 95.2 | 95.6 | 0 | 95.9 | 100 | 95.7 | 98.0 | 94.4 | 0 | 100 | 95.9 | 95.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 0 | 22 | 4 | 0 | 2 | 0 | 6 | 1 | 13 | 0 | 0 | 14 | 42 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4.9 | 5.0 | 0 | 4.8 | 4.4 | 0 | 4.1 | 0 | 4.3 | 2.0 | 5.6 | 0 | 0 | 4.1 | 4.5 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

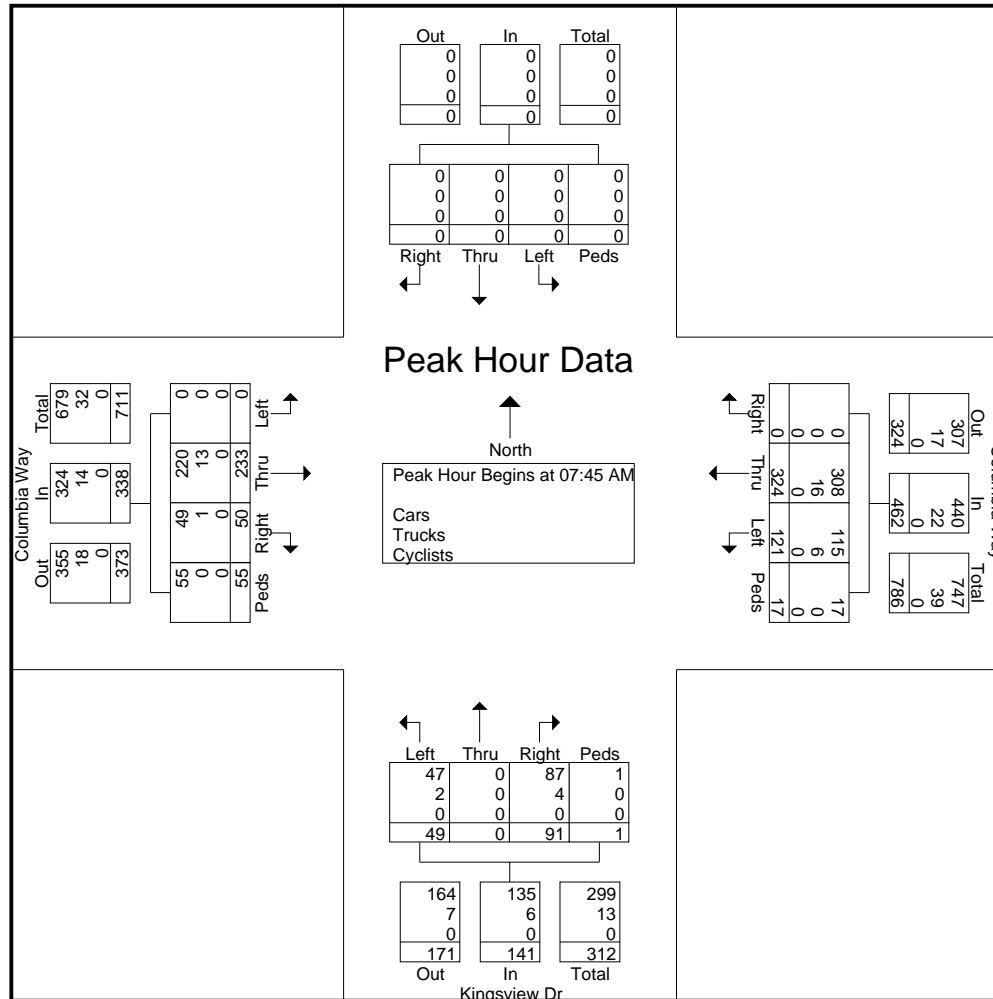


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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 5



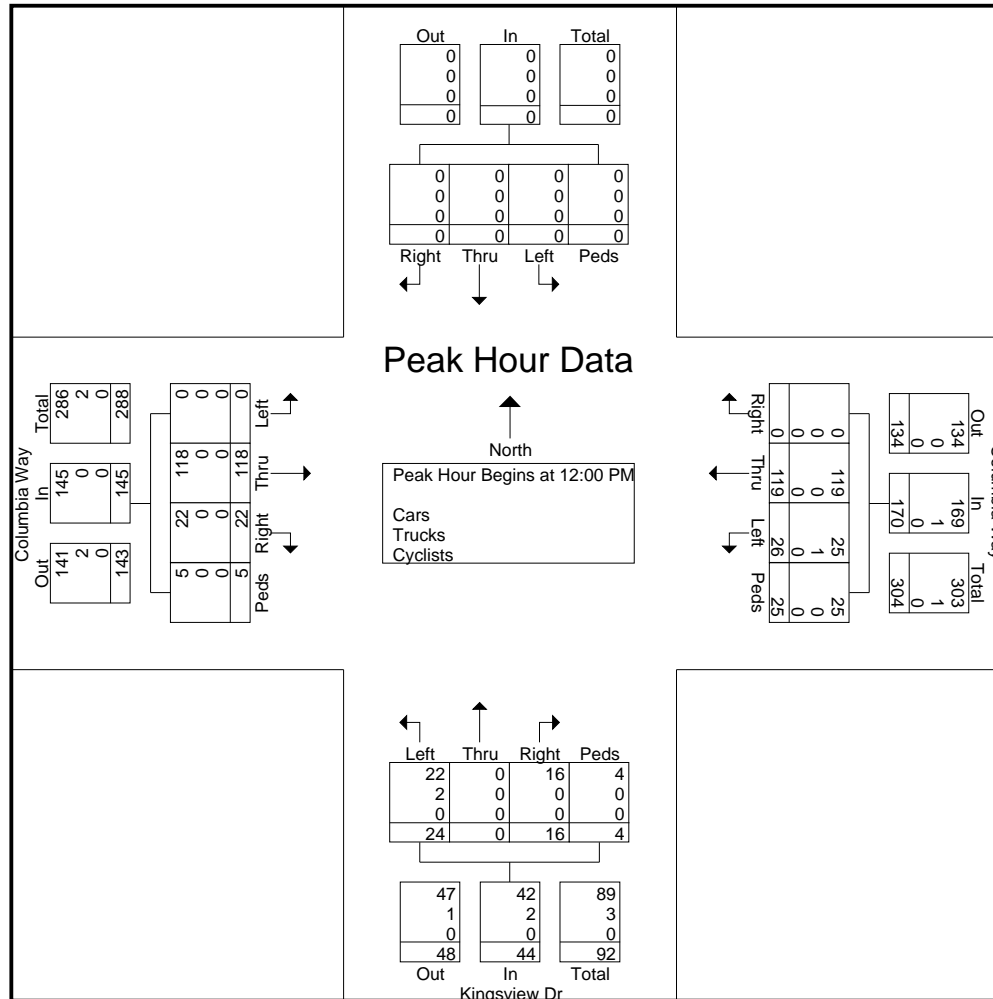


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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 7





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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 8

| Start Time | Southbound | | | | | Columbia Way Westbound | | | | | Kingsview Dr Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|--|------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 6 | 0 | 34 | 19 | 0 | 10 | 0 | 29 | 14 | 59 | 0 | 1 | 74 | 137 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 10 | 0 | 65 | 11 | 0 | 9 | 0 | 20 | 15 | 55 | 0 | 0 | 70 | 155 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 10 | 10 | 66 | 8 | 0 | 12 | 0 | 20 | 13 | 59 | 0 | 4 | 76 | 162 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 30 | 4 | 0 | 9 | 0 | 13 | 13 | 40 | 0 | 1 | 54 | 97 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 30 | 10 | 195 | 42 | 0 | 40 | 0 | 82 | 55 | 213 | 0 | 6 | 274 | 551 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 79.5 | 15.4 | 5.1 | | 51.2 | 0 | 48.8 | 0 | | 20.1 | 77.7 | 0 | 2.2 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .705 | .750 | .250 | .739 | .553 | .000 | .833 | .000 | .707 | .917 | .903 | .000 | .375 | .901 | .850 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 29 | 10 | 188 | 39 | 0 | 38 | 0 | 77 | 52 | 204 | 0 | 6 | 262 | 527 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 96.1 | 96.7 | 100 | 96.4 | 92.9 | 0 | 95.0 | 0 | 93.9 | 94.5 | 95.8 | 0 | 100 | 95.6 | 95.6 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 3 | 0 | 2 | 0 | 5 | 3 | 9 | 0 | 0 | 12 | 24 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3.9 | 3.3 | 0 | 3.6 | 7.1 | 0 | 5.0 | 0 | 6.1 | 5.5 | 4.2 | 0 | 0 | 4.4 | 4.4 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

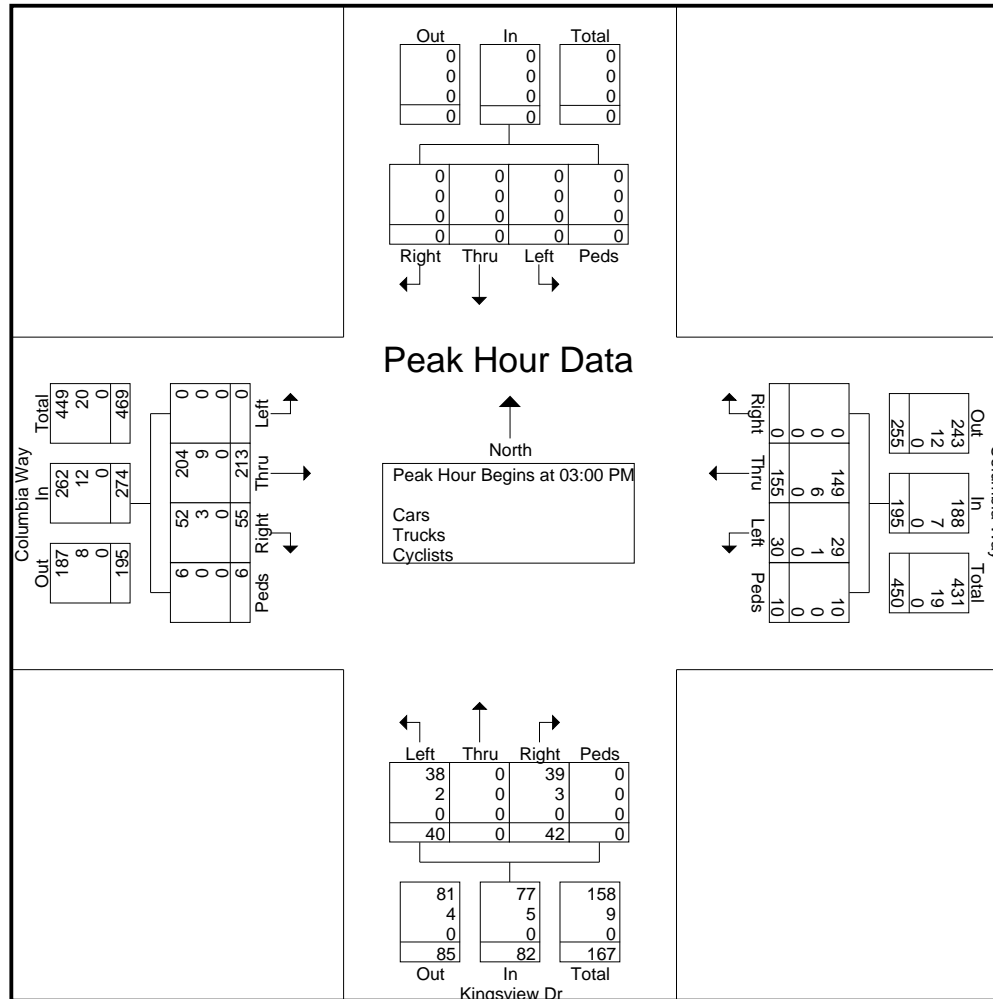


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"We do not estimate...we count"

File Name : kingsview dr at columbia way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 9





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"We do not estimate...we count"

File Name : Mt Hope at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 1

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Mt Hope Rd Southbound | | | | | Columbia Way Westbound | | | | | Mt Hope Rd Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 4 | 0 | 3 | 0 | 7 | 1 | 21 | 0 | 0 | 22 | 4 | 1 | 8 | 0 | 13 | 4 | 11 | 3 | 0 | 18 | 60 |
| 07:15 AM | 4 | 0 | 5 | 0 | 9 | 0 | 28 | 0 | 0 | 28 | 6 | 0 | 7 | 0 | 13 | 1 | 11 | 3 | 0 | 15 | 65 |
| 07:30 AM | 6 | 0 | 7 | 0 | 13 | 1 | 21 | 0 | 0 | 22 | 8 | 0 | 11 | 1 | 20 | 2 | 15 | 4 | 0 | 21 | 76 |
| 07:45 AM | 19 | 2 | 3 | 1 | 25 | 2 | 49 | 1 | 0 | 52 | 7 | 3 | 10 | 2 | 22 | 2 | 26 | 5 | 0 | 33 | 132 |
| Total | 33 | 2 | 18 | 1 | 54 | 4 | 119 | 1 | 0 | 124 | 25 | 4 | 36 | 3 | 68 | 9 | 63 | 15 | 0 | 87 | 333 |
| 08:00 AM | 33 | 1 | 5 | 0 | 39 | 5 | 82 | 0 | 0 | 87 | 2 | 0 | 12 | 1 | 15 | 10 | 46 | 6 | 0 | 62 | 203 |
| 08:15 AM | 31 | 1 | 1 | 0 | 33 | 1 | 49 | 1 | 0 | 51 | 3 | 0 | 11 | 3 | 17 | 3 | 35 | 11 | 0 | 49 | 150 |
| 08:30 AM | 7 | 2 | 6 | 0 | 15 | 2 | 24 | 1 | 0 | 27 | 6 | 0 | 6 | 0 | 12 | 1 | 19 | 11 | 0 | 31 | 85 |
| 08:45 AM | 7 | 0 | 4 | 0 | 11 | 0 | 19 | 3 | 0 | 22 | 3 | 1 | 4 | 1 | 9 | 2 | 19 | 5 | 0 | 26 | 68 |
| Total | 78 | 4 | 16 | 0 | 98 | 8 | 174 | 5 | 0 | 187 | 14 | 1 | 33 | 5 | 53 | 16 | 119 | 33 | 0 | 168 | 506 |
| 09:00 AM | 5 | 0 | 3 | 0 | 8 | 2 | 18 | 0 | 0 | 20 | 1 | 0 | 4 | 0 | 5 | 4 | 8 | 2 | 0 | 14 | 47 |
| 09:15 AM | 5 | 0 | 3 | 0 | 8 | 0 | 16 | 1 | 0 | 17 | 2 | 1 | 4 | 3 | 10 | 3 | 11 | 3 | 0 | 17 | 52 |
| 09:30 AM | 11 | 0 | 2 | 0 | 13 | 0 | 12 | 0 | 0 | 12 | 3 | 1 | 2 | 0 | 6 | 2 | 12 | 6 | 0 | 20 | 51 |
| 09:45 AM | 6 | 0 | 3 | 0 | 9 | 0 | 9 | 0 | 0 | 9 | 4 | 0 | 4 | 0 | 8 | 0 | 23 | 2 | 0 | 25 | 51 |
| Total | 27 | 0 | 11 | 0 | 38 | 2 | 55 | 1 | 0 | 58 | 10 | 2 | 14 | 3 | 29 | 9 | 54 | 13 | 0 | 76 | 201 |
| 11:00 AM | 4 | 1 | 1 | 0 | 6 | 1 | 18 | 2 | 0 | 21 | 1 | 0 | 3 | 3 | 7 | 2 | 17 | 3 | 0 | 22 | 56 |
| 11:15 AM | 5 | 0 | 3 | 0 | 8 | 0 | 11 | 1 | 1 | 13 | 2 | 1 | 1 | 0 | 4 | 4 | 17 | 6 | 0 | 27 | 52 |
| 11:30 AM | 5 | 1 | 0 | 0 | 6 | 0 | 12 | 2 | 0 | 14 | 2 | 1 | 1 | 0 | 4 | 5 | 16 | 4 | 0 | 25 | 49 |
| 11:45 AM | 5 | 2 | 1 | 0 | 8 | 0 | 7 | 1 | 1 | 9 | 2 | 0 | 5 | 0 | 7 | 5 | 13 | 1 | 0 | 19 | 43 |
| Total | 19 | 4 | 5 | 0 | 28 | 1 | 48 | 6 | 2 | 57 | 7 | 2 | 10 | 3 | 22 | 16 | 63 | 14 | 0 | 93 | 200 |
| 12:00 PM | 5 | 2 | 3 | 0 | 10 | 1 | 8 | 1 | 0 | 10 | 1 | 1 | 2 | 0 | 4 | 8 | 18 | 5 | 0 | 31 | 55 |
| 12:15 PM | 7 | 0 | 1 | 0 | 8 | 4 | 19 | 0 | 0 | 23 | 1 | 0 | 6 | 0 | 7 | 7 | 19 | 5 | 0 | 31 | 69 |
| 12:30 PM | 7 | 0 | 0 | 1 | 8 | 0 | 11 | 3 | 0 | 14 | 0 | 1 | 5 | 0 | 6 | 5 | 15 | 10 | 2 | 32 | 60 |
| 12:45 PM | 6 | 2 | 1 | 0 | 9 | 0 | 15 | 3 | 0 | 18 | 2 | 0 | 4 | 0 | 6 | 4 | 13 | 5 | 0 | 22 | 55 |
| Total | 25 | 4 | 5 | 1 | 35 | 5 | 53 | 7 | 0 | 65 | 4 | 2 | 17 | 0 | 23 | 24 | 65 | 25 | 2 | 116 | 239 |



Horizon Data Services Ltd

318 Simonston Boulevard
 Thornhill ON L3T 4T5
 (416) 840-6619

"We do not estimate...we count"

File Name : Mt Hope at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 2

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Mt Hope Rd Southbound | | | | | Columbia Way Westbound | | | | | Mt Hope Rd Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|-------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|-----------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 5 | 1 | 1 | 0 | 7 | 3 | 22 | 4 | 0 | 29 | 4 | 3 | 3 | 0 | 10 | 8 | 25 | 23 | 0 | 56 | 102 |
| 03:15 PM | 11 | 1 | 4 | 0 | 16 | 6 | 18 | 2 | 0 | 26 | 2 | 2 | 8 | 2 | 14 | 11 | 31 | 16 | 0 | 58 | 114 |
| 03:30 PM | 7 | 0 | 1 | 0 | 8 | 3 | 15 | 6 | 0 | 24 | 1 | 0 | 3 | 1 | 5 | 9 | 35 | 14 | 0 | 58 | 95 |
| 03:45 PM | 4 | 0 | 6 | 0 | 10 | 6 | 14 | 4 | 0 | 24 | 3 | 2 | 2 | 1 | 8 | 7 | 34 | 7 | 0 | 48 | 90 |
| Total | 27 | 2 | 12 | 0 | 41 | 18 | 69 | 16 | 0 | 103 | 10 | 7 | 16 | 4 | 37 | 35 | 125 | 60 | 0 | 220 | 401 |
| 04:00 PM | 7 | 0 | 0 | 0 | 7 | 3 | 21 | 0 | 0 | 24 | 2 | 3 | 5 | 0 | 10 | 8 | 26 | 2 | 0 | 36 | 77 |
| 04:15 PM | 10 | 2 | 3 | 0 | 15 | 2 | 16 | 6 | 0 | 24 | 2 | 0 | 2 | 0 | 4 | 5 | 28 | 12 | 0 | 45 | 88 |
| 04:30 PM | 7 | 2 | 3 | 0 | 12 | 1 | 21 | 1 | 0 | 23 | 1 | 1 | 2 | 0 | 4 | 6 | 42 | 13 | 0 | 61 | 100 |
| 04:45 PM | 10 | 0 | 1 | 0 | 11 | 0 | 27 | 1 | 0 | 28 | 9 | 1 | 4 | 2 | 16 | 11 | 27 | 8 | 0 | 46 | 101 |
| Total | 34 | 4 | 7 | 0 | 45 | 6 | 85 | 8 | 0 | 99 | 14 | 5 | 13 | 2 | 34 | 30 | 123 | 35 | 0 | 188 | 366 |
| 05:00 PM | 11 | 0 | 4 | 0 | 15 | 4 | 22 | 5 | 0 | 31 | 0 | 1 | 2 | 0 | 3 | 12 | 47 | 16 | 0 | 75 | 124 |
| 05:15 PM | 12 | 2 | 3 | 0 | 17 | 7 | 18 | 7 | 0 | 32 | 1 | 0 | 0 | 0 | 1 | 7 | 31 | 11 | 0 | 49 | 99 |
| 05:30 PM | 3 | 1 | 2 | 0 | 6 | 2 | 29 | 3 | 0 | 34 | 2 | 0 | 5 | 0 | 7 | 9 | 36 | 9 | 0 | 54 | 101 |
| 05:45 PM | 10 | 1 | 4 | 0 | 15 | 2 | 35 | 3 | 0 | 40 | 2 | 1 | 6 | 0 | 9 | 13 | 35 | 4 | 0 | 52 | 116 |
| Total | 36 | 4 | 13 | 0 | 53 | 15 | 104 | 18 | 0 | 137 | 5 | 2 | 13 | 0 | 20 | 41 | 149 | 40 | 0 | 230 | 440 |
| Grand Total | 279 | 24 | 87 | 2 | 392 | 59 | 707 | 62 | 2 | 830 | 89 | 25 | 152 | 20 | 286 | 180 | 761 | 235 | 2 | 1178 | 2686 |
| Apprch % | 71.2 | 6.1 | 22.2 | 0.5 | | 7.1 | 85.2 | 7.5 | 0.2 | | 31.1 | 8.7 | 53.1 | 7 | | 15.3 | 64.6 | 19.9 | 0.2 | | |
| Total % | 10.4 | 0.9 | 3.2 | 0.1 | 14.6 | 2.2 | 26.3 | 2.3 | 0.1 | 30.9 | 3.3 | 0.9 | 5.7 | 0.7 | 10.6 | 6.7 | 28.3 | 8.7 | 0.1 | 43.9 | |
| Cars | 270 | 22 | 84 | 2 | 378 | 55 | 683 | 61 | 2 | 801 | 88 | 21 | 148 | 20 | 277 | 172 | 748 | 224 | 2 | 1146 | 2602 |
| % Cars | 96.8 | 91.7 | 96.6 | 100 | 96.4 | 93.2 | 96.6 | 98.4 | 100 | 96.5 | 98.9 | 84 | 97.4 | 100 | 96.9 | 95.6 | 98.3 | 95.3 | 100 | 97.3 | 96.9 |
| Trucks | 9 | 2 | 3 | 0 | 14 | 4 | 24 | 1 | 0 | 29 | 1 | 4 | 4 | 0 | 9 | 8 | 13 | 11 | 0 | 32 | 84 |
| % Trucks | 3.2 | 8.3 | 3.4 | 0 | 3.6 | 6.8 | 3.4 | 1.6 | 0 | 3.5 | 1.1 | 16 | 2.6 | 0 | 3.1 | 4.4 | 1.7 | 4.7 | 0 | 2.7 | 3.1 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

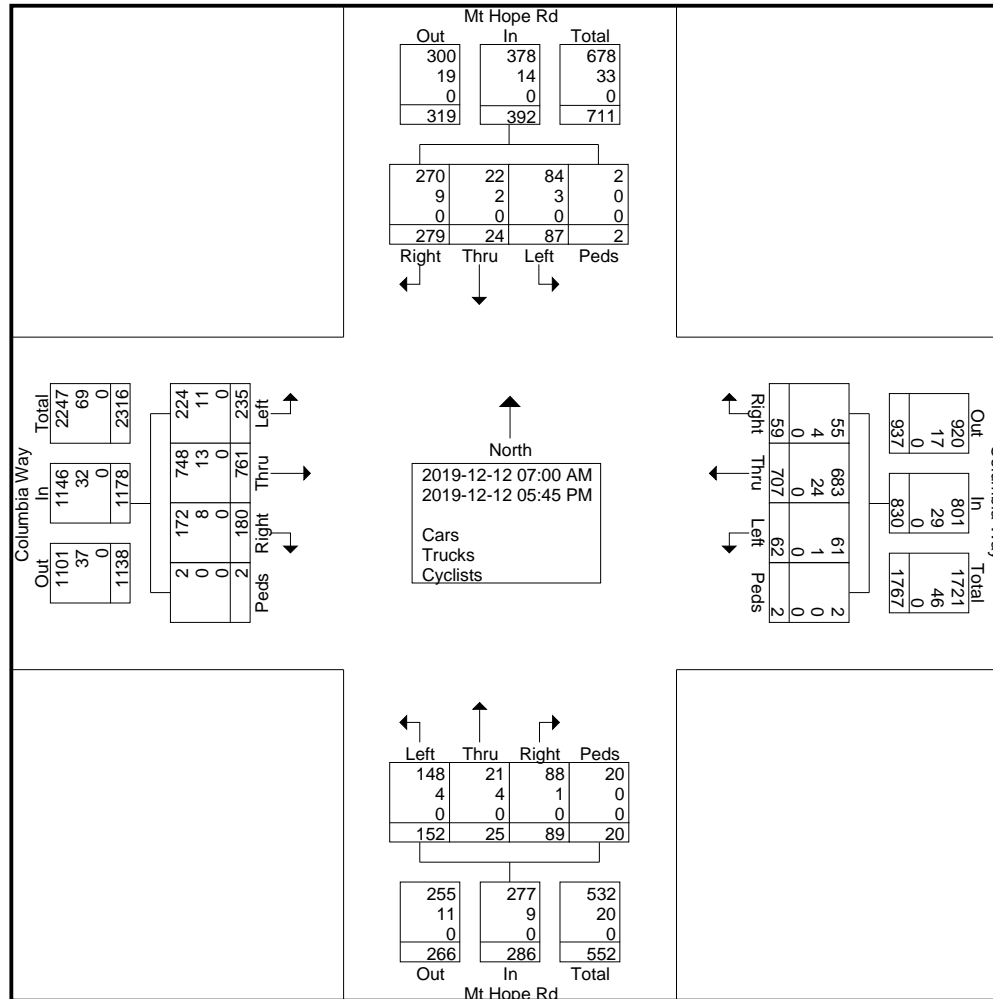


Horizon Data Services Ltd

318 Simonston Boulevard
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 (416) 840-6619

"We do not estimate...we count"

File Name : Mt Hope at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 3



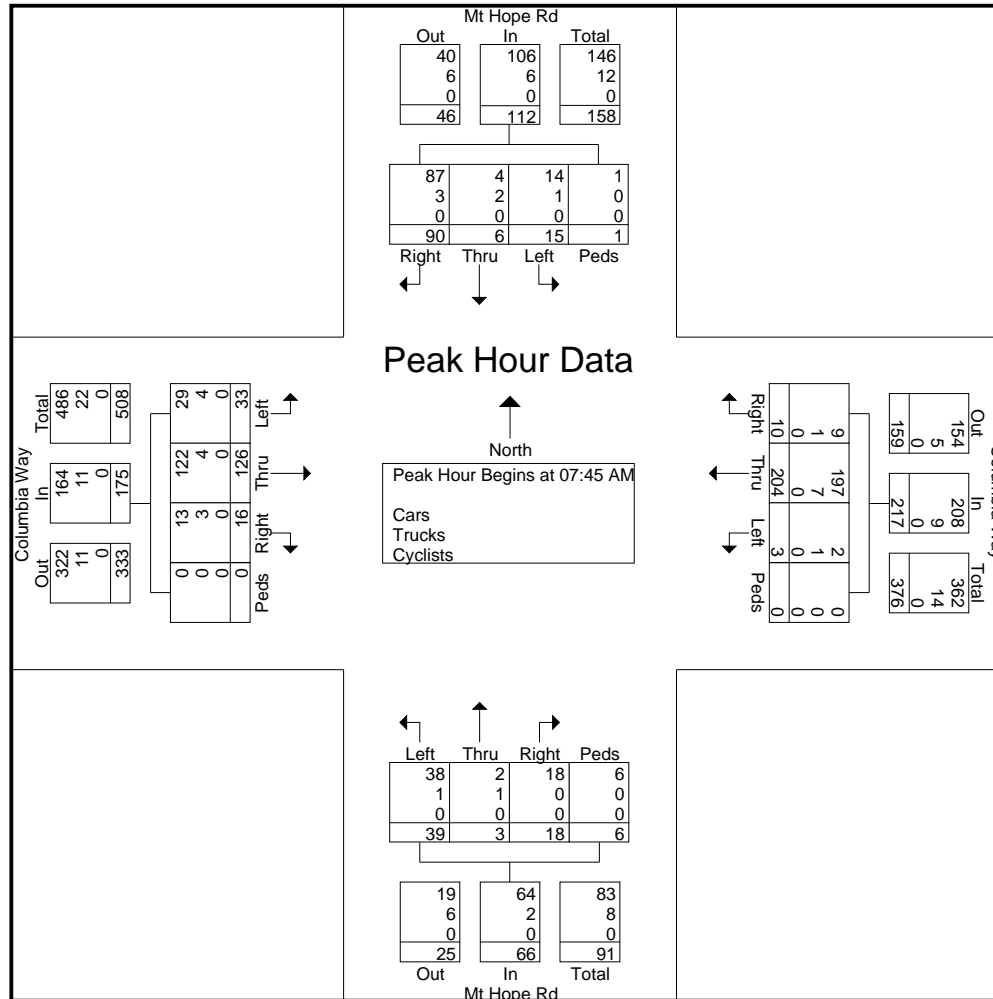


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"We do not estimate...we count"

File Name : Mt Hope at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 5



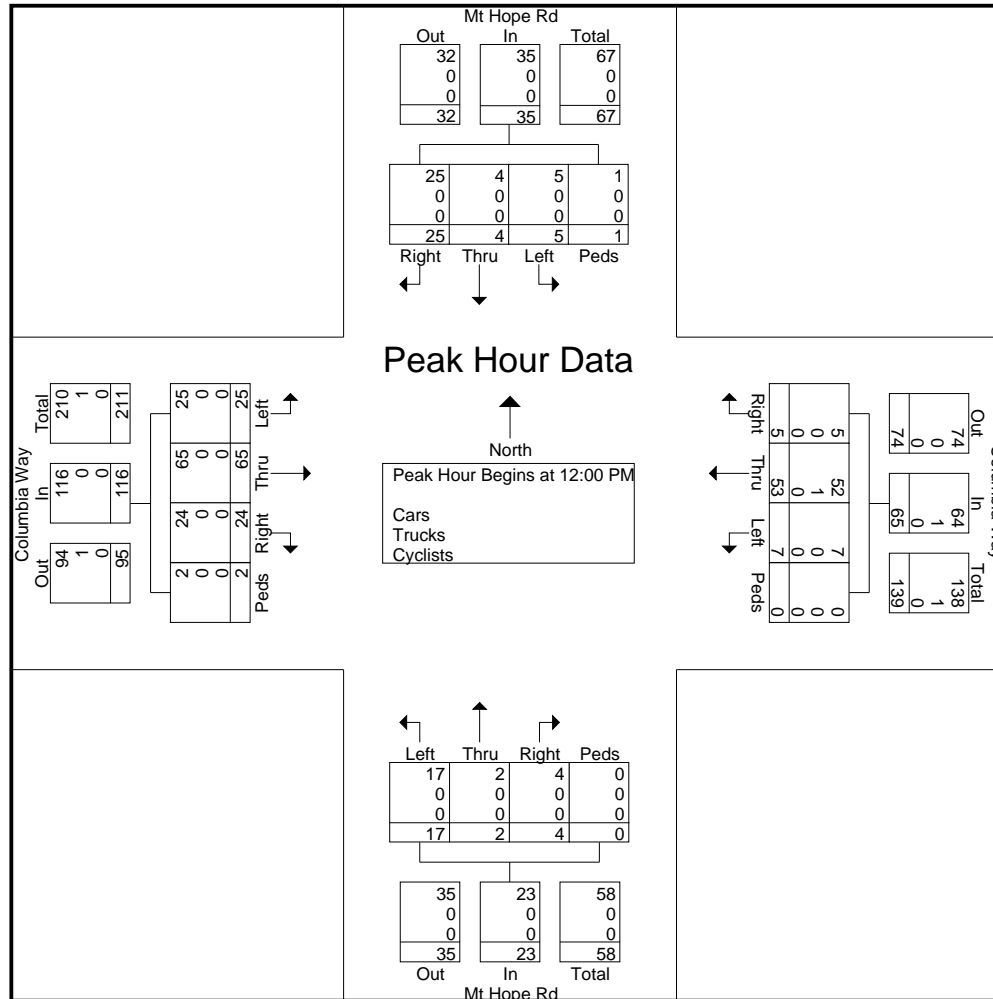


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"We do not estimate...we count"

File Name : Mt Hope at Columbia Way
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 7



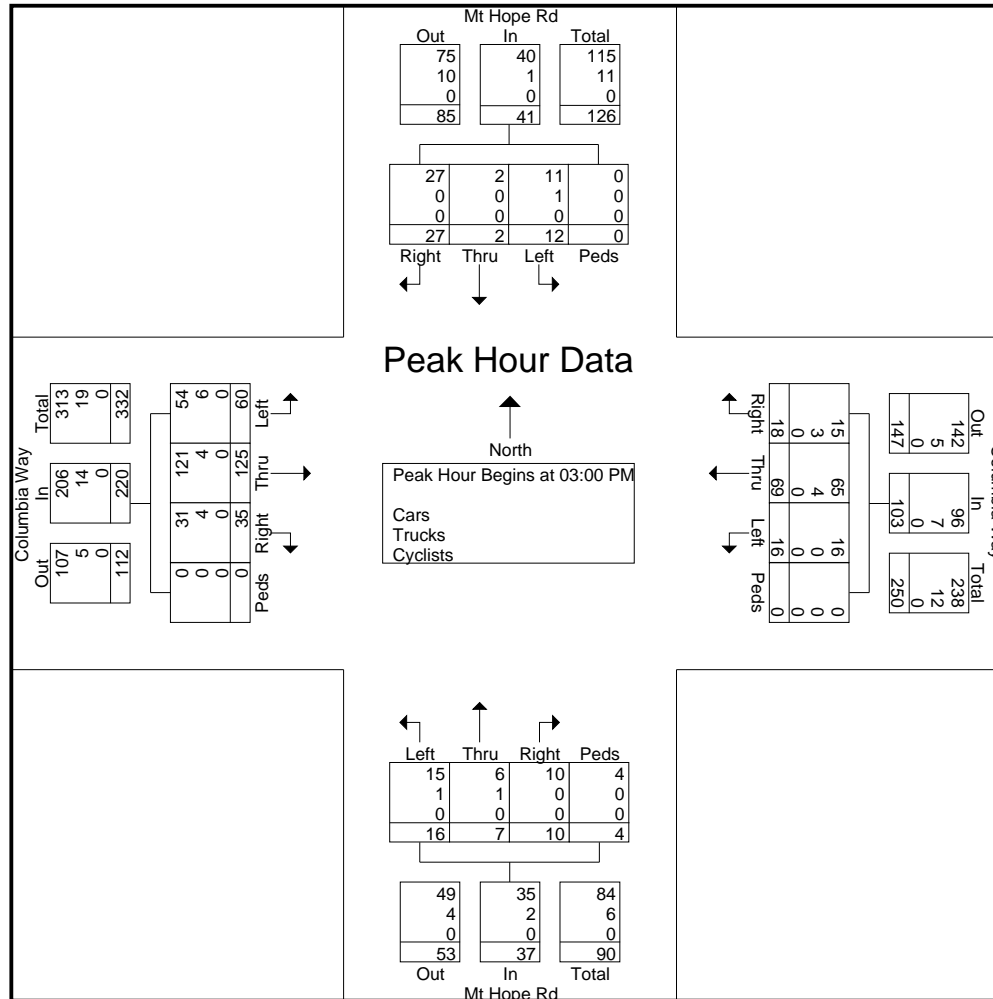


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"We do not estimate...we count"

File Name : Mt Hope at Columbia Way
 Site Code : 00000144
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"We do not estimate...we count"

File Name : Columbia Way at Caledon King Townline
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 1

Groups Printed- Cars - Trucks - Cyclists

| Start Time | Caledon King Townline Southbound | | | | | Columbia Way Westbound | | | | | Caledon King Townline Northbound | | | | | Columbia Way Eastbound | | | | | Int. Total |
|------------|----------------------------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 1 | 110 | 0 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 23 | 36 | 0 | 3 | 0 | 39 | 173 |
| 07:15 AM | 1 | 125 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 | 0 | 25 | 50 | 0 | 3 | 0 | 53 | 204 |
| 07:30 AM | 5 | 116 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 8 | 0 | 33 | 35 | 0 | 2 | 0 | 37 | 191 |
| 07:45 AM | 5 | 138 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 27 | 0 | 41 | 35 | 0 | 5 | 0 | 40 | 224 |
| Total | 12 | 489 | 0 | 0 | 501 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 47 | 0 | 122 | 156 | 0 | 13 | 0 | 169 | 792 |
| 08:00 AM | 11 | 106 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 28 | 0 | 53 | 61 | 0 | 5 | 0 | 66 | 236 |
| 08:15 AM | 11 | 111 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 11 | 0 | 31 | 39 | 0 | 7 | 0 | 46 | 199 |
| 08:30 AM | 5 | 77 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 11 | 0 | 35 | 38 | 0 | 6 | 0 | 44 | 161 |
| 08:45 AM | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 9 | 0 | 33 | 31 | 0 | 1 | 0 | 32 | 161 |
| Total | 27 | 390 | 0 | 0 | 417 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 59 | 0 | 152 | 169 | 0 | 19 | 0 | 188 | 757 |
| 09:00 AM | 3 | 77 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 24 | 14 | 0 | 2 | 0 | 16 | 120 |
| 09:15 AM | 4 | 67 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 22 | 13 | 0 | 6 | 0 | 19 | 112 |
| 09:30 AM | 3 | 60 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 31 | 20 | 0 | 1 | 0 | 21 | 115 |
| 09:45 AM | 1 | 59 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 8 | 0 | 32 | 24 | 0 | 2 | 0 | 26 | 118 |
| Total | 11 | 263 | 0 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 17 | 0 | 109 | 71 | 0 | 11 | 0 | 82 | 465 |
| 11:00 AM | 4 | 35 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7 | 0 | 30 | 18 | 0 | 4 | 0 | 22 | 91 |
| 11:15 AM | 1 | 44 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 0 | 30 | 19 | 0 | 2 | 0 | 21 | 96 |
| 11:30 AM | 1 | 29 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 11 | 0 | 41 | 13 | 0 | 3 | 0 | 16 | 87 |
| 11:45 AM | 2 | 29 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 0 | 31 | 11 | 0 | 2 | 0 | 13 | 75 |
| Total | 8 | 137 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 33 | 0 | 132 | 61 | 0 | 11 | 0 | 72 | 349 |
| 12:00 PM | 4 | 34 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 9 | 0 | 38 | 16 | 0 | 5 | 0 | 21 | 97 |
| 12:15 PM | 4 | 24 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 13 | 0 | 35 | 14 | 0 | 4 | 0 | 18 | 81 |
| 12:30 PM | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 13 | 0 | 40 | 10 | 0 | 2 | 0 | 12 | 87 |
| 12:45 PM | 3 | 43 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 14 | 0 | 32 | 13 | 0 | 5 | 0 | 18 | 96 |
| Total | 13 | 134 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 49 | 0 | 145 | 53 | 0 | 16 | 0 | 69 | 361 |

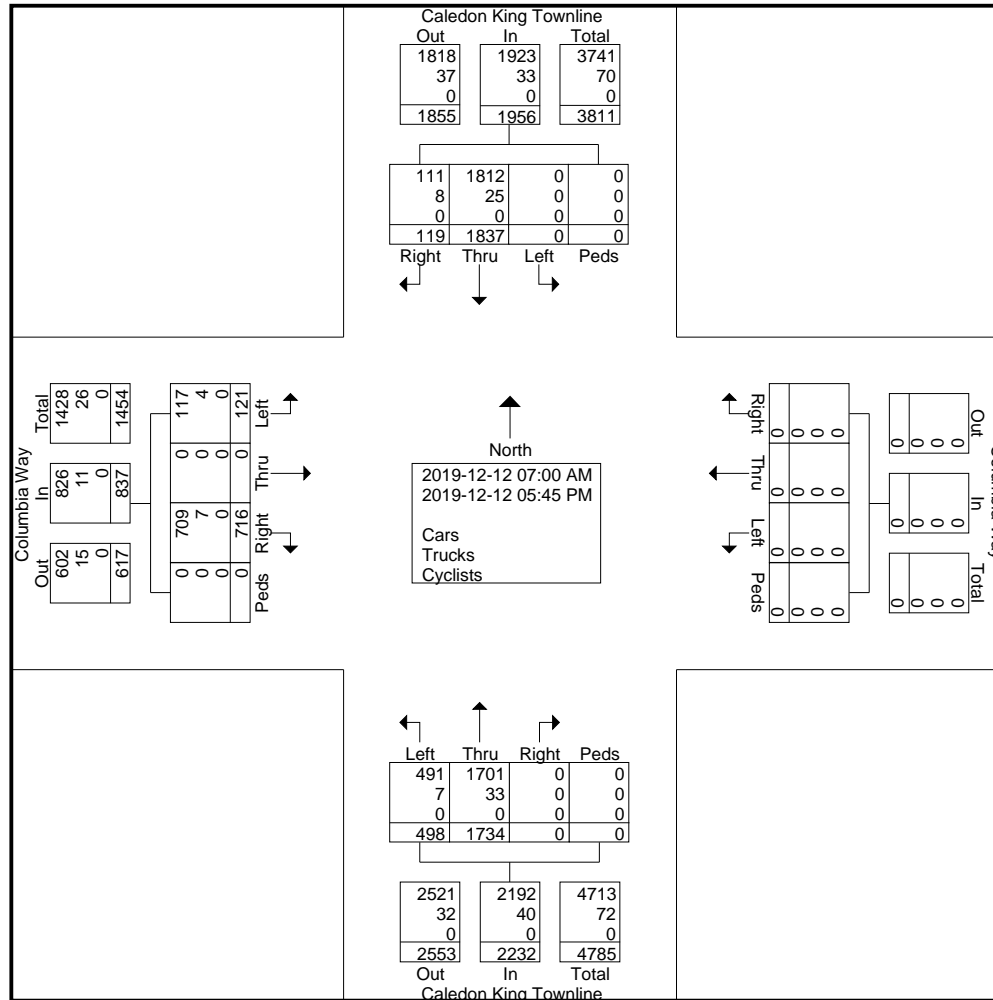


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"We do not estimate...we count"

File Name : Columbia Way at Caledon King Townline
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 3



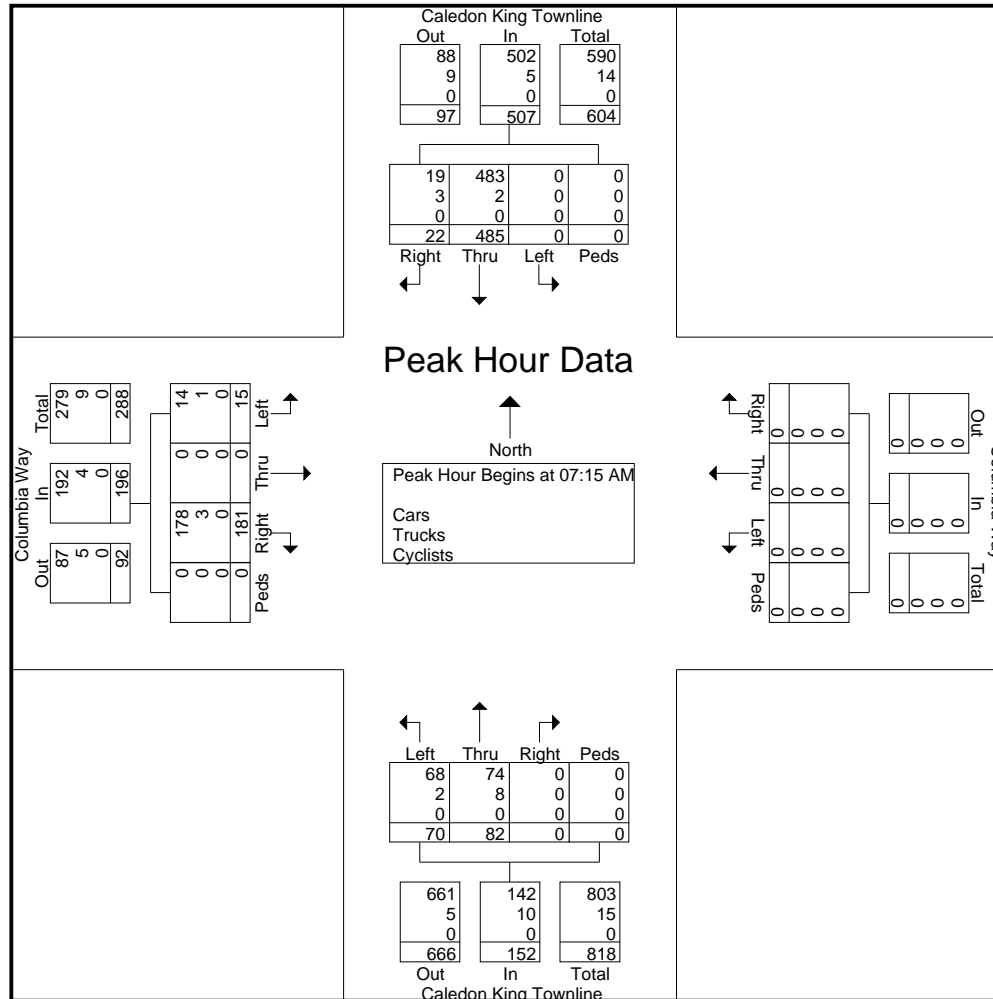


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"We do not estimate...we count"

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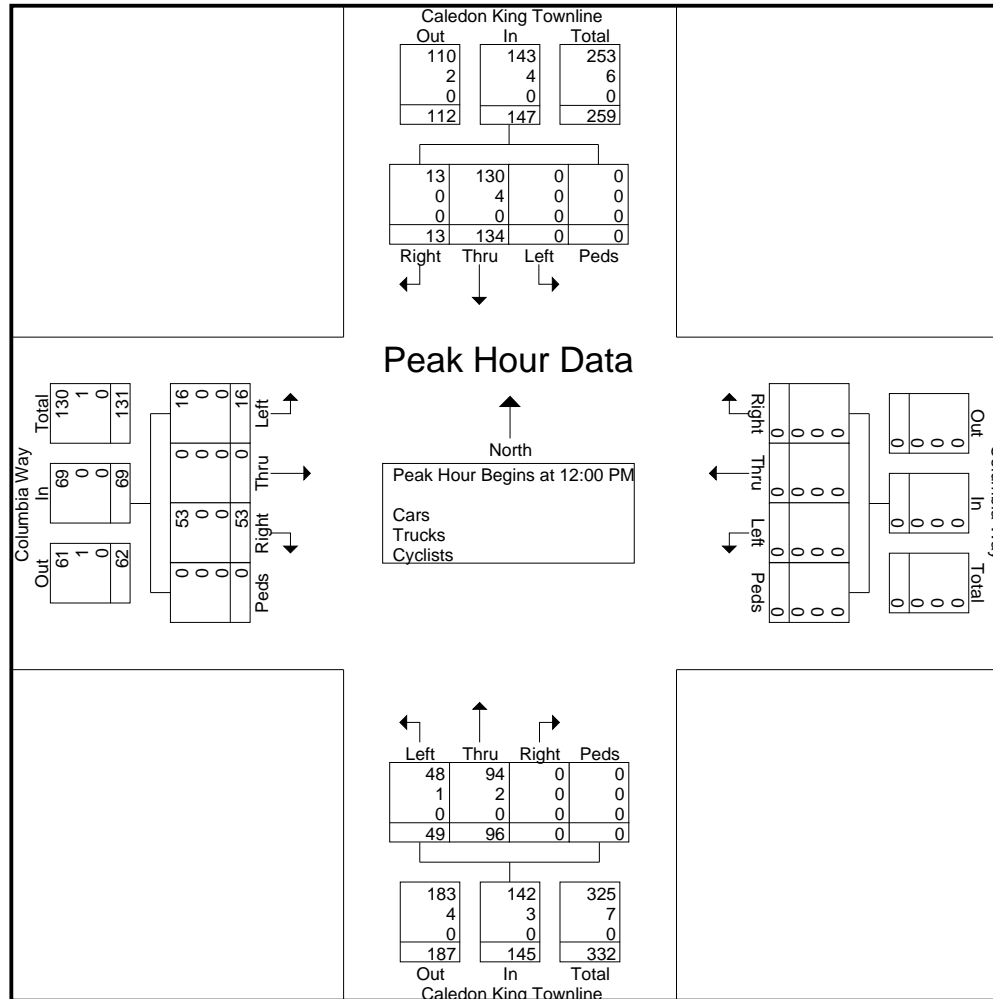


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"We do not estimate...we count"

File Name : Columbia Way at Caledon King Townline
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 7



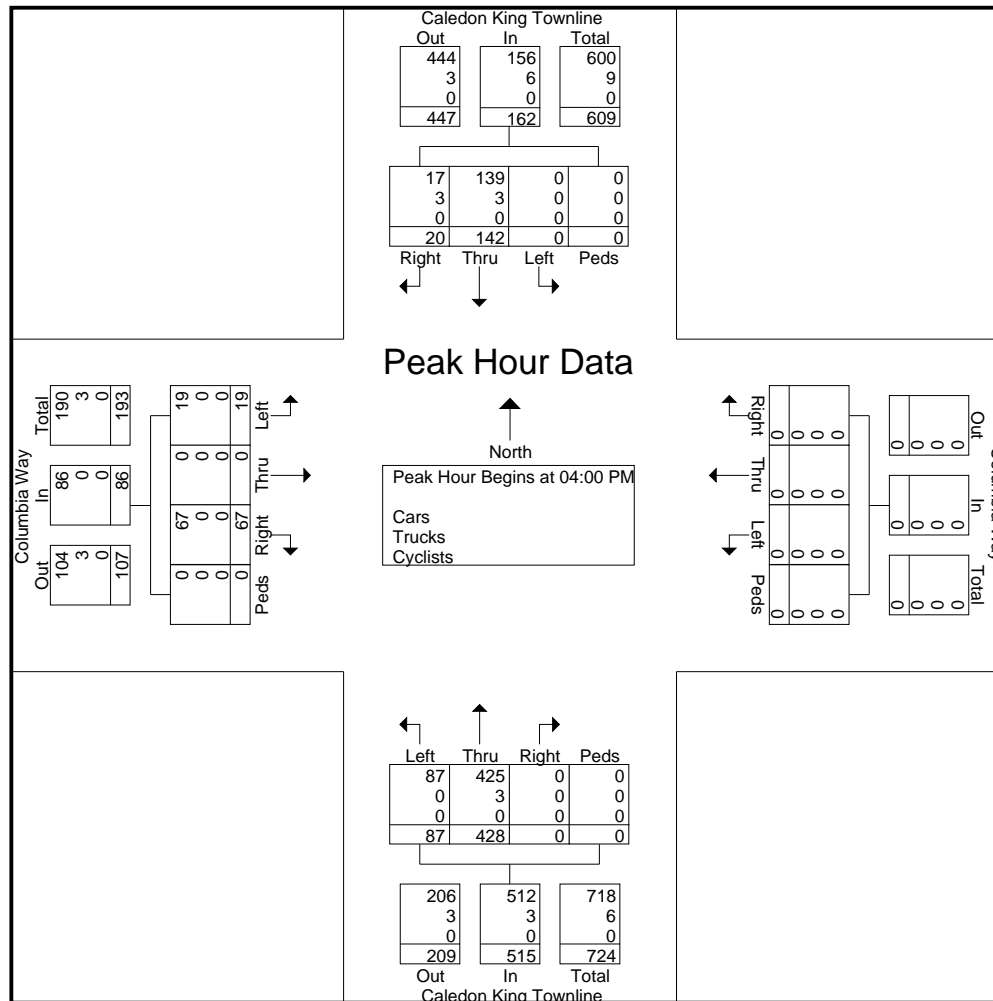


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"We do not estimate...we count"

File Name : Columbia Way at Caledon King Townline
 Site Code : 00000144
 Start Date : 2019-12-12
 Page No : 9



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Thornhill, ON L3T 4T5

"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 1

Groups Printed- Cars - Trucks - Cyclists

| Start Time | From North | | | | | Columbia Way From East | | | | | Forest Gate Ave From South | | | | | Columbia Way From West | | | | | Int. Total |
|------------|------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 29 | 0 | 25 | 0 | 54 | 3 | 31 | 0 | 0 | 34 | 96 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 9 | 23 | 0 | 14 | 0 | 37 | 4 | 32 | 0 | 0 | 36 | 82 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 17 | 0 | 18 | 0 | 35 | 2 | 22 | 0 | 0 | 24 | 74 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 6 | 0 | 55 | 23 | 0 | 33 | 0 | 56 | 6 | 26 | 0 | 0 | 32 | 143 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 12 | 0 | 87 | 92 | 0 | 90 | 0 | 182 | 15 | 111 | 0 | 0 | 126 | 395 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 0 | 43 | 17 | 0 | 42 | 0 | 59 | 18 | 34 | 0 | 0 | 52 | 154 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 21 | 0 | 32 | 0 | 53 | 10 | 32 | 0 | 0 | 42 | 115 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 10 | 14 | 0 | 11 | 0 | 25 | 10 | 19 | 0 | 0 | 29 | 64 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 11 | 12 | 0 | 10 | 0 | 22 | 7 | 13 | 0 | 0 | 20 | 53 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 13 | 0 | 84 | 64 | 0 | 95 | 0 | 159 | 45 | 98 | 0 | 0 | 143 | 386 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 15 | 0 | 11 | 0 | 26 | 5 | 18 | 0 | 0 | 23 | 55 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 8 | 0 | 11 | 0 | 19 | 7 | 15 | 0 | 0 | 22 | 49 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 13 | 0 | 4 | 0 | 17 | 6 | 12 | 0 | 0 | 18 | 41 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 14 | 11 | 0 | 10 | 0 | 21 | 3 | 13 | 0 | 0 | 16 | 51 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 8 | 0 | 34 | 47 | 0 | 36 | 0 | 83 | 21 | 58 | 0 | 0 | 79 | 196 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 0 | 17 | 5 | 0 | 13 | 0 | 18 | 4 | 15 | 0 | 0 | 19 | 54 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 | 8 | 0 | 7 | 0 | 15 | 12 | 16 | 0 | 0 | 28 | 52 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 10 | 10 | 0 | 9 | 0 | 19 | 10 | 12 | 0 | 0 | 22 | 51 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 10 | 3 | 0 | 3 | 0 | 6 | 8 | 11 | 0 | 0 | 19 | 35 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 17 | 0 | 46 | 26 | 0 | 32 | 0 | 58 | 34 | 54 | 0 | 0 | 88 | 192 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 12 | 1 | 0 | 3 | 0 | 4 | 12 | 10 | 0 | 0 | 22 | 38 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 5 | 0 | 9 | 0 | 14 | 13 | 11 | 0 | 0 | 24 | 45 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 17 | 7 | 0 | 6 | 0 | 13 | 4 | 11 | 0 | 0 | 15 | 45 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 18 | 6 | 0 | 10 | 0 | 16 | 8 | 9 | 0 | 0 | 17 | 51 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16 | 0 | 54 | 19 | 0 | 28 | 0 | 47 | 37 | 41 | 0 | 0 | 78 | 179 |

Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 2

Groups Printed- Cars - Trucks - Cyclists

| Start Time | From North | | | | | Columbia Way From East | | | | | Forest Gate Ave From South | | | | | Columbia Way From West | | | | | Int. Total |
|-------------|------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7 | 0 | 27 | 8 | 0 | 8 | 0 | 16 | 18 | 19 | 0 | 0 | 37 | 80 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 0 | 32 | 6 | 0 | 10 | 1 | 17 | 18 | 20 | 0 | 0 | 38 | 87 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 6 | 0 | 21 | 8 | 0 | 7 | 0 | 15 | 20 | 24 | 0 | 0 | 44 | 80 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 21 | 0 | 43 | 13 | 0 | 13 | 0 | 26 | 25 | 23 | 0 | 0 | 48 | 117 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 49 | 0 | 123 | 35 | 0 | 38 | 1 | 74 | 81 | 86 | 0 | 0 | 167 | 364 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 0 | 36 | 9 | 0 | 9 | 0 | 18 | 14 | 18 | 0 | 0 | 32 | 86 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 0 | 24 | 9 | 0 | 10 | 0 | 19 | 26 | 16 | 0 | 0 | 42 | 85 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 32 | 4 | 0 | 14 | 0 | 18 | 26 | 9 | 0 | 0 | 35 | 85 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 9 | 0 | 24 | 10 | 0 | 15 | 0 | 25 | 31 | 11 | 0 | 0 | 42 | 91 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 48 | 0 | 116 | 32 | 0 | 48 | 0 | 80 | 97 | 54 | 0 | 0 | 151 | 347 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 15 | 0 | 39 | 6 | 0 | 13 | 0 | 19 | 27 | 15 | 0 | 0 | 42 | 100 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 25 | 0 | 52 | 3 | 0 | 18 | 0 | 21 | 36 | 12 | 0 | 0 | 48 | 121 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16 | 0 | 34 | 8 | 0 | 11 | 0 | 19 | 30 | 16 | 0 | 0 | 46 | 99 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 27 | 0 | 46 | 6 | 0 | 5 | 0 | 11 | 23 | 13 | 0 | 0 | 36 | 93 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 83 | 0 | 171 | 23 | 0 | 47 | 0 | 70 | 116 | 56 | 0 | 0 | 172 | 413 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 246 | 0 | 715 | 338 | 0 | 414 | 1 | 753 | 446 | 558 | 0 | 0 | 1004 | 2472 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 65.6 | 34.4 | 0 | | 44.9 | 0 | 55 | 0.1 | | 44.4 | 55.6 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 10 | 0 | 28.9 | 13.7 | 0 | 16.7 | 0 | 30.5 | 18 | 22.6 | 0 | 0 | 40.6 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 456 | 239 | 0 | 695 | 330 | 0 | 394 | 1 | 725 | 428 | 544 | 0 | 0 | 972 | 2392 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.2 | 97.2 | 0 | 97.2 | 97.6 | 0 | 95.2 | 100 | 96.3 | 96 | 97.5 | 0 | 0 | 96.8 | 96.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 7 | 0 | 20 | 8 | 0 | 19 | 0 | 27 | 18 | 14 | 0 | 0 | 32 | 79 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 | 2.8 | 0 | 2.8 | 2.4 | 0 | 4.6 | 0 | 3.6 | 4 | 2.5 | 0 | 0 | 3.2 | 3.2 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 |

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Thornhill, ON L3T 4T5

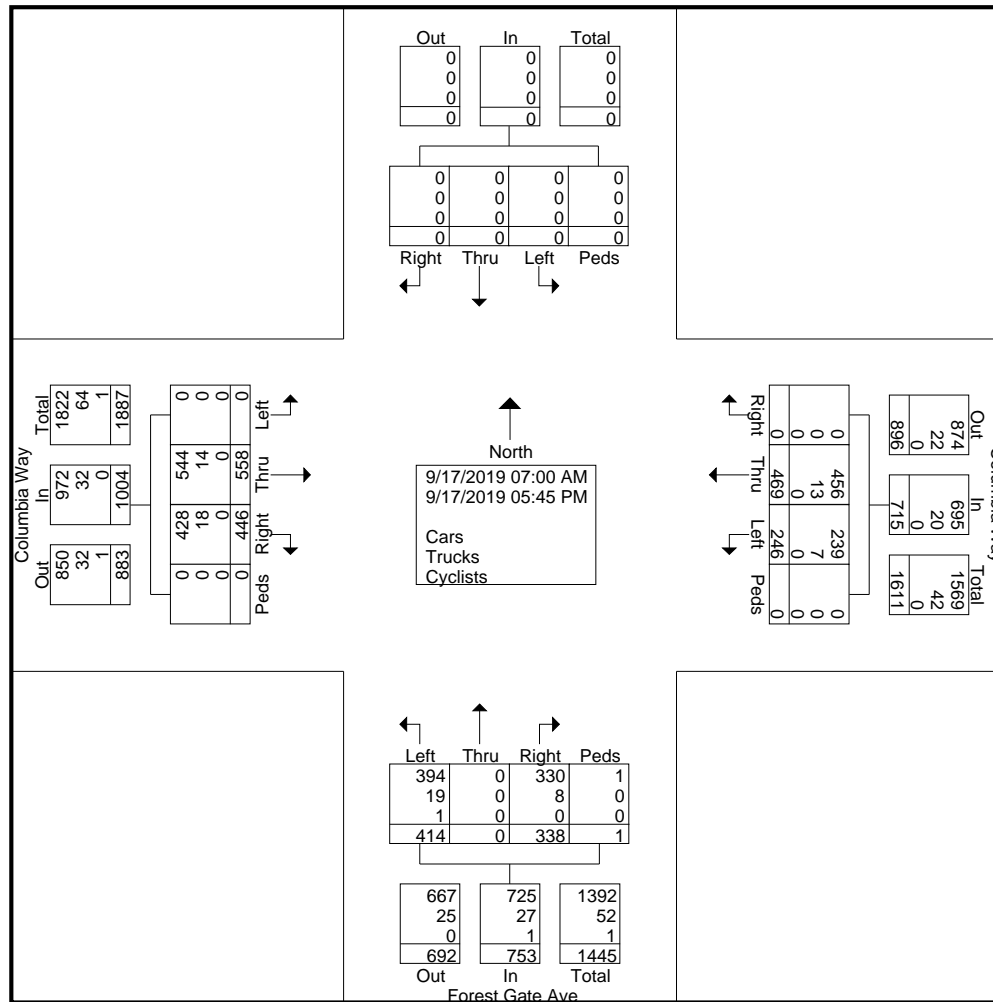
"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 3



Horizon Data Services Ltd

318 Simonston Blvd
Thornhill, ON L3T 4T5

"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 4

| Start Time | From North | | | | | Columbia Way From East | | | | | Forest Gate Ave From South | | | | | Columbia Way From West | | | | | Int. Total |
|--|------------|------|------|------|------------|------------------------|-----------|----------|------|------------|----------------------------|------|-----------|------|------------|------------------------|-----------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 17 | 0 | 18 | 0 | 35 | 2 | 22 | 0 | 0 | 24 | 74 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 6 | 0 | 55 | 23 | 0 | 33 | 0 | 56 | 6 | 26 | 0 | 0 | 32 | 143 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 0 | 43 | 17 | 0 | 42 | 0 | 59 | 18 | 34 | 0 | 0 | 52 | 154 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 21 | 0 | 32 | 0 | 53 | 10 | 32 | 0 | 0 | 42 | 115 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 9 | 0 | 133 | 78 | 0 | 125 | 0 | 203 | 36 | 114 | 0 | 0 | 150 | 486 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 93.2 | 6.8 | 0 | | 38.4 | 0 | 61.6 | 0 | | 24 | 76 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .633 | .375 | .000 | .605 | .848 | .000 | .744 | .000 | .860 | .500 | .838 | .000 | .000 | .721 | .789 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 7 | 0 | 127 | 77 | 0 | 119 | 0 | 196 | 32 | 111 | 0 | 0 | 143 | 466 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 96.8 | 77.8 | 0 | 95.5 | 98.7 | 0 | 95.2 | 0 | 96.6 | 88.9 | 97.4 | 0 | 0 | 95.3 | 95.9 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 1 | 0 | 6 | 0 | 7 | 4 | 3 | 0 | 0 | 7 | 20 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3.2 | 22.2 | 0 | 4.5 | 1.3 | 0 | 4.8 | 0 | 3.4 | 11.1 | 2.6 | 0 | 0 | 4.7 | 4.1 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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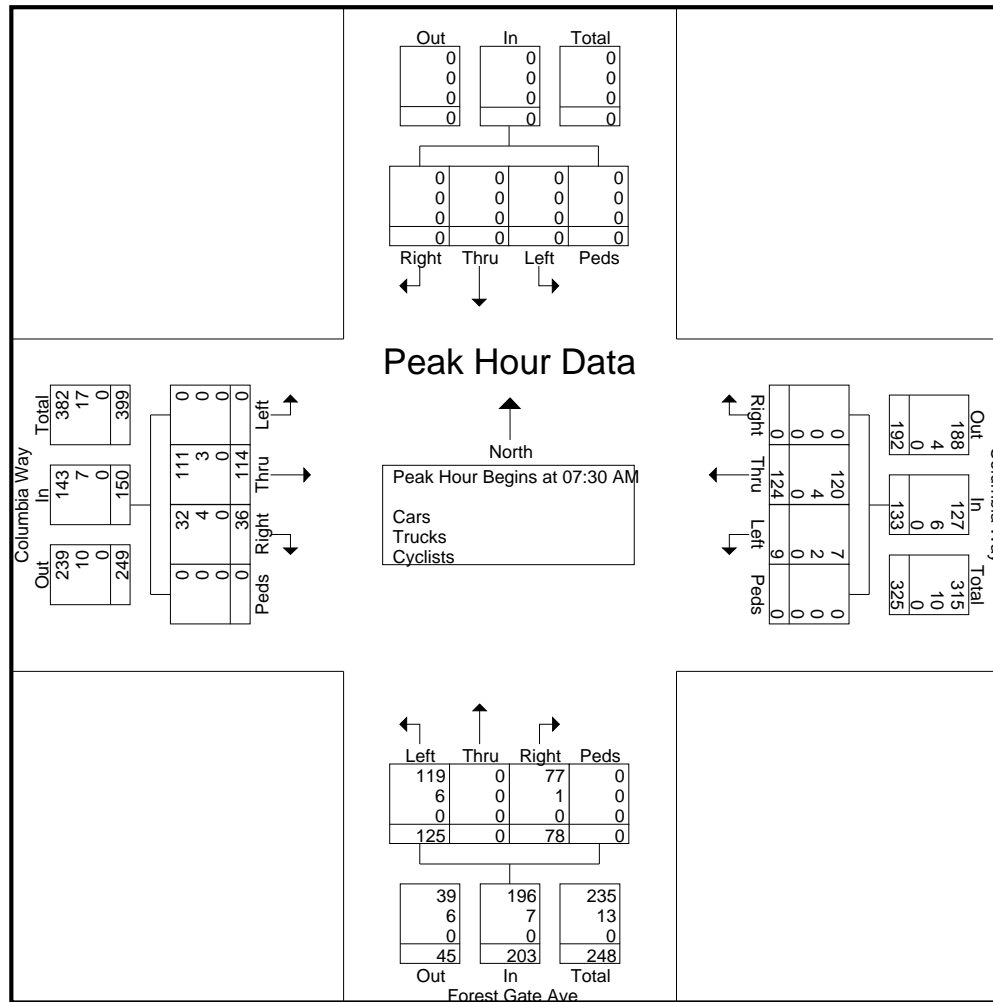
"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 5



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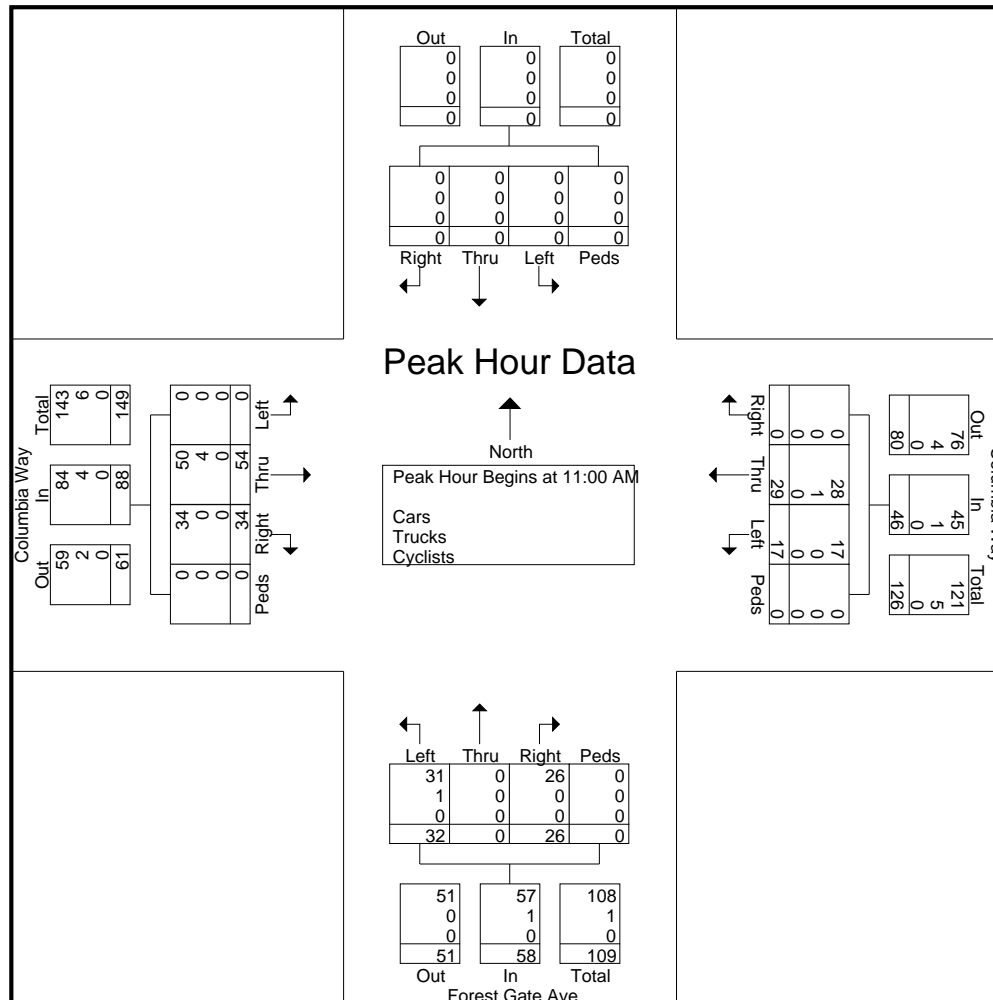
"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 7



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"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

Page No : 8

| Start Time | From North | | | | | Columbia Way From East | | | | | Forest Gate Ave From South | | | | | Columbia Way From West | | | | | Int. Total |
|--|------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 21 | 0 | 43 | 13 | 0 | 13 | 0 | 26 | 25 | 23 | 0 | 0 | 48 | 117 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 0 | 36 | 9 | 0 | 9 | 0 | 18 | 14 | 18 | 0 | 0 | 32 | 86 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 0 | 24 | 9 | 0 | 10 | 0 | 19 | 26 | 16 | 0 | 0 | 42 | 85 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 32 | 4 | 0 | 14 | 0 | 18 | 26 | 9 | 0 | 0 | 35 | 85 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 60 | 0 | 135 | 35 | 0 | 46 | 0 | 81 | 91 | 66 | 0 | 0 | 157 | 373 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 55.6 | 44.4 | 0 | | 43.2 | 0 | 56.8 | 0 | | 58 | 42 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .852 | .714 | .000 | .785 | .673 | .000 | .821 | .000 | .779 | .875 | .717 | .000 | .000 | .818 | .797 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 60 | 0 | 133 | 33 | 0 | 43 | 0 | 76 | 87 | 63 | 0 | 0 | 150 | 359 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.3 | 100 | 0 | 98.5 | 94.3 | 0 | 93.5 | 0 | 93.8 | 95.6 | 95.5 | 0 | 0 | 95.5 | 96.2 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 5 | 4 | 3 | 0 | 0 | 7 | 14 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.7 | 0 | 0 | 1.5 | 5.7 | 0 | 6.5 | 0 | 6.2 | 4.4 | 4.5 | 0 | 0 | 4.5 | 3.8 |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Cyclists | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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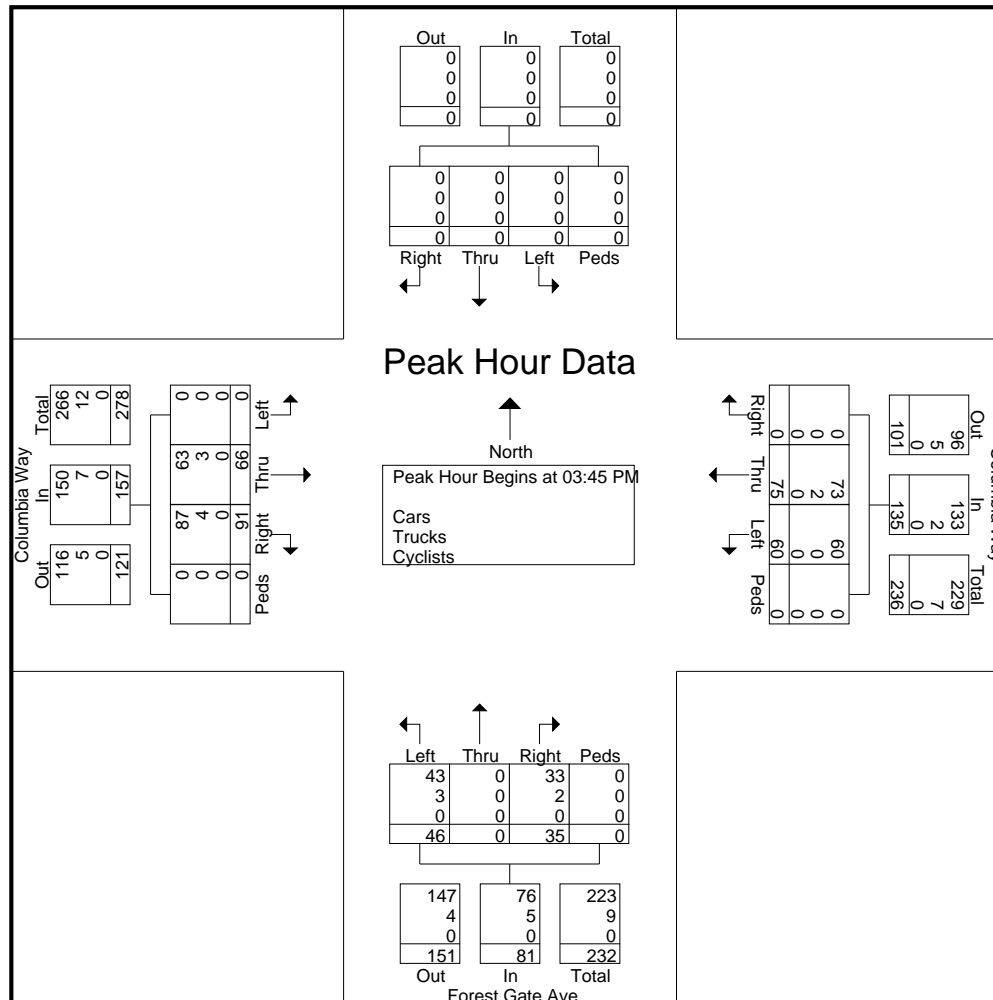
"we always count...never estimated"

File Name : Columbia Way at Forest Gate Ave

Site Code : 00000144

Start Date : 9/17/2019

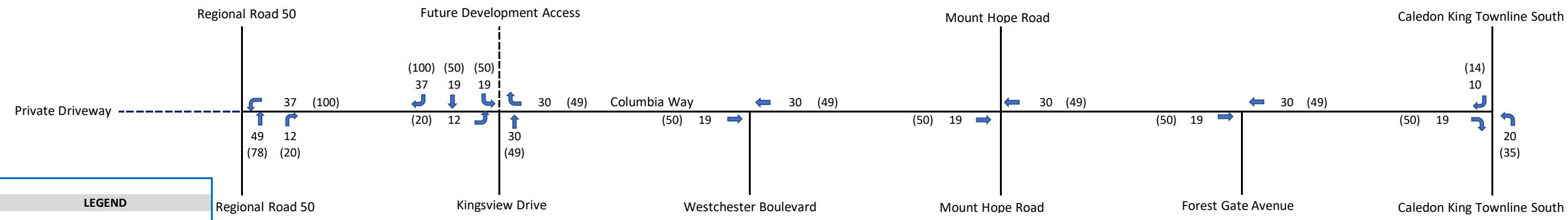
Page No : 9



APPENDIX B

TURNING MOVEMENT DIAGRAMS

Figure 2: Background Development Trips



LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volume

Exhibit Not To Scale

Figure 3: 2020 Existing Traffic

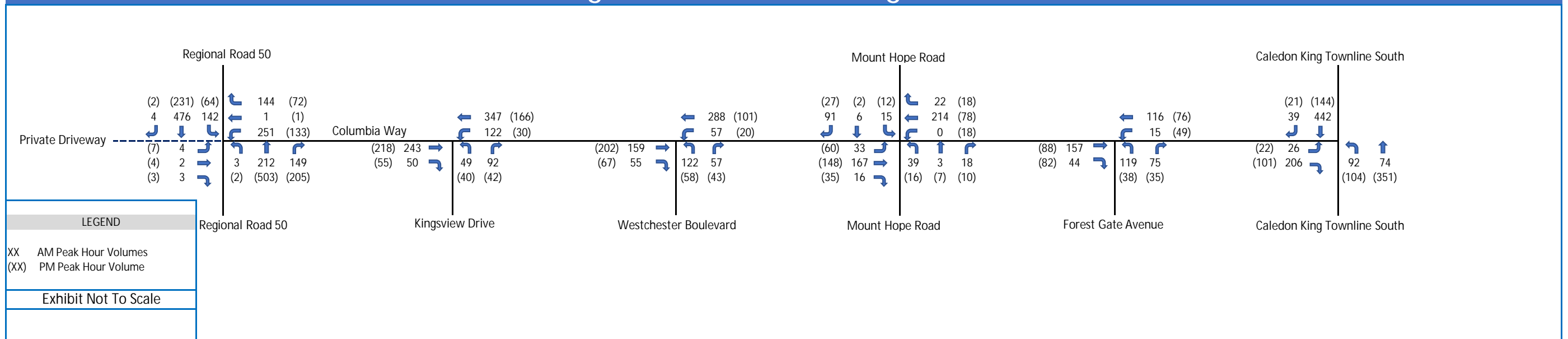


Figure 4: 2022 Traffic Growth

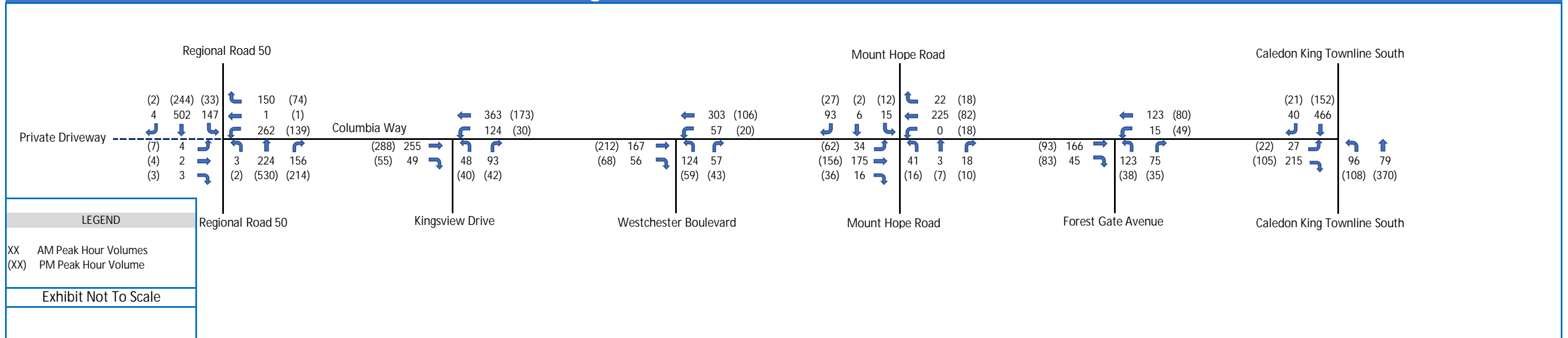
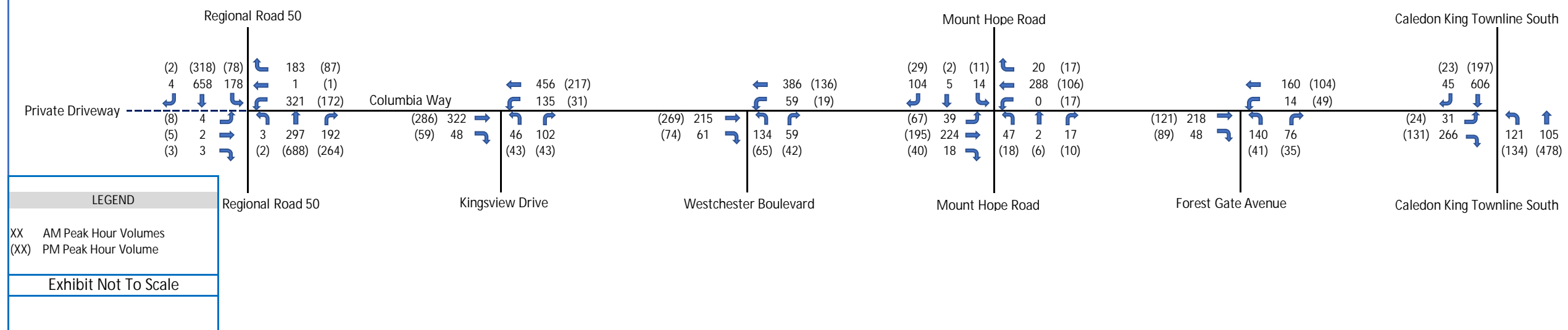


Figure 5: 2032 Traffic Growth



LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volume

Exhibit Not To Scale

Figure 6: 2032 Future Conditions

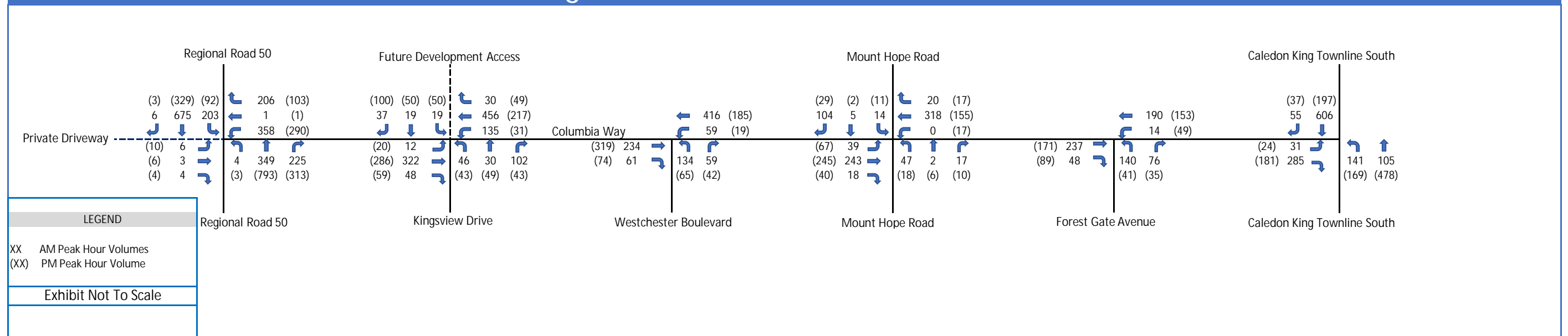
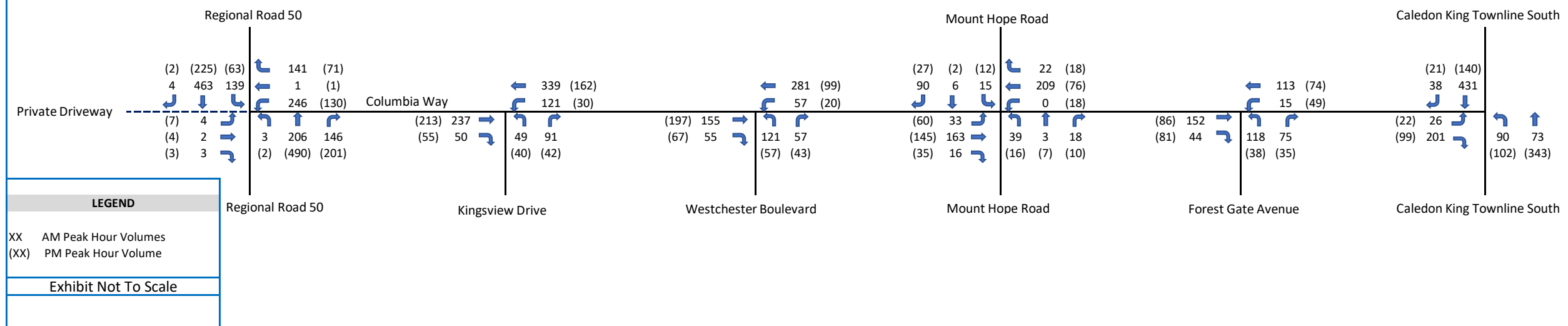


Figure 1: 2019 Traffic Counts



APPENDIX C

SIGNAL TIMING PLANS

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

| Database Date | | August 1, 2017 | | Prepared Date: | | July 27, 2020 | | | |
|-------------------------|---------------------------------------|----------------------------|---------------------------|----------------|--------------|----------------|--|---------|---------------|
| Database Rev | | 8 | | Completed By: | | RC | | | |
| Timing Card / Field rev | | - | | Checked By: | | TF | | | |
| Location: | | Highway 50 at Columbia Way | | | | | TIME PERIOD (sec.) (Green+Amber+All Red) | | |
| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) | | Amber (sec.) | All Red (sec.) | | | |
| | | | WALK | FDWALK | | | AM MAX | OFF MAX | PM MAX |
| 1 | Not in Use | | | | | | | | |
| 2 | Highway 50 - NB/SB | 20.0 | 8.0 | 16.0 | 4.0 | 2.7 | 65.0 | 39.0 | 64.0 |
| 3 | Not in Use | | | | | | | | |
| 4 | Columbia Way/Private Entrance - EB/WB | 8.0 | 8.0 | 11.0 | 4.0 | 2.0 | 45.0 | 36.0 | 36.0 |
| System Control | | Yes | | | | | | | |
| Local Control | | No | | | | | | | |
| Semi-Actuated Mode | | Yes | | | | | | | |
| | | | | TIME (M-F) | | PEAK | CYCLE LENGTH (sec.) | | OFFSET (sec.) |
| | | | | 06:00-09:00 | | AM | 110 | | 0 |
| | | | | 9:00 - 15:00 | | OFF | 75 | | 0 |
| | | | | 15:00 - 19:00 | | PM | 100 | | 15 |

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

| Database Date | | August 30, 2012 | | Prepared Date: | | July 27, 2020 | | | | | |
|---|--|------------------------|---------------------------|----------------|--------------|----------------|--|------------------------|--|---------------|--|
| Database Rev | | 4 | | Completed By: | | RC | | | | | |
| Timing Card / Field rev | | - | | Checked By: | | TF | | | | | |
| Location: Columbia Way at Kingsview Drive | | | | | | | TIME PERIOD (sec.) (Green+Amber+All Red) | | | | |
| Phase # | Direction | Vehicle Minimum (sec.) | Pedestrian Minimum (sec.) | | Amber (sec.) | All Red (sec.) | | | | | |
| | | | WALK | FDWALK | | | AM MAX | LOCAL OFF/PM | | | |
| 1 | | | | | | | | | | | |
| 2 | Columbia Way - EB | 8.0 | 8.0 | 7.0 | 4.0 | 2.0 | 70.0 | 43.0 (MAX) | | | |
| 3 | | | | | | | | | | | |
| 4 | Kingsview Drive - NB | 8.0 | 8.0 | 7.0 | 4.0 | 2.9 | 30.0 | 14.9 (MIN), 31.9 (MAX) | | | |
| 5 | | | | | | | | | | | |
| 6 | Columbia Way - WB | 8.0 | 8.0 | 7.0 | 4.0 | 2.0 | 70.0 | 43.0 (MAX) | | | |
| 7 | | | | | | | | | | | |
| 8 | Kingsview Drive - Ped Only (SB Computer Phase) | 8.0 | 8.0 | 7.0 | 4.0 | 2.9 | 30.0 | 14.9 (MIN), 31.9 (MAX) | | | |
| System Control | | No | | | | | | | | | |
| Local Control | | Yes | | | | | | | | | |
| Semi-Actuated Mode | | Yes | | | | | | | | | |
| | | | | TIME (M-F) | | PEAK | | CYCLE LENGTH (sec.) | | OFFSET (sec.) | |
| | | | | 07:00-09:00 | | AM | | 100 | | 0 | |
| | | | | OFF/PM | | | | Free | | | |

APPENDIX D

HCM REPORTS

Queues
1: Regional Road 50 & Columbia Way

2020 Existing PM
Columbia Way EA
























| Lane Group | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|-------|-------|-------|-------|------|-------|------|
| Lane Group Flow (vph) | 15 | 145 | 79 | 2 | 547 | 223 | 70 | 251 | 2 |
| v/c Ratio | 0.03 | 0.34 | 0.15 | 0.00 | 0.51 | 0.22 | 0.18 | 0.23 | 0.00 |
| Control Delay | 21.7 | 16.8 | 1.7 | 9.0 | 14.9 | 1.9 | 11.6 | 11.2 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 21.7 | 16.8 | 1.7 | 9.0 | 14.9 | 1.9 | 11.6 | 11.2 | 0.0 |
| Queue Length 50th (m) | 1.6 | 8.6 | 0.0 | 0.2 | 59.8 | 0.0 | 6.0 | 22.5 | 0.0 |
| Queue Length 95th (m) | 6.3 | 15.1 | 1.7 | 1.1 | 86.4 | 9.2 | 13.4 | 35.3 | 0.0 |
| Internal Link Dist (m) | 18.4 | | 215.5 | | 282.0 | | | 332.3 | |
| Turn Bay Length (m) | | 30.0 | | 120.0 | | 140.0 | 75.0 | | 25.0 |
| Base Capacity (vph) | 496 | 422 | 536 | 648 | 1078 | 1012 | 393 | 1078 | 931 |
| 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 | 0.03 | 0.34 | 0.15 | 0.00 | 0.51 | 0.22 | 0.18 | 0.23 | 0.00 |

Intersection Summary

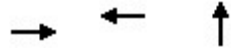
HCM 2010 Signalized Intersection Summary
 1: Regional Road 50 & Columbia Way

2020 Existing PM
 Columbia Way EA

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 7 | 4 | 3 | 133 | 1 | 72 | 2 | 503 | 205 | 64 | 231 | 2 |
| Future Volume (veh/h) | 7 | 4 | 3 | 133 | 1 | 72 | 2 | 503 | 205 | 64 | 231 | 2 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 8 | 4 | 3 | 145 | 1 | 78 | 2 | 547 | 223 | 70 | 251 | 2 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 263 | 129 | 84 | 507 | 6 | 470 | 640 | 1067 | 907 | 347 | 1067 | 907 |
| Arrive On Green | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 693 | 431 | 281 | 1403 | 20 | 1566 | 1122 | 1863 | 1583 | 696 | 1863 | 1583 |
| Grp Volume(v), veh/h | 15 | 0 | 0 | 145 | 0 | 79 | 2 | 547 | 223 | 70 | 251 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1405 | 0 | 0 | 1403 | 0 | 1586 | 1122 | 1863 | 1583 | 696 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 3.7 | 0.1 | 17.8 | 7.0 | 6.8 | 6.6 | 0.1 |
| Cycle Q Clear(g_c), s | 3.7 | 0.0 | 0.0 | 7.0 | 0.0 | 3.7 | 6.7 | 17.8 | 7.0 | 24.5 | 6.6 | 0.1 |
| Prop In Lane | 0.53 | | 0.20 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 477 | 0 | 0 | 507 | 0 | 476 | 640 | 1067 | 907 | 347 | 1067 | 907 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.00 | 0.29 | 0.00 | 0.17 | 0.00 | 0.51 | 0.25 | 0.20 | 0.24 | 0.00 |
| Avail Cap(c_a), veh/h | 477 | 0 | 0 | 507 | 0 | 476 | 640 | 1067 | 907 | 347 | 1067 | 907 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.7 | 0.0 | 0.0 | 26.8 | 0.0 | 25.8 | 12.2 | 12.9 | 10.6 | 20.3 | 10.5 | 9.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 1.4 | 0.0 | 0.8 | 0.0 | 1.8 | 0.6 | 1.3 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 0.0 | 3.3 | 0.0 | 1.7 | 0.0 | 9.6 | 3.2 | 1.4 | 3.6 | 0.0 |
| LnGrp Delay(d),s/veh | 24.8 | 0.0 | 0.0 | 28.2 | 0.0 | 26.5 | 12.2 | 14.7 | 11.3 | 21.6 | 11.1 | 9.1 |
| LnGrp LOS | C | | | C | | C | B | B | B | C | B | A |
| Approach Vol, veh/h | | 15 | | | 224 | | | 772 | | | 323 | |
| Approach Delay, s/veh | | 24.8 | | | 27.6 | | | 13.7 | | | 13.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 64.0 | | 36.0 | | 64.0 | | 36.0 | | | | |
| Change Period (Y+Rc), s | | * 6.7 | | 6.0 | | * 6.7 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | * 57 | | 30.0 | | * 57 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.8 | | 5.7 | | 26.5 | | 9.0 | | | | |
| Green Ext Time (p_c), s | | 14.2 | | 0.1 | | 5.5 | | 1.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | | 16.1 | | | | | | | | |
| HCM 2010 LOS | | | | B | | | | | | | | |
| Notes | | | | | | | | | | | | |

Queues
2: Kingsview Drive & Columbia Way

2020 Existing PM
Columbia Way EA



| Lane Group | EBT | WBT | NBT |
|------------------------|-------|-------|------|
| Lane Group Flow (vph) | 297 | 213 | 89 |
| v/c Ratio | 0.39 | 0.30 | 0.18 |
| Control Delay | 23.1 | 21.4 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.1 | 21.4 | 5.1 |
| Queue Length 50th (m) | 40.6 | 27.2 | 0.0 |
| Queue Length 95th (m) | 68.6 | 44.1 | 8.5 |
| Internal Link Dist (m) | 215.5 | 216.0 | 65.0 |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 760 | 707 | 495 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.39 | 0.30 | 0.18 |
| Intersection Summary | | | |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 202 | 67 | 20 | 101 | 58 | 43 |
| Future Vol, veh/h | 202 | 67 | 20 | 101 | 58 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 220 | 73 | 22 | 110 | 63 | 47 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 293 | 0 | 411 | 257 |
| Stage 1 | - | - | - | - | 257 | - |
| Stage 2 | - | - | - | - | 154 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1269 | - | 597 | 782 |
| Stage 1 | - | - | - | - | 786 | - |
| Stage 2 | - | - | - | - | 874 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1269 | - | 586 | 782 |
| Mov Cap-2 Maneuver | - | - | - | - | 586 | - |
| Stage 1 | - | - | - | - | 786 | - |
| Stage 2 | - | - | - | - | 858 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.3 | 11.6 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 656 | - | - | 1269 | - | |
| HCM Lane V/C Ratio | 0.167 | - | - | 0.017 | - | |
| HCM Control Delay (s) | 11.6 | - | - | 7.9 | 0 | |
| HCM Lane LOS | B | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 60 | 148 | 36 | 18 | 78 | 18 | 16 | 7 | 10 | 12 | 2 | 27 |
| Future Vol, veh/h | 60 | 148 | 36 | 18 | 78 | 18 | 16 | 7 | 10 | 12 | 2 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 161 | 39 | 20 | 85 | 20 | 17 | 8 | 11 | 13 | 2 | 29 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 105 | 0 | 0 | 200 | 0 | 0 | 462 | 456 | 181 | 455 | 465 | 95 |
| Stage 1 | - | - | - | - | - | - | 311 | 311 | - | 135 | 135 | - |
| Stage 2 | - | - | - | - | - | - | 151 | 145 | - | 320 | 330 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1486 | - | - | 1372 | - | - | 510 | 501 | 862 | 515 | 495 | 962 |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 868 | 785 | - |
| Stage 2 | - | - | - | - | - | - | 851 | 777 | - | 692 | 646 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1486 | - | - | 1372 | - | - | 469 | 469 | 862 | 477 | 463 | 962 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 469 | 469 | - | 477 | 463 | - |
| Stage 1 | - | - | - | - | - | - | 665 | 626 | - | 825 | 772 | - |
| Stage 2 | - | - | - | - | - | - | 810 | 765 | - | 642 | 614 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.9 | | | 1.2 | | | 12.1 | | | 10.4 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 544 | 1486 | - | - | 1372 | - | - | 713 |
| HCM Lane V/C Ratio | 0.066 | 0.044 | - | - | 0.014 | - | - | 0.063 |
| HCM Control Delay (s) | 12.1 | 7.5 | 0 | - | 7.7 | 0 | - | 10.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.2 |

Intersection

Int Delay, s/veh 3.1

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 88 | 82 | 49 | 76 | 38 | 35 |
| Future Vol, veh/h | 88 | 82 | 49 | 76 | 38 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 96 | 89 | 53 | 83 | 41 | 38 |

Major/Minor

| | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 185 | 0 | 330 |
| Stage 1 | - | - | - | - | 141 |
| Stage 2 | - | - | - | - | 189 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1390 | - | 665 |
| Stage 1 | - | - | - | - | 886 |
| Stage 2 | - | - | - | - | 843 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1390 | - | 638 |
| Mov Cap-2 Maneuver | - | - | - | - | 638 |
| Stage 1 | - | - | - | - | 886 |
| Stage 2 | - | - | - | - | 809 |

Approach

| | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 3 | 10.4 |
| HCM LOS | | | B |

Minor Lane/Major Mvmt

| | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 744 | - | - | 1390 | - |
| HCM Lane V/C Ratio | 0.107 | - | - | 0.038 | - |
| HCM Control Delay (s) | 10.4 | - | - | 7.7 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 22 | 0 | 101 | 0 | 0 | 0 | 104 | 352 | 0 | 0 | 144 | 21 |
| Future Vol, veh/h | 22 | 0 | 101 | 0 | 0 | 0 | 104 | 352 | 0 | 0 | 144 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 0 | 110 | 0 | 0 | 0 | 113 | 383 | 0 | 0 | 157 | 23 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 778 | 778 | 169 | 833 | 789 | 383 | 180 | 0 | 0 | 383 | 0 | 0 |
| Stage 1 | 169 | 169 | - | 609 | 609 | - | - | - | - | - | - | - |
| Stage 2 | 609 | 609 | - | 224 | 180 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 314 | 328 | 875 | 288 | 323 | 664 | 1396 | - | - | 1175 | - | - |
| Stage 1 | 833 | 759 | - | 482 | 485 | - | - | - | - | - | - | - |
| Stage 2 | 482 | 485 | - | 779 | 750 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 289 | 294 | 875 | 232 | 290 | 664 | 1396 | - | - | 1175 | - | - |
| Mov Cap-2 Maneuver | 289 | 294 | - | 232 | 290 | - | - | - | - | - | - | - |
| Stage 1 | 747 | 759 | - | 432 | 435 | - | - | - | - | - | - | - |
| Stage 2 | 432 | 435 | - | 681 | 750 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|----|--|-----|--|----|--|
| HCM Control Delay, s | 12.1 | | 0 | | 1.8 | | 0 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1396 | - | - | 642 | - | 1175 | - | - |
| HCM Lane V/C Ratio | 0.081 | - | - | 0.208 | - | - | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 12.1 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.8 | - | 0 | - | - |

Queues
1: Regional Road 50 & Columbia Way

2022 Future AM
Columbia Way EA
























| Lane Group | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|-------|-------|-------|-------|------|-------|------|
| Lane Group Flow (vph) | 9 | 284 | 164 | 3 | 243 | 168 | 161 | 543 | 4 |
| v/c Ratio | 0.02 | 0.67 | 0.28 | 0.01 | 0.28 | 0.20 | 0.30 | 0.62 | 0.01 |
| Control Delay | 10.9 | 25.2 | 4.1 | 10.0 | 11.2 | 3.0 | 12.5 | 15.9 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.9 | 25.2 | 4.1 | 10.0 | 11.2 | 3.0 | 12.5 | 15.9 | 0.0 |
| Queue Length 50th (m) | 0.4 | 24.0 | 0.1 | 0.2 | 13.1 | 0.0 | 8.8 | 35.9 | 0.0 |
| Queue Length 95th (m) | 2.7 | 44.0 | 9.6 | 1.5 | 32.2 | 9.1 | 24.8 | 80.7 | 0.0 |
| Internal Link Dist (m) | 18.4 | | 215.5 | | 282.0 | | | 332.3 | |
| Turn Bay Length (m) | | 30.0 | | 120.0 | | 140.0 | 75.0 | | 25.0 |
| Base Capacity (vph) | 1597 | 1416 | 1603 | 314 | 880 | 838 | 535 | 880 | 764 |
| 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 | 0.01 | 0.20 | 0.10 | 0.01 | 0.28 | 0.20 | 0.30 | 0.62 | 0.01 |

Intersection Summary

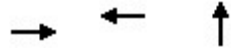
HCM 2010 Signalized Intersection Summary
1: Regional Road 50 & Columbia Way

2022 Future AM
Columbia Way EA

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 4 | 2 | 3 | 261 | 1 | 150 | 3 | 224 | 155 | 148 | 500 | 4 |
| Future Volume (veh/h) | 4 | 2 | 3 | 261 | 1 | 150 | 3 | 224 | 155 | 148 | 500 | 4 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 4 | 2 | 3 | 284 | 1 | 163 | 3 | 243 | 168 | 161 | 543 | 4 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 233 | 122 | 130 | 566 | 3 | 466 | 348 | 873 | 742 | 511 | 873 | 742 |
| Arrive On Green | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Sat Flow, veh/h | 464 | 414 | 439 | 1405 | 10 | 1575 | 856 | 1863 | 1583 | 971 | 1863 | 1583 |
| Grp Volume(v), veh/h | 9 | 0 | 0 | 284 | 0 | 164 | 3 | 243 | 168 | 161 | 543 | 4 |
| Grp Sat Flow(s),veh/h/ln | 1316 | 0 | 0 | 1405 | 0 | 1585 | 856 | 1863 | 1583 | 971 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | 4.4 | 0.1 | 4.3 | 3.4 | 6.6 | 11.8 | 0.1 |
| Cycle Q Clear(g_c), s | 4.4 | 0.0 | 0.0 | 8.8 | 0.0 | 4.4 | 11.9 | 4.3 | 3.4 | 10.9 | 11.8 | 0.1 |
| Prop In Lane | 0.44 | | 0.33 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 486 | 0 | 0 | 566 | 0 | 469 | 348 | 873 | 742 | 511 | 873 | 742 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 0.50 | 0.00 | 0.35 | 0.01 | 0.28 | 0.23 | 0.31 | 0.62 | 0.01 |
| Avail Cap(c_a), veh/h | 1980 | 0 | 0 | 2026 | 0 | 2115 | 348 | 873 | 742 | 511 | 873 | 742 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.5 | 0.0 | 0.0 | 16.3 | 0.0 | 14.9 | 15.2 | 8.8 | 8.5 | 12.1 | 10.7 | 7.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.4 | 0.0 | 0.8 | 0.7 | 1.6 | 3.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 3.7 | 0.0 | 2.0 | 0.0 | 2.4 | 1.6 | 2.0 | 6.8 | 0.0 |
| LnGrp Delay(d),s/veh | 13.5 | 0.0 | 0.0 | 17.0 | 0.0 | 15.4 | 15.3 | 9.5 | 9.2 | 13.7 | 14.1 | 7.6 |
| LnGrp LOS | B | | | B | | B | B | A | A | B | B | A |
| Approach Vol, veh/h | | 9 | | | 448 | | | 414 | | | 708 | |
| Approach Delay, s/veh | | 13.5 | | | 16.4 | | | 9.5 | | | 13.9 | |
| Approach LOS | | B | | | B | | | A | | | B | |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 32.0 | | 22.0 | | 32.0 | | 22.0 | | | | |
| Change Period (Y+Rc), s | | * 6.7 | | 6.0 | | * 6.7 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | * 25 | | 72.0 | | * 25 | | 72.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 13.9 | | 6.4 | | 13.8 | | 10.8 | | | | |
| Green Ext Time (p_c), s | | 3.3 | | 0.1 | | 6.7 | | 5.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | | 13.5 | | | | | | | | |
| HCM 2010 LOS | | | | B | | | | | | | | |
| Notes | | | | | | | | | | | | |

Queues
2: Kingsview Drive & Columbia Way

2022 Future AM
Columbia Way EA



| Lane Group | EBT | WBT | NBT |
|------------------------|-------|-------|------|
| Lane Group Flow (vph) | 331 | 531 | 154 |
| v/c Ratio | 0.35 | 0.74 | 0.45 |
| Control Delay | 15.2 | 27.0 | 21.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 15.2 | 27.0 | 21.2 |
| Queue Length 50th (m) | 34.9 | 77.4 | 10.5 |
| Queue Length 95th (m) | 53.8 | 120.0 | 28.7 |
| Internal Link Dist (m) | 215.5 | 216.0 | 65.0 |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 946 | 718 | 341 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.35 | 0.74 | 0.45 |
| Intersection Summary | | | |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 164 | 58 | 60 | 298 | 128 | 60 |
| Future Vol, veh/h | 164 | 58 | 60 | 298 | 128 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 178 | 63 | 65 | 324 | 139 | 65 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 241 | 0 | 664 | 210 |
| Stage 1 | - | - | - | - | 210 | - |
| Stage 2 | - | - | - | - | 454 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1326 | - | 426 | 830 |
| Stage 1 | - | - | - | - | 825 | - |
| Stage 2 | - | - | - | - | 640 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1326 | - | 400 | 830 |
| Mov Cap-2 Maneuver | - | - | - | - | 400 | - |
| Stage 1 | - | - | - | - | 825 | - |
| Stage 2 | - | - | - | - | 602 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.3 | 18 | | | |
| HCM LOS | | | | | C | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 479 | - | - | 1326 | - | |
| HCM Lane V/C Ratio | 0.427 | - | - | 0.049 | - | |
| HCM Control Delay (s) | 18 | - | - | 7.9 | 0 | |
| HCM Lane LOS | C | - | - | A | A | |
| HCM 95th %tile Q(veh) | 2.1 | - | - | 0.2 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 35 | 173 | 17 | 0 | 222 | 23 | 41 | 3 | 19 | 16 | 6 | 95 |
| Future Vol, veh/h | 35 | 173 | 17 | 0 | 222 | 23 | 41 | 3 | 19 | 16 | 6 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 188 | 18 | 0 | 241 | 25 | 45 | 3 | 21 | 17 | 7 | 103 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 266 | 0 | 0 | 206 | 0 | 0 | 582 | 539 | 197 | 539 | 536 | 254 |
| Stage 1 | - | - | - | - | - | - | 273 | 273 | - | 254 | 254 | - |
| Stage 2 | - | - | - | - | - | - | 309 | 266 | - | 285 | 282 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1298 | - | - | 1365 | - | - | 424 | 449 | 844 | 453 | 451 | 785 |
| Stage 1 | - | - | - | - | - | - | 733 | 684 | - | 750 | 697 | - |
| Stage 2 | - | - | - | - | - | - | 701 | 689 | - | 722 | 678 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1298 | - | - | 1365 | - | - | 355 | 434 | 844 | 429 | 436 | 785 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 355 | 434 | - | 429 | 436 | - |
| Stage 1 | - | - | - | - | - | - | 709 | 661 | - | 725 | 697 | - |
| Stage 2 | - | - | - | - | - | - | 603 | 689 | - | 678 | 656 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.2 | | | 0 | | | 14.8 | | | 11.5 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 435 | 1298 | - | - | 1365 | - | - | 680 |
| HCM Lane V/C Ratio | 0.157 | 0.029 | - | - | - | - | - | 0.187 |
| HCM Control Delay (s) | 14.8 | 7.9 | 0 | - | 0 | - | - | 11.5 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - | - | 0.7 |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 4.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 161 | 47 | 16 | 120 | 125 | 80 |
| Future Vol, veh/h | 161 | 47 | 16 | 120 | 125 | 80 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 175 | 51 | 17 | 130 | 136 | 87 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 226 | 0 | 365 | 201 |
| Stage 1 | - | - | - | - | 201 | - |
| Stage 2 | - | - | - | - | 164 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1342 | - | 635 | 840 |
| Stage 1 | - | - | - | - | 833 | - |
| Stage 2 | - | - | - | - | 865 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1342 | - | 626 | 840 |
| Mov Cap-2 Maneuver | - | - | - | - | 626 | - |
| Stage 1 | - | - | - | - | 833 | - |
| Stage 2 | - | - | - | - | 853 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0.9 | 12.6 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 695 | - | - | 1342 | - | |
| HCM Lane V/C Ratio | 0.321 | - | - | 0.013 | - | |
| HCM Control Delay (s) | 12.6 | - | - | 7.7 | 0 | |
| HCM Lane LOS | B | - | - | A | A | |
| HCM 95th %tile Q(veh) | 1.4 | - | - | 0 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 28 | 0 | 213 | 0 | 0 | 0 | 95 | 77 | 0 | 0 | 457 | 40 |
| Future Vol, veh/h | 28 | 0 | 213 | 0 | 0 | 0 | 95 | 77 | 0 | 0 | 457 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 0 | 232 | 0 | 0 | 0 | 103 | 84 | 0 | 0 | 497 | 43 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|-------|--------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 809 | 809 | 519 | 925 | 830 | 84 | 540 | 0 | 0 | 84 | 0 | 0 |
| Stage 1 | 519 | 519 | - | 290 | 290 | - | - | - | - | - | - | - |
| Stage 2 | 290 | 290 | - | 635 | 540 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 299 | 314 | 557 | 250 | 306 | 975 | 1028 | - | - | 1513 | - | - |
| Stage 1 | 540 | 533 | - | 718 | 672 | - | - | - | - | - | - | - |
| Stage 2 | 718 | 672 | - | 467 | 521 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 275 | 281 | 557 | 134 | 274 | 975 | 1028 | - | - | 1513 | - | - |
| Mov Cap-2 Maneuver | 275 | 281 | - | 134 | 274 | - | - | - | - | - | - | - |
| Stage 1 | 483 | 533 | - | 643 | 601 | - | - | - | - | - | - | - |
| Stage 2 | 643 | 601 | - | 273 | 521 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | | NB | | SB | | |
|----------------------|----|--|----|--|--|-----|--|----|--|--|
| HCM Control Delay, s | 20 | | 0 | | | 4.9 | | 0 | | |
| HCM LOS | C | | A | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1028 | - | - | 498 | - | 1513 | - | - |
| HCM Lane V/C Ratio | 0.1 | - | - | 0.526 | - | - | - | - |
| HCM Control Delay (s) | 8.9 | 0 | - | 20 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 3 | - | 0 | - | - |

Queues

2022 Future PM

1: Regional Road 50 & Columbia Way

Columbia Way EA
























| Lane Group | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|-------|-------|-------|-------|------|-------|------|
| Lane Group Flow (vph) | 15 | 150 | 83 | 2 | 564 | 232 | 73 | 260 | 2 |
| v/c Ratio | 0.03 | 0.36 | 0.15 | 0.00 | 0.52 | 0.23 | 0.19 | 0.24 | 0.00 |
| Control Delay | 21.7 | 17.1 | 1.6 | 9.0 | 15.2 | 1.9 | 11.9 | 11.3 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 21.7 | 17.1 | 1.6 | 9.0 | 15.2 | 1.9 | 11.9 | 11.3 | 0.0 |
| Queue Length 50th (m) | 1.6 | 8.8 | 0.0 | 0.2 | 62.5 | 0.0 | 6.4 | 23.4 | 0.0 |
| Queue Length 95th (m) | 6.3 | 15.6 | 1.7 | 1.1 | 90.0 | 9.4 | 13.9 | 36.5 | 0.0 |
| Internal Link Dist (m) | 18.4 | | 215.5 | | 282.0 | | | 332.3 | |
| Turn Bay Length (m) | | 30.0 | | 120.0 | | 140.0 | 75.0 | | 25.0 |
| Base Capacity (vph) | 495 | 422 | 538 | 640 | 1078 | 1016 | 379 | 1078 | 931 |
| 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 | 0.03 | 0.36 | 0.15 | 0.00 | 0.52 | 0.23 | 0.19 | 0.24 | 0.00 |

Intersection Summary

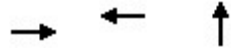
HCM 2010 Signalized Intersection Summary
1: Regional Road 50 & Columbia Way

2022 Future PM
Columbia Way EA

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 7 | 4 | 3 | 138 | 1 | 75 | 2 | 519 | 213 | 67 | 239 | 2 |
| Future Volume (veh/h) | 7 | 4 | 3 | 138 | 1 | 75 | 2 | 519 | 213 | 67 | 239 | 2 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 8 | 4 | 3 | 150 | 1 | 82 | 2 | 564 | 232 | 73 | 260 | 2 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 261 | 128 | 84 | 507 | 6 | 470 | 633 | 1067 | 907 | 335 | 1067 | 907 |
| Arrive On Green | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 687 | 427 | 278 | 1403 | 19 | 1567 | 1113 | 1863 | 1583 | 679 | 1863 | 1583 |
| Grp Volume(v), veh/h | 15 | 0 | 0 | 150 | 0 | 83 | 2 | 564 | 232 | 73 | 260 | 2 |
| Grp Sat Flow(s),veh/h/ln | 1392 | 0 | 0 | 1403 | 0 | 1586 | 1113 | 1863 | 1583 | 679 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 3.9 | 0.1 | 18.5 | 7.3 | 7.4 | 6.9 | 0.1 |
| Cycle Q Clear(g_c), s | 3.9 | 0.0 | 0.0 | 7.2 | 0.0 | 3.9 | 7.0 | 18.5 | 7.3 | 25.9 | 6.9 | 0.1 |
| Prop In Lane | 0.53 | | 0.20 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 473 | 0 | 0 | 507 | 0 | 476 | 633 | 1067 | 907 | 335 | 1067 | 907 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.00 | 0.30 | 0.00 | 0.17 | 0.00 | 0.53 | 0.26 | 0.22 | 0.24 | 0.00 |
| Avail Cap(c_a), veh/h | 473 | 0 | 0 | 507 | 0 | 476 | 633 | 1067 | 907 | 335 | 1067 | 907 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.7 | 0.0 | 0.0 | 26.9 | 0.0 | 25.9 | 12.3 | 13.1 | 10.7 | 21.0 | 10.6 | 9.1 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 1.5 | 0.0 | 0.8 | 0.0 | 1.9 | 0.7 | 1.5 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 0.0 | 3.4 | 0.0 | 1.8 | 0.0 | 10.0 | 3.3 | 1.5 | 3.7 | 0.0 |
| LnGrp Delay(d),s/veh | 24.9 | 0.0 | 0.0 | 28.4 | 0.0 | 26.7 | 12.3 | 14.9 | 11.4 | 22.5 | 11.1 | 9.1 |
| LnGrp LOS | C | | | C | | C | B | B | B | C | B | A |
| Approach Vol, veh/h | | 15 | | | 233 | | | 798 | | | 335 | |
| Approach Delay, s/veh | | 24.9 | | | 27.7 | | | 13.9 | | | 13.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 64.0 | | 36.0 | | 64.0 | | 36.0 | | | | |
| Change Period (Y+Rc), s | | * 6.7 | | 6.0 | | * 6.7 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | * 57 | | 30.0 | | * 57 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 20.5 | | 5.9 | | 27.9 | | 9.2 | | | | |
| Green Ext Time (p_c), s | | 14.6 | | 0.1 | | 5.7 | | 1.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | | 16.3 | | | | | | | | |
| HCM 2010 LOS | | | | B | | | | | | | | |
| Notes | | | | | | | | | | | | |

Queues
2: Kingsview Drive & Columbia Way

2022 Future PM
Columbia Way EA



| Lane Group | EBT | WBT | NBT |
|------------------------|-------|-------|------|
| Lane Group Flow (vph) | 309 | 222 | 95 |
| v/c Ratio | 0.41 | 0.32 | 0.19 |
| Control Delay | 23.4 | 21.6 | 5.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 23.4 | 21.6 | 5.9 |
| Queue Length 50th (m) | 42.4 | 28.5 | 0.0 |
| Queue Length 95th (m) | 71.6 | 46.1 | 9.8 |
| Internal Link Dist (m) | 215.5 | 216.0 | 65.0 |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 760 | 703 | 495 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.32 | 0.19 |
| Intersection Summary | | | |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 209 | 71 | 21 | 105 | 60 | 46 |
| Future Vol, veh/h | 209 | 71 | 21 | 105 | 60 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 227 | 77 | 23 | 114 | 65 | 50 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 304 | 0 | 426 | 266 |
| Stage 1 | - | - | - | - | 266 | - |
| Stage 2 | - | - | - | - | 160 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1257 | - | 585 | 773 |
| Stage 1 | - | - | - | - | 779 | - |
| Stage 2 | - | - | - | - | 869 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1257 | - | 573 | 773 |
| Mov Cap-2 Maneuver | - | - | - | - | 573 | - |
| Stage 1 | - | - | - | - | 779 | - |
| Stage 2 | - | - | - | - | 852 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.3 | 11.8 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 645 | - | - | 1257 | - | |
| HCM Lane V/C Ratio | 0.179 | - | - | 0.018 | - | |
| HCM Control Delay (s) | 11.8 | - | - | 7.9 | 0 | |
| HCM Lane LOS | B | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 64 | 154 | 37 | 19 | 81 | 19 | 17 | 7 | 11 | 13 | 2 | 29 |
| Future Vol, veh/h | 64 | 154 | 37 | 19 | 81 | 19 | 17 | 7 | 11 | 13 | 2 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 70 | 167 | 40 | 21 | 88 | 21 | 18 | 8 | 12 | 14 | 2 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 109 | 0 | 0 | 207 | 0 | 0 | 485 | 478 | 187 | 478 | 488 | 99 |
| Stage 1 | - | - | - | - | - | - | 327 | 327 | - | 141 | 141 | - |
| Stage 2 | - | - | - | - | - | - | 158 | 151 | - | 337 | 347 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1481 | - | - | 1364 | - | - | 492 | 486 | 855 | 498 | 480 | 957 |
| Stage 1 | - | - | - | - | - | - | 686 | 648 | - | 862 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 844 | 772 | - | 677 | 635 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1481 | - | - | 1364 | - | - | 449 | 452 | 855 | 459 | 447 | 957 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 449 | 452 | - | 459 | 447 | - |
| Stage 1 | - | - | - | - | - | - | 649 | 613 | - | 815 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 801 | 760 | - | 624 | 601 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.9 | | | 1.2 | | | 12.3 | | | 10.5 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 529 | 1481 | - | - | 1364 | - | - | 697 |
| HCM Lane V/C Ratio | 0.072 | 0.047 | - | - | 0.015 | - | - | 0.069 |
| HCM Control Delay (s) | 12.3 | 7.6 | 0 | - | 7.7 | 0 | - | 10.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.2 |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 3.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 86 | 52 | 78 | 40 | 37 |
| Future Vol, veh/h | 91 | 86 | 52 | 78 | 40 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 93 | 57 | 85 | 43 | 40 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 192 | 0 | 345 | 146 |
| Stage 1 | - | - | - | - | 146 | - |
| Stage 2 | - | - | - | - | 199 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1381 | - | 652 | 901 |
| Stage 1 | - | - | - | - | 881 | - |
| Stage 2 | - | - | - | - | 835 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1381 | - | 624 | 901 |
| Mov Cap-2 Maneuver | - | - | - | - | 624 | - |
| Stage 1 | - | - | - | - | 881 | - |
| Stage 2 | - | - | - | - | 799 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 3.1 | 10.6 | | | |
| HCM LOS | | | B | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 732 | - | - | 1381 | - | |
| HCM Lane V/C Ratio | 0.114 | - | - | 0.041 | - | |
| HCM Control Delay (s) | 10.6 | - | - | 7.7 | 0 | |
| HCM Lane LOS | B | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 23 | 0 | 105 | 0 | 0 | 0 | 108 | 364 | 0 | 0 | 148 | 22 |
| Future Vol, veh/h | 23 | 0 | 105 | 0 | 0 | 0 | 108 | 364 | 0 | 0 | 148 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 0 | 114 | 0 | 0 | 0 | 117 | 396 | 0 | 0 | 161 | 24 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 803 | 803 | 173 | 860 | 815 | 396 | 185 | 0 | 0 | 396 | 0 | 0 |
| Stage 1 | 173 | 173 | - | 630 | 630 | - | - | - | - | - | - | - |
| Stage 2 | 630 | 630 | - | 230 | 185 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 302 | 317 | 871 | 276 | 312 | 653 | 1390 | - | - | 1163 | - | - |
| Stage 1 | 829 | 756 | - | 470 | 475 | - | - | - | - | - | - | - |
| Stage 2 | 470 | 475 | - | 773 | 747 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 277 | 283 | 871 | 220 | 278 | 653 | 1390 | - | - | 1163 | - | - |
| Mov Cap-2 Maneuver | 277 | 283 | - | 220 | 278 | - | - | - | - | - | - | - |
| Stage 1 | 739 | 756 | - | 419 | 424 | - | - | - | - | - | - | - |
| Stage 2 | 419 | 424 | - | 672 | 747 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|----|--|-----|--|----|--|
| HCM Control Delay, s | 12.3 | | 0 | | 1.8 | | 0 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1390 | - | - | 629 | - | 1163 | - | - |
| HCM Lane V/C Ratio | 0.084 | - | - | 0.221 | - | - | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 12.3 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.8 | - | 0 | - | - |

Queues
1: Regional Road 50 & Columbia Way

2032 Future AM
Columbia Way EA
























| Lane Group | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|-------|-------|-------|-------|------|--------|------|
| Lane Group Flow (vph) | 14 | 385 | 225 | 4 | 379 | 245 | 221 | 734 | 7 |
| v/c Ratio | 0.03 | 0.79 | 0.32 | 0.02 | 0.41 | 0.27 | 0.50 | 0.79 | 0.01 |
| Control Delay | 13.2 | 35.5 | 3.7 | 14.8 | 16.3 | 3.1 | 20.8 | 27.0 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.2 | 35.5 | 3.7 | 14.8 | 16.3 | 3.1 | 20.8 | 27.0 | 0.0 |
| Queue Length 50th (m) | 1.0 | 50.4 | 0.1 | 0.3 | 33.4 | 0.0 | 20.6 | 84.7 | 0.0 |
| Queue Length 95th (m) | 4.3 | 80.3 | 12.1 | 2.5 | 72.1 | 13.0 | 53.5 | #191.8 | 0.1 |
| Internal Link Dist (m) | 18.4 | | 215.5 | | 282.0 | | | 332.3 | |
| Turn Bay Length (m) | | 30.0 | | 120.0 | | 140.0 | 75.0 | | 25.0 |
| Base Capacity (vph) | 1203 | 1068 | 1269 | 166 | 926 | 912 | 446 | 926 | 803 |
| 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 | 0.01 | 0.36 | 0.18 | 0.02 | 0.41 | 0.27 | 0.50 | 0.79 | 0.01 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

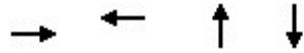
HCM 2010 Signalized Intersection Summary
1: Regional Road 50 & Columbia Way

2032 Future AM
Columbia Way EA

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 6 | 3 | 4 | 354 | 1 | 206 | 4 | 349 | 225 | 203 | 675 | 6 |
| Future Volume (veh/h) | 6 | 3 | 4 | 354 | 1 | 206 | 4 | 349 | 225 | 203 | 675 | 6 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 7 | 3 | 4 | 385 | 1 | 224 | 4 | 379 | 245 | 221 | 734 | 7 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 251 | 110 | 118 | 587 | 3 | 590 | 178 | 876 | 745 | 356 | 876 | 745 |
| Arrive On Green | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Sat Flow, veh/h | 495 | 295 | 316 | 1403 | 7 | 1577 | 715 | 1863 | 1583 | 797 | 1863 | 1583 |
| Grp Volume(v), veh/h | 14 | 0 | 0 | 385 | 0 | 225 | 4 | 379 | 245 | 221 | 734 | 7 |
| Grp Sat Flow(s),veh/h/ln | 1107 | 0 | 0 | 1403 | 0 | 1584 | 715 | 1863 | 1583 | 797 | 1863 | 1583 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 12.8 | 0.0 | 8.4 | 0.4 | 11.0 | 7.9 | 20.8 | 28.1 | 0.2 |
| Cycle Q Clear(g_c), s | 8.5 | 0.0 | 0.0 | 21.4 | 0.0 | 8.4 | 28.5 | 11.0 | 7.9 | 31.8 | 28.1 | 0.2 |
| Prop In Lane | 0.50 | | 0.29 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 480 | 0 | 0 | 587 | 0 | 592 | 178 | 876 | 745 | 356 | 876 | 745 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.00 | 0.66 | 0.00 | 0.38 | 0.02 | 0.43 | 0.33 | 0.62 | 0.84 | 0.01 |
| Avail Cap(c_a), veh/h | 960 | 0 | 0 | 1079 | 0 | 1148 | 178 | 876 | 745 | 356 | 876 | 745 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.4 | 0.0 | 0.0 | 23.1 | 0.0 | 18.6 | 31.3 | 14.3 | 13.5 | 24.9 | 18.9 | 11.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.4 | 0.2 | 1.6 | 1.2 | 7.9 | 9.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 7.9 | 0.0 | 3.8 | 0.1 | 6.0 | 3.6 | 5.3 | 16.6 | 0.1 |
| LnGrp Delay(d),s/veh | 16.4 | 0.0 | 0.0 | 24.3 | 0.0 | 19.0 | 31.5 | 15.9 | 14.7 | 32.9 | 28.3 | 11.5 |
| LnGrp LOS | B | | | C | | B | C | B | B | C | C | B |
| Approach Vol, veh/h | | 14 | | | 610 | | | 628 | | | 962 | |
| Approach Delay, s/veh | | 16.4 | | | 22.4 | | | 15.5 | | | 29.2 | |
| Approach LOS | | B | | | C | | | B | | | C | |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 45.0 | | 36.4 | | 45.0 | | 36.4 | | | | |
| Change Period (Y+Rc), s | | * 6.7 | | 6.0 | | * 6.7 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | * 38 | | 59.0 | | * 38 | | 59.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 30.5 | | 10.5 | | 33.8 | | 23.4 | | | | |
| Green Ext Time (p_c), s | | 3.9 | | 0.1 | | 3.7 | | 7.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | | 23.4 | | | | | | | | |
| HCM 2010 LOS | | | | C | | | | | | | | |
| Notes | | | | | | | | | | | | |

Queues
2: Kingsview Drive & Columbia Way

2032 Future AM
Columbia Way EA



| Lane Group | EBT | WBT | NBT | SBT |
|------------------------|-------|-------|-------|------|
| Lane Group Flow (vph) | 417 | 680 | 195 | 82 |
| v/c Ratio | 0.40 | 0.80 | 0.69 | 0.38 |
| Control Delay | 14.8 | 28.6 | 50.6 | 36.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 14.8 | 28.6 | 50.6 | 36.2 |
| Queue Length 50th (m) | 49.6 | 118.9 | 33.7 | 10.9 |
| Queue Length 95th (m) | 71.2 | 176.5 | #62.2 | 26.3 |
| Internal Link Dist (m) | 215.5 | 216.0 | 65.0 | 24.0 |
| Turn Bay Length (m) | | | | |
| Base Capacity (vph) | 1052 | 849 | 283 | 218 |
| 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 | 0.40 | 0.80 | 0.69 | 0.38 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 5.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 236 | 55 | 51 | 414 | 134 | 57 |
| Future Vol, veh/h | 236 | 55 | 51 | 414 | 134 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 257 | 60 | 55 | 450 | 146 | 62 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 317 | 0 | 847 | 287 |
| Stage 1 | - | - | - | - | 287 | - |
| Stage 2 | - | - | - | - | 560 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1243 | - | 332 | 752 |
| Stage 1 | - | - | - | - | 762 | - |
| Stage 2 | - | - | - | - | 572 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1243 | - | 312 | 752 |
| Mov Cap-2 Maneuver | - | - | - | - | 312 | - |
| Stage 1 | - | - | - | - | 762 | - |
| Stage 2 | - | - | - | - | 538 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0.9 | 25.5 | | | |
| HCM LOS | | | | | | D |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 378 | - | - | 1243 | - | |
| HCM Lane V/C Ratio | 0.549 | - | - | 0.045 | - | |
| HCM Control Delay (s) | 25.5 | - | - | 8 | 0 | |
| HCM Lane LOS | D | - | - | A | A | |
| HCM 95th %tile Q(veh) | 3.2 | - | - | 0.1 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 41 | 247 | 5 | 0 | 312 | 17 | 47 | 2 | 15 | 12 | 1 | 106 |
| Future Vol, veh/h | 41 | 247 | 5 | 0 | 312 | 17 | 47 | 2 | 15 | 12 | 1 | 106 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 268 | 5 | 0 | 339 | 18 | 51 | 2 | 16 | 13 | 1 | 115 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 357 | 0 | 0 | 273 | 0 | 0 | 767 | 718 | 271 | 718 | 711 | 348 |
| Stage 1 | - | - | - | - | - | - | 361 | 361 | - | 348 | 348 | - |
| Stage 2 | - | - | - | - | - | - | 406 | 357 | - | 370 | 363 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1202 | - | - | 1290 | - | - | 319 | 355 | 768 | 344 | 358 | 695 |
| Stage 1 | - | - | - | - | - | - | 657 | 626 | - | 668 | 634 | - |
| Stage 2 | - | - | - | - | - | - | 622 | 628 | - | 650 | 625 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1202 | - | - | 1290 | - | - | 256 | 339 | 768 | 324 | 342 | 695 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 256 | 339 | - | 324 | 342 | - |
| Stage 1 | - | - | - | - | - | - | 628 | 598 | - | 639 | 634 | - |
| Stage 2 | - | - | - | - | - | - | 518 | 628 | - | 606 | 598 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.1 | | | 0 | | | 20.2 | | | 12.4 | | |
| HCM LOS | | | | | | | C | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 306 | 1202 | - | - | 1290 | - | - | 618 |
| HCM Lane V/C Ratio | 0.227 | 0.037 | - | - | - | - | - | 0.209 |
| HCM Control Delay (s) | 20.2 | 8.1 | 0 | - | 0 | - | - | 12.4 |
| HCM Lane LOS | C | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.9 | 0.1 | - | - | 0 | - | - | 0.8 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 246 | 28 | 6 | 190 | 139 | 67 |
| Future Vol, veh/h | 246 | 28 | 6 | 190 | 139 | 67 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 267 | 30 | 7 | 207 | 151 | 73 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 297 | 0 | 503 282 |
| Stage 1 | - | - | - | - | 282 - |
| Stage 2 | - | - | - | - | 221 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1264 | - | 528 757 |
| Stage 1 | - | - | - | - | 766 - |
| Stage 2 | - | - | - | - | 816 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1264 | - | 525 757 |
| Mov Cap-2 Maneuver | - | - | - | - | 525 - |
| Stage 1 | - | - | - | - | 766 - |
| Stage 2 | - | - | - | - | 811 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 0.2 | 15 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 583 | - | - | 1264 | - |
| HCM Lane V/C Ratio | 0.384 | - | - | 0.005 | - |
| HCM Control Delay (s) | 15 | - | - | 7.9 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 15.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 30 | 0 | 283 | 0 | 0 | 0 | 140 | 106 | 0 | 0 | 600 | 56 |
| Future Vol, veh/h | 30 | 0 | 283 | 0 | 0 | 0 | 140 | 106 | 0 | 0 | 600 | 56 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 0 | 308 | 0 | 0 | 0 | 152 | 115 | 0 | 0 | 652 | 61 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1102 | 1102 | 683 | 1256 | 1132 | 115 | 713 | 0 | 0 | 115 | 0 | 0 |
| Stage 1 | 683 | 683 | - | 419 | 419 | - | - | - | - | - | - | - |
| Stage 2 | 419 | 419 | - | 837 | 713 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 189 | 212 | 449 | 148 | 203 | 937 | 887 | - | - | 1474 | - | - |
| Stage 1 | 439 | 449 | - | 612 | 590 | - | - | - | - | - | - | - |
| Stage 2 | 612 | 590 | - | 361 | 435 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 162 | 173 | 449 | 40 | 166 | 937 | 887 | - | - | 1474 | - | - |
| Mov Cap-2 Maneuver | 162 | 173 | - | 40 | 166 | - | - | - | - | - | - | - |
| Stage 1 | 359 | 449 | - | 500 | 482 | - | - | - | - | - | - | - |
| Stage 2 | 500 | 482 | - | 114 | 435 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|----|--|-----|--|----|--|
| HCM Control Delay, s | 55 | | 0 | | 5.6 | | 0 | |
| HCM LOS | F | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 887 | - | - | 384 | - | 1474 | - | - |
| HCM Lane V/C Ratio | 0.172 | - | - | 0.886 | - | - | - | - |
| HCM Control Delay (s) | 9.9 | 0 | - | 55 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | F | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 8.9 | - | 0 | - | - |

Queues
1: Regional Road 50 & Columbia Way

2032 Future PM
Columbia Way EA
























| Lane Group | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Group Flow (vph) | 22 | 315 | 113 | 3 | 862 | 340 | 100 | 358 | 3 |
| v/c Ratio | 0.04 | 0.75 | 0.20 | 0.01 | 0.80 | 0.32 | 0.63 | 0.33 | 0.00 |
| Control Delay | 22.1 | 32.9 | 3.4 | 9.3 | 23.9 | 2.0 | 35.7 | 12.3 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 22.1 | 32.9 | 3.4 | 9.3 | 23.9 | 2.0 | 35.7 | 12.3 | 0.0 |
| Queue Length 50th (m) | 2.5 | 34.7 | 0.9 | 0.2 | 123.3 | 0.0 | 12.1 | 34.3 | 0.0 |
| Queue Length 95th (m) | 8.0 | #89.1 | 5.2 | 1.4 | 179.2 | 11.0 | #40.2 | 51.5 | 0.0 |
| Internal Link Dist (m) | 18.4 | | 215.5 | | 282.0 | | | 332.3 | |
| Turn Bay Length (m) | | 30.0 | | 120.0 | | 140.0 | 75.0 | | 25.0 |
| Base Capacity (vph) | 489 | 419 | 559 | 550 | 1078 | 1062 | 159 | 1078 | 931 |
| 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 | 0.04 | 0.75 | 0.20 | 0.01 | 0.80 | 0.32 | 0.63 | 0.33 | 0.00 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

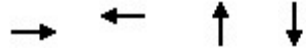
HCM 2010 Signalized Intersection Summary
 1: Regional Road 50 & Columbia Way

2032 Future PM
 Columbia Way EA

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 10 | 6 | 4 | 290 | 1 | 103 | 3 | 793 | 313 | 92 | 329 | 3 |
| Future Volume (veh/h) | 10 | 6 | 4 | 290 | 1 | 103 | 3 | 793 | 313 | 92 | 329 | 3 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 11 | 7 | 4 | 315 | 1 | 112 | 3 | 862 | 340 | 100 | 358 | 3 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 145 | 73 | 493 | 4 | 471 | 551 | 1067 | 907 | 167 | 1067 | 907 |
| Arrive On Green | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 605 | 484 | 242 | 1398 | 14 | 1571 | 1016 | 1863 | 1583 | 463 | 1863 | 1583 |
| Grp Volume(v), veh/h | 22 | 0 | 0 | 315 | 0 | 113 | 3 | 862 | 340 | 100 | 358 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1331 | 0 | 0 | 1398 | 0 | 1585 | 1016 | 1863 | 1583 | 463 | 1863 | 1583 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 14.7 | 0.0 | 5.4 | 0.2 | 36.8 | 11.7 | 20.5 | 10.2 | 0.1 |
| Cycle Q Clear(g_c), s | 5.4 | 0.0 | 0.0 | 20.2 | 0.0 | 5.4 | 10.3 | 36.8 | 11.7 | 57.3 | 10.2 | 0.1 |
| Prop In Lane | 0.50 | | 0.18 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 453 | 0 | 0 | 493 | 0 | 476 | 551 | 1067 | 907 | 167 | 1067 | 907 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.00 | 0.64 | 0.00 | 0.24 | 0.01 | 0.81 | 0.37 | 0.60 | 0.34 | 0.00 |
| Avail Cap(c_a), veh/h | 453 | 0 | 0 | 493 | 0 | 476 | 551 | 1067 | 907 | 167 | 1067 | 907 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.9 | 0.0 | 0.0 | 31.5 | 0.0 | 26.4 | 14.0 | 17.0 | 11.6 | 40.2 | 11.3 | 9.1 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 6.2 | 0.0 | 1.2 | 0.0 | 6.6 | 1.2 | 14.8 | 0.8 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 0.0 | 8.6 | 0.0 | 2.5 | 0.0 | 20.6 | 5.4 | 3.4 | 5.4 | 0.0 |
| LnGrp Delay(d),s/veh | 25.1 | 0.0 | 0.0 | 37.7 | 0.0 | 27.6 | 14.0 | 23.5 | 12.8 | 55.1 | 12.1 | 9.1 |
| LnGrp LOS | C | | | D | | C | B | C | B | E | B | A |
| Approach Vol, veh/h | | 22 | | | 428 | | | 1205 | | | 461 | |
| Approach Delay, s/veh | | 25.1 | | | 35.0 | | | 20.5 | | | 21.4 | |
| Approach LOS | | C | | | D | | | C | | | C | |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 64.0 | | 36.0 | | 64.0 | | 36.0 | | | | |
| Change Period (Y+Rc), s | | * 6.7 | | 6.0 | | * 6.7 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | * 57 | | 30.0 | | * 57 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 38.8 | | 7.4 | | 59.3 | | 22.2 | | | | |
| Green Ext Time (p_c), s | | 14.6 | | 0.2 | | 0.0 | | 2.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | | 23.7 | | | | | | | | |
| HCM 2010 LOS | | | | C | | | | | | | | |
| Notes | | | | | | | | | | | | |

Queues
2: Kingsview Drive & Columbia Way

2032 Future PM
Columbia Way EA



| Lane Group | EBT | WBT | NBT | SBT |
|------------------------|-------|-------|------|------|
| Lane Group Flow (vph) | 398 | 324 | 148 | 217 |
| v/c Ratio | 0.60 | 0.51 | 0.42 | 0.53 |
| Control Delay | 29.8 | 26.9 | 34.5 | 31.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.8 | 26.9 | 34.5 | 31.0 |
| Queue Length 50th (m) | 63.8 | 46.2 | 21.7 | 28.4 |
| Queue Length 95th (m) | 100.8 | 71.9 | 40.0 | 51.3 |
| Internal Link Dist (m) | 215.5 | 216.0 | 65.0 | 24.0 |
| Turn Bay Length (m) | | | | |
| Base Capacity (vph) | 667 | 641 | 355 | 406 |
| 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 | 0.60 | 0.51 | 0.42 | 0.53 |
| Intersection Summary | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 319 | 72 | 19 | 181 | 66 | 42 |
| Future Vol, veh/h | 319 | 72 | 19 | 181 | 66 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 347 | 78 | 21 | 197 | 72 | 46 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 425 | 0 | 625 386 |
| Stage 1 | - | - | - | - | 386 - |
| Stage 2 | - | - | - | - | 239 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1134 | - | 449 662 |
| Stage 1 | - | - | - | - | 687 - |
| Stage 2 | - | - | - | - | 801 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1134 | - | 440 662 |
| Mov Cap-2 Maneuver | - | - | - | - | 440 - |
| Stage 1 | - | - | - | - | 687 - |
| Stage 2 | - | - | - | - | 784 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.8 | 14.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 506 | - | - | 1134 | - |
| HCM Lane V/C Ratio | 0.232 | - | - | 0.018 | - |
| HCM Control Delay (s) | 14.3 | - | - | 8.2 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 66 | 244 | 51 | 22 | 153 | 19 | 18 | 6 | 10 | 12 | 2 | 29 |
| Future Vol, veh/h | 66 | 244 | 51 | 22 | 153 | 19 | 18 | 6 | 10 | 12 | 2 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 265 | 55 | 24 | 166 | 21 | 20 | 7 | 11 | 13 | 2 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 187 | 0 | 0 | 320 | 0 | 0 | 679 | 672 | 293 | 671 | 689 | 177 |
| Stage 1 | - | - | - | - | - | - | 437 | 437 | - | 225 | 225 | - |
| Stage 2 | - | - | - | - | - | - | 242 | 235 | - | 446 | 464 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1387 | - | - | 1240 | - | - | 366 | 377 | 746 | 370 | 369 | 866 |
| Stage 1 | - | - | - | - | - | - | 598 | 579 | - | 778 | 718 | - |
| Stage 2 | - | - | - | - | - | - | 762 | 710 | - | 591 | 564 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1387 | - | - | 1240 | - | - | 328 | 345 | 746 | 336 | 338 | 866 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 328 | 345 | - | 336 | 338 | - |
| Stage 1 | - | - | - | - | - | - | 560 | 542 | - | 728 | 702 | - |
| Stage 2 | - | - | - | - | - | - | 716 | 694 | - | 539 | 528 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 1.4 | | | 0.9 | | | 15 | | | 11.9 | | |
| HCM LOS | | | | | | | C | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 397 | 1387 | - | - | 1240 | - | - | 572 |
| HCM Lane V/C Ratio | 0.093 | 0.052 | - | - | 0.019 | - | - | 0.082 |
| HCM Control Delay (s) | 15 | 7.7 | 0 | - | 8 | 0 | - | 11.9 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0.2 | - | - | 0.1 | - | - | 0.3 |

Intersection

Int Delay, s/veh 2.5

Movement EBT EBR WBL WBT NBL NBR

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 170 | 96 | 56 | 152 | 42 | 36 |
| Future Vol, veh/h | 170 | 96 | 56 | 152 | 42 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 185 | 104 | 61 | 165 | 46 | 39 |

Major/Minor Major1 Major2 Minor1

| | | | | | | |
|----------------------|---|---|-------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 289 | 0 | 524 | 237 |
| Stage 1 | - | - | - | - | 237 | - |
| Stage 2 | - | - | - | - | 287 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1273 | - | 514 | 802 |
| Stage 1 | - | - | - | - | 802 | - |
| Stage 2 | - | - | - | - | 762 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1273 | - | 487 | 802 |
| Mov Cap-2 Maneuver | - | - | - | - | 487 | - |
| Stage 1 | - | - | - | - | 802 | - |
| Stage 2 | - | - | - | - | 722 | - |

Approach EB WB NB

| | | | |
|----------------------|---|-----|------|
| HCM Control Delay, s | 0 | 2.1 | 12.1 |
| HCM LOS | | | B |

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

| | | | | | |
|-----------------------|-------|---|---|-------|---|
| Capacity (veh/h) | 595 | - | - | 1273 | - |
| HCM Lane V/C Ratio | 0.142 | - | - | 0.048 | - |
| HCM Control Delay (s) | 12.1 | - | - | 8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.2 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 25 | 0 | 181 | 0 | 0 | 0 | 171 | 477 | 0 | 0 | 198 | 37 |
| Future Vol, veh/h | 25 | 0 | 181 | 0 | 0 | 0 | 171 | 477 | 0 | 0 | 198 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 0 | 197 | 0 | 0 | 0 | 186 | 518 | 0 | 0 | 215 | 40 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 1125 | 1125 | 235 | 1224 | 1145 | 518 | 255 | 0 | 0 | 518 | 0 | 0 |
| Stage 1 | 235 | 235 | - | 890 | 890 | - | - | - | - | - | - | - |
| Stage 2 | 890 | 890 | - | 334 | 255 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 182 | 205 | 804 | 156 | 200 | 558 | 1310 | - | - | 1048 | - | - |
| Stage 1 | 768 | 710 | - | 337 | 361 | - | - | - | - | - | - | - |
| Stage 2 | 337 | 361 | - | 680 | 696 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 154 | 164 | 804 | 100 | 160 | 558 | 1310 | - | - | 1048 | - | - |
| Mov Cap-2 Maneuver | 154 | 164 | - | 100 | 160 | - | - | - | - | - | - | - |
| Stage 1 | 615 | 710 | - | 270 | 289 | - | - | - | - | - | - | - |
| Stage 2 | 270 | 289 | - | 514 | 696 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|----|--|-----|--|----|--|
| HCM Control Delay, s | 16.6 | | 0 | | 2.2 | | 0 | |
| HCM LOS | C | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1310 | - | - | 532 | - | 1048 | - | - |
| HCM Lane V/C Ratio | 0.142 | - | - | 0.421 | - | - | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 16.6 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 2.1 | - | 0 | - | - |

Queues
2: Kingsview Drive & Columbia Way

2032 Future AM
Columbia Way EA



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|------------------------|------|-------|------|-------|------|------|------|------|
| Lane Group Flow (vph) | 13 | 404 | 151 | 529 | 50 | 145 | 21 | 61 |
| v/c Ratio | 0.04 | 0.44 | 0.39 | 0.58 | 0.13 | 0.33 | 0.12 | 0.22 |
| Control Delay | 16.6 | 21.3 | 22.9 | 24.6 | 39.9 | 14.1 | 46.4 | 22.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.6 | 21.3 | 22.9 | 24.6 | 39.9 | 14.1 | 46.4 | 22.6 |
| Queue Length 50th (m) | 1.6 | 58.6 | 21.7 | 85.0 | 9.7 | 6.3 | 4.4 | 4.4 |
| Queue Length 95th (m) | 5.1 | 84.0 | 39.0 | 118.4 | 20.5 | 23.6 | 12.0 | 16.7 |
| Internal Link Dist (m) | | 215.5 | | 216.0 | | 65.0 | | 24.0 |
| Turn Bay Length (m) | 15.0 | | 15.0 | | 15.0 | | 15.0 | |
| Base Capacity (vph) | 290 | 912 | 389 | 919 | 374 | 436 | 182 | 281 |
| 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 | 0.04 | 0.44 | 0.39 | 0.58 | 0.13 | 0.33 | 0.12 | 0.22 |

Intersection Summary

Queues
2: Kingsview Drive & Columbia Way

2032 Future PM
Columbia Way EA



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|------------------------|------|-------|------|-------|------|------|------|------|
| Lane Group Flow (vph) | 22 | 376 | 34 | 290 | 47 | 101 | 54 | 163 |
| v/c Ratio | 0.06 | 0.53 | 0.12 | 0.41 | 0.12 | 0.25 | 0.20 | 0.38 |
| Control Delay | 20.2 | 27.2 | 21.7 | 23.9 | 33.1 | 22.2 | 34.8 | 18.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.2 | 27.2 | 21.7 | 23.9 | 33.1 | 22.2 | 34.8 | 18.3 |
| Queue Length 50th (m) | 2.9 | 57.7 | 4.2 | 38.7 | 7.4 | 9.6 | 8.7 | 11.4 |
| Queue Length 95th (m) | m7.5 | 92.6 | 11.0 | 60.7 | 17.0 | 23.3 | 19.2 | 29.2 |
| Internal Link Dist (m) | | 215.5 | | 216.0 | | 65.0 | | 24.0 |
| Turn Bay Length (m) | 15.0 | | 15.0 | | 15.0 | | 15.0 | |
| Base Capacity (vph) | 352 | 704 | 279 | 704 | 377 | 401 | 274 | 430 |
| 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 | 0.06 | 0.53 | 0.12 | 0.41 | 0.12 | 0.25 | 0.20 | 0.38 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
1: Regional Road 50 & Columbia Way

2020 Existing AM
Columbia Way EA
























| Lane Group | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|-------|-------|-------|-------|------|-------|------|
| Lane Group Flow (vph) | 9 | 273 | 158 | 3 | 230 | 162 | 154 | 516 | 4 |
| v/c Ratio | 0.02 | 0.78 | 0.31 | 0.01 | 0.20 | 0.15 | 0.22 | 0.44 | 0.00 |
| Control Delay | 21.1 | 48.3 | 6.0 | 10.0 | 9.8 | 2.2 | 10.6 | 12.5 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 21.1 | 48.3 | 6.0 | 10.0 | 9.8 | 2.2 | 10.6 | 12.5 | 0.0 |
| Queue Length 50th (m) | 0.8 | 46.4 | 0.1 | 0.2 | 16.4 | 0.0 | 11.1 | 44.6 | 0.0 |
| Queue Length 95th (m) | 4.3 | 73.3 | 13.5 | 1.7 | 37.0 | 9.0 | 28.0 | 91.2 | 0.0 |
| Internal Link Dist (m) | 18.4 | | 215.5 | | 282.0 | | | 332.3 | |
| Turn Bay Length (m) | | 30.0 | | 120.0 | | 140.0 | 75.0 | | 25.0 |
| Base Capacity (vph) | 672 | 584 | 753 | 474 | 1161 | 1049 | 714 | 1161 | 998 |
| 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 | 0.01 | 0.47 | 0.21 | 0.01 | 0.20 | 0.15 | 0.22 | 0.44 | 0.00 |

Intersection Summary

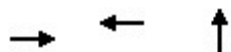
HCM 2010 Signalized Intersection Summary
1: Regional Road 50 & Columbia Way

2020 Existing AM
Columbia Way EA




| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 4 | 2 | 3 | 251 | 1 | 144 | 3 | 212 | 149 | 142 | 475 | 4 |
| Future Volume (veh/h) | 4 | 2 | 3 | 251 | 1 | 144 | 3 | 212 | 149 | 142 | 475 | 4 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 4 | 2 | 3 | 273 | 1 | 157 | 3 | 230 | 162 | 154 | 516 | 4 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 167 | 87 | 100 | 416 | 3 | 406 | 479 | 1135 | 965 | 623 | 1135 | 965 |
| Arrive On Green | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 437 | 337 | 387 | 1405 | 10 | 1575 | 878 | 1863 | 1583 | 988 | 1863 | 1583 |
| Grp Volume(v), veh/h | 9 | 0 | 0 | 273 | 0 | 158 | 3 | 230 | 162 | 154 | 516 | 4 |
| Grp Sat Flow(s),veh/h/ln | 1161 | 0 | 0 | 1405 | 0 | 1585 | 878 | 1863 | 1583 | 988 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 7.9 | 0.2 | 5.3 | 4.3 | 7.9 | 14.3 | 0.1 |
| Cycle Q Clear(g_c), s | 7.9 | 0.0 | 0.0 | 18.9 | 0.0 | 7.9 | 14.5 | 5.3 | 4.3 | 13.1 | 14.3 | 0.1 |
| Prop In Lane | 0.44 | | 0.33 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 354 | 0 | 0 | 416 | 0 | 409 | 479 | 1135 | 965 | 623 | 1135 | 965 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.00 | 0.66 | 0.00 | 0.39 | 0.01 | 0.20 | 0.17 | 0.25 | 0.45 | 0.00 |
| Avail Cap(c_a), veh/h | 570 | 0 | 0 | 626 | 0 | 646 | 479 | 1135 | 965 | 623 | 1135 | 965 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.6 | 0.0 | 0.0 | 33.8 | 0.0 | 29.3 | 14.0 | 8.3 | 8.1 | 11.3 | 10.1 | 7.3 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.6 | 0.0 | 0.4 | 0.4 | 0.9 | 1.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 7.0 | 0.0 | 3.5 | 0.0 | 2.8 | 1.9 | 2.3 | 7.7 | 0.0 |
| LnGrp Delay(d),s/veh | 26.7 | 0.0 | 0.0 | 35.6 | 0.0 | 29.9 | 14.0 | 8.7 | 8.5 | 12.2 | 11.4 | 7.3 |
| LnGrp LOS | C | | | D | | C | B | A | A | B | B | A |
| Approach Vol, veh/h | | 9 | | | 431 | | | 395 | | | 674 | |
| Approach Delay, s/veh | | 26.7 | | | 33.5 | | | 8.7 | | | 11.6 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 65.0 | | 30.7 | | 65.0 | | 30.7 | | | | |
| Change Period (Y+Rc), s | | * 6.7 | | 6.0 | | * 6.7 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | * 58 | | 39.0 | | * 58 | | 39.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.5 | | 9.9 | | 16.3 | | 20.9 | | | | |
| Green Ext Time (p_c), s | | 5.6 | | 0.0 | | 13.7 | | 3.7 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | | 17.2 | | | | | | | | |
| HCM 2010 LOS | | | | B | | | | | | | | |
| Notes | | | | | | | | | | | | |

Queues
2: Kingsview Drive & Columbia Way

2020 Existing AM
Columbia Way EA



| Lane Group | EBT | WBT | NBT |
|------------------------|-------|-------|------|
| Lane Group Flow (vph) | 318 | 510 | 153 |
| v/c Ratio | 0.34 | 0.70 | 0.45 |
| Control Delay | 15.0 | 25.1 | 21.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 15.0 | 25.1 | 21.0 |
| Queue Length 50th (m) | 33.1 | 72.0 | 10.3 |
| Queue Length 95th (m) | 51.3 | 111.4 | 28.7 |
| Internal Link Dist (m) | 215.5 | 216.0 | 65.0 |
| Turn Bay Length (m) | | | |
| Base Capacity (vph) | 945 | 729 | 341 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.34 | 0.70 | 0.45 |
| Intersection Summary | | | |

| Intersection | | | | | | |
|--------------------------|---|--------|--------|---|---|-------|
| Int Delay, s/veh | 4.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 159 | 55 | 57 | 288 | 122 | 57 |
| Future Vol, veh/h | 159 | 55 | 57 | 288 | 122 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 173 | 60 | 62 | 313 | 133 | 62 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 233 | 0 | 640 | 203 |
| Stage 1 | - | - | - | - | 203 | - |
| Stage 2 | - | - | - | - | 437 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1335 | - | 440 | 838 |
| Stage 1 | - | - | - | - | 831 | - |
| Stage 2 | - | - | - | - | 651 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1335 | - | 415 | 838 |
| Mov Cap-2 Maneuver | - | - | - | - | 415 | - |
| Stage 1 | - | - | - | - | 831 | - |
| Stage 2 | - | - | - | - | 615 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.3 | 16.9 | | | |
| HCM LOS | | | C | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 494 | - | - | 1335 | - | |
| HCM Lane V/C Ratio | 0.394 | - | - | 0.046 | - | |
| HCM Control Delay (s) | 16.9 | - | - | 7.8 | 0 | |
| HCM Lane LOS | C | - | - | A | A | |
| HCM 95th %tile Q(veh) | 1.9 | - | - | 0.1 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 33 | 167 | 15 | 0 | 214 | 22 | 39 | 3 | 18 | 15 | 6 | 91 |
| Future Vol, veh/h | 33 | 167 | 15 | 0 | 214 | 22 | 39 | 3 | 18 | 15 | 6 | 91 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 182 | 16 | 0 | 233 | 24 | 42 | 3 | 20 | 16 | 7 | 99 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 257 | 0 | 0 | 198 | 0 | 0 | 560 | 519 | 190 | 519 | 515 | 245 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 245 | 245 | - |
| Stage 2 | - | - | - | - | - | - | 298 | 257 | - | 274 | 270 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1308 | - | - | 1375 | - | - | 439 | 461 | 852 | 467 | 464 | 794 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 759 | 703 | - |
| Stage 2 | - | - | - | - | - | - | 711 | 695 | - | 732 | 686 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1308 | - | - | 1375 | - | - | 371 | 447 | 852 | 443 | 450 | 794 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 371 | 447 | - | 443 | 450 | - |
| Stage 1 | - | - | - | - | - | - | 720 | 670 | - | 735 | 703 | - |
| Stage 2 | - | - | - | - | - | - | 617 | 695 | - | 690 | 665 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.2 | | | 0 | | | 14.3 | | | 11.3 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 451 | 1308 | - | - | 1375 | - | - | 692 |
| HCM Lane V/C Ratio | 0.145 | 0.027 | - | - | - | - | - | 0.176 |
| HCM Control Delay (s) | 14.3 | 7.8 | 0 | - | 0 | - | - | 11.3 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0 | - | - | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 157 | 43 | 14 | 117 | 119 | 75 |
| Future Vol, veh/h | 157 | 43 | 14 | 117 | 119 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 171 | 47 | 15 | 127 | 129 | 82 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 218 | 0 | 352 |
| Stage 1 | - | - | - | - | 195 |
| Stage 2 | - | - | - | - | 157 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1352 | - | 646 |
| Stage 1 | - | - | - | - | 838 |
| Stage 2 | - | - | - | - | 871 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1352 | - | 638 |
| Mov Cap-2 Maneuver | - | - | - | - | 638 |
| Stage 1 | - | - | - | - | 838 |
| Stage 2 | - | - | - | - | 861 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.8 | 12.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 705 | - | - | 1352 | - |
| HCM Lane V/C Ratio | 0.299 | - | - | 0.011 | - |
| HCM Control Delay (s) | 12.3 | - | - | 7.7 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.3 | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 26 | 0 | 206 | 0 | 0 | 0 | 92 | 75 | 0 | 0 | 442 | 39 |
| Future Vol, veh/h | 26 | 0 | 206 | 0 | 0 | 0 | 92 | 75 | 0 | 0 | 442 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 0 | 224 | 0 | 0 | 0 | 100 | 82 | 0 | 0 | 480 | 42 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | | Major2 | | | |
|----------------------|--------|-------|--------|-------|-------|--------|-------|---|--------|-------|---|---|
| Conflicting Flow All | 783 | 783 | 501 | 895 | 804 | 82 | 522 | 0 | 0 | 82 | 0 | 0 |
| Stage 1 | 501 | 501 | - | 282 | 282 | - | - | - | - | - | - | - |
| Stage 2 | 282 | 282 | - | 613 | 522 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 311 | 325 | 570 | 261 | 316 | 978 | 1044 | - | - | 1515 | - | - |
| Stage 1 | 552 | 543 | - | 725 | 678 | - | - | - | - | - | - | - |
| Stage 2 | 725 | 678 | - | 480 | 531 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 287 | 293 | 570 | 146 | 284 | 978 | 1044 | - | - | 1515 | - | - |
| Mov Cap-2 Maneuver | 287 | 293 | - | 146 | 284 | - | - | - | - | - | - | - |
| Stage 1 | 497 | 543 | - | 653 | 610 | - | - | - | - | - | - | - |
| Stage 2 | 653 | 610 | - | 291 | 531 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | | NB | | | SB | | |
|----------------------|------|--|----|--|--|-----|--|--|----|--|--|
| HCM Control Delay, s | 18.6 | | 0 | | | 4.9 | | | 0 | | |
| HCM LOS | C | | A | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1044 | - | - | 513 | - | 1515 | - | - |
| HCM Lane V/C Ratio | 0.096 | - | - | 0.492 | - | - | - | - |
| HCM Control Delay (s) | 8.8 | 0 | - | 18.6 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 2.7 | - | 0 | - | - |

APPENDIX E

TRAFFIC SIGNAL WARRANTS

Signal Warrant Analysis



COLUMBIA WAY ENVIRONMENTAL ASSESSMENT

Major Street: **Columbia Way**

Minor Street: **Forest Gate Avenue**

Comment: **2032 Traffic Volumes**

| VOLUME | AM | PM | FACTOR * |
|---------------|-----|-----|----------|
| 1A - All | 552 | 552 | 276 |
| 1B - Minor | 82 | 82 | 41 |
| 2A - Major | 470 | 474 | 236 |
| 2B - Crossing | 145 | 98 | 61 |

Number of Approach Lanes: 1 2

T-Intersection Configuration: Yes No

Flow Condition: Free Flow Free Flow (Rural) Restricted Flow (Urban)

OVERALL WARRANT

150% Satisfied: Yes No Warrant for new intersection with forecast traffic

120% Satisfied: Yes No Warrant for existing intersection with forecast traffic

100% Satisfied: Yes No Warrant for existing intersection with existing traffic *

80% Satisfied: Yes No Warrant for existing intersection with existing traffic

* Consider full underground provisions if 100% for forecast traffic

WARRANT 1 - MINIMUM VEHICULAR VOLUME

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------|-----------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| ALL APPROACHES | 480 | 720 | 600 | 900 | 276 38.3% |
| % FULFILLED | | | | | |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| MINOR STREET APPROACHES | 180 | 255 | 180 | 255 | 41 16.1% |
| % FULFILLED | | | | | |

150% Satisfied: Yes No

120% Satisfied: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

WARRANT 2 - DELAY TO CROSS TRAFFIC

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------------|-----------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| MAJOR STREET APPROACHES | 480 | 720 | 600 | 900 | 236 32.8% |
| % FULFILLED | | | | | |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| TRAFFIC CROSSING MAJOR STREET | 50 | 75 | 120 | 170 | 61 121.5% |
| % FULFILLED | | | | | |

150% Satisfied: Yes No

120% Satisfied: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

1A - MINIMUM VEHICULAR VOLUME: Total vehicle volume on all approaches for average day
 1B - MINIMUM VEHICULAR VOLUME: Total vehicle volume on minor streets
 2A - DELAY TO CROSS TRAFFIC: Total vehicle volume on major street for average day
 2B - DELAY TO CROSS TRAFFIC: Total vehicle and pedestrian volume crossing major street, comprising: (1) lefts from both minor streets, (2) heaviest through from minor street, (3) 50% of heavier left turn from major street when following criteria met: (a) left turn volume >120 and (b) left turn volume plus opposing volume > 720, (4) pedestrians crossing the major street.

Signal Warrant Analysis



COLUMBIA WAY ENVIRONMENTAL ASSESSMENT

Major Street: Columbia Way

Minor Street: Mount Hope Road

Comment: 2032 Traffic Volumes

Number of Approach Lanes: 1 2

T-Intersection Configuration: Yes No

Flow Condition: Free Flow Free Flow (Rural) Restricted Flow (Urban)

| VOLUME | AM | PM | FACTOR * |
|---------------|-----|-----|----------|
| 1A - All | 805 | 632 | 359 |
| 1B - Minor | 183 | 77 | 65 |
| 2A - Major | 622 | 555 | 294 |
| 2B - Crossing | 103 | 123 | 57 |

OVERALL WARRANT

150% Satisfied: Yes No Warrant for new intersection with forecast traffic

120% Satisfied: Yes No Warrant for existing intersection with forecast traffic

100% Satisfied: Yes No Warrant for existing intersection with existing traffic *

80% Satisfied: Yes No Warrant for existing intersection with existing traffic

* Consider full underground provisions if 100% for forecast traffic

WARRANT 1 - MINIMUM VEHICULAR VOLUME

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------|-----------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| ALL APPROACHES | 480 | 720 | 600 | 900 | 359 49.9% |
| % FULFILLED | | | | | |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| MINOR STREET APPROACHES | 180 | 255 | 180 | 255 | 65 25.5% |
| % FULFILLED | | | | | |

150% Satisfied: Yes No

120% Satisfied: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

WARRANT 2 - DELAY TO CROSS TRAFFIC

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------------|-----------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| MAJOR STREET APPROACHES | 480 | 720 | 600 | 900 | 294 40.9% |
| % FULFILLED | | | | | |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| TRAFFIC CROSSING MAJOR STREET | 50 | 75 | 120 | 170 | 57 113.0% |
| % FULFILLED | | | | | |

150% Satisfied: Yes No

120% Satisfied: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

1A - MINIMUM VEHICULAR VOLUME: Total vehicle volume on all approaches for average day
 1B - MINIMUM VEHICULAR VOLUME: Total vehicle volume on minor streets
 2A - DELAY TO CROSS TRAFFIC: Total vehicle volume on major street for average day
 2B - DELAY TO CROSS TRAFFIC: Total vehicle and pedestrian volume crossing major street, comprising: (1) lefts from both minor streets, (2) heaviest through from minor street, (3) 50% of heavier left turn from major street when following criteria met: (a) left turn volume >120 and (b) left turn volume plus opposing volume > 720, (4) pedestrians crossing the major street.

Signal Warrant Analysis



COLUMBIA WAY ENVIRONMENTAL ASSESSMENT

Major Street: **Columbia Way**
 Minor Street: **Westchester Boulevard**
 Comment: **2032 Traffic Volumes**
 Number of Approach Lanes: 1 2
 T-Intersection Configuration: Yes No
 Flow Condition: Free Flow Free Flow (Rural) Restricted Flow (Urban)

| VOLUME | AM | PM | FACTOR * |
|---------------|-----|-----|----------|
| 1A - All | 947 | 699 | 412 |
| 1B - Minor | 191 | 108 | 75 |
| 2A - Major | 756 | 699 | 364 |
| 2B - Crossing | 185 | 85 | 68 |

OVERALL WARRANT

| | | | |
|-----------------|------------------------------|--|---|
| 150% Satisfied: | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Warrant for new intersection with forecast traffic |
| 120% Satisfied: | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Warrant for existing intersection with forecast traffic |
| 100% Satisfied: | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Warrant for existing intersection with existing traffic * |
| 80% Satisfied: | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Warrant for existing intersection with existing traffic |

* Consider full underground provisions if 100% for forecast traffic

WARRANT 1 - MINIMUM VEHICULAR VOLUME

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------|-------------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| ALL APPROACHES | 480 | 720 | 600 | 900 | 412 |
| | % FULFILLED | | | | 57.2% |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| MINOR STREET APPROACHES | 180 | 255 | 180 | 255 | 75 |
| | % FULFILLED | | | | 29.3% |

150% Satisfied: Yes No
 120% Satisfied: Yes No
 100% Satisfied: Yes No
 80% Satisfied: Yes No

WARRANT 2 - DELAY TO CROSS TRAFFIC

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------------|-------------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| MAJOR STREET APPROACHES | 480 | 720 | 600 | 900 | 364 |
| | % FULFILLED | | | | 50.5% |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| TRAFFIC CROSSING MAJOR STREET | 50 | 75 | 120 | 170 | 68 |
| | % FULFILLED | | | | 135.0% |

150% Satisfied: Yes No
 120% Satisfied: Yes No
 100% Satisfied: Yes No
 80% Satisfied: Yes No

1A - MINIMUM VEHICULAR VOLUME: Total vehicle volume on all approaches for average day
 1B - MINIMUM VEHICULAR VOLUME: Total vehicle volume on minor streets
 2A - DELAY TO CROSS TRAFFIC: Total vehicle volume on major street for average day
 2B - DELAY TO CROSS TRAFFIC: Total vehicle and pedestrian volume crossing major street, comprising: (1) lefts from both minor streets, (2) heaviest through from minor street, (3) 50% of heavier left turn from major street when following criteria met: (a) left turn volume >120 and (b) left turn volume plus opposing volume > 720, (4) pedestrians crossing the major street.

Signal Warrant Analysis



COLUMBIA WAY ENVIRONMENTAL ASSESSMENT

Major Street: **Caledon King Townline**

Minor Street: **Columbia Way**

Comment: **2032 Traffic Volumes**

| VOLUME | AM | PM | FACTOR * |
|---------------|-------|-------|----------|
| 1A - All | 1,215 | 1,089 | 576 |
| 1B - Minor | 313 | 206 | 130 |
| 2A - Major | 902 | 883 | 446 |
| 2B - Crossing | 170 | 196 | 92 |

Number of Approach Lanes: 1 2

T-Intersection Configuration: Yes No

Flow Condition: Free Flow Free Flow (Rural) Restricted Flow (Urban)

OVERALL WARRANT

150% Satisfied: Yes No Warrant for new intersection with forecast traffic

120% Satisfied: Yes No Warrant for existing intersection with forecast traffic

100% Satisfied: Yes No Warrant for existing intersection with existing traffic *

80% Satisfied: Yes No Warrant for existing intersection with existing traffic

* Consider full underground provisions if 100% for forecast traffic

WARRANT 1 - MINIMUM VEHICULAR VOLUME

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------|-----------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| ALL APPROACHES | 480 | 720 | 600 | 900 | 576 80.0% |
| % FULFILLED | | | | | |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| MINOR STREET APPROACHES | 180 | 255 | 180 | 255 | 130 50.9% |
| % FULFILLED | | | | | |

150% Satisfied: Yes No

120% Satisfied: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

WARRANT 2 - DELAY TO CROSS TRAFFIC

| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
|-------------------------------|-----------|-------------------------------------|-----------|------------|---------------------|
| | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| FLOW CONDITION | | <input checked="" type="checkbox"/> | | | |
| MAJOR STREET APPROACHES | 480 | 720 | 600 | 900 | 446 62.0% |
| % FULFILLED | | | | | |
| APPROACH LANES | 1 | | 2 OR MORE | | AVERAGE HOUR PERIOD |
| FLOW CONDITION | FREE FLOW | REST. FLOW | FREE FLOW | REST. FLOW | |
| TRAFFIC CROSSING MAJOR STREET | 50 | 75 | 120 | 170 | 92 183.0% |
| % FULFILLED | | | | | |

150% Satisfied: Yes No

120% Satisfied: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

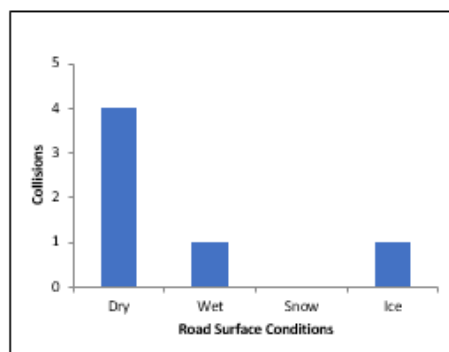
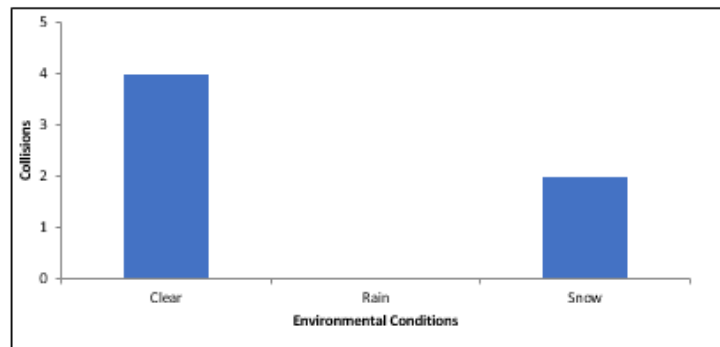
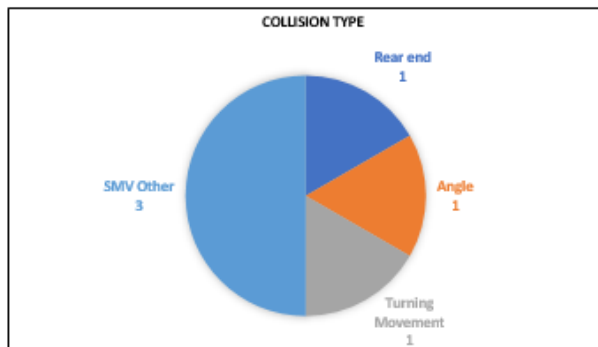
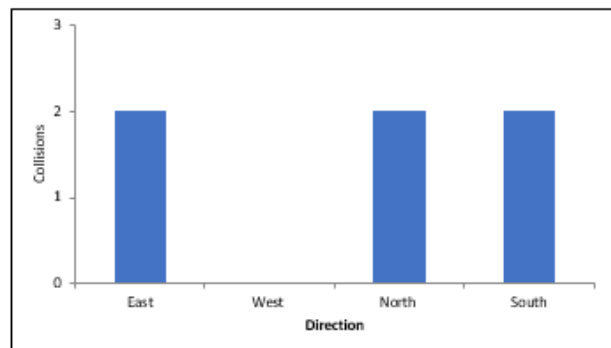
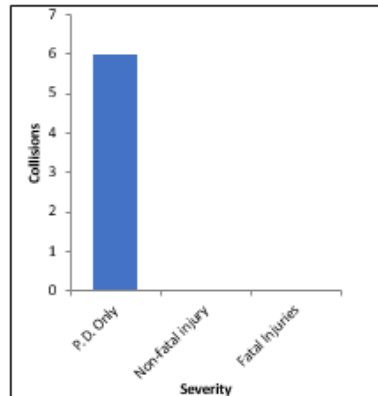
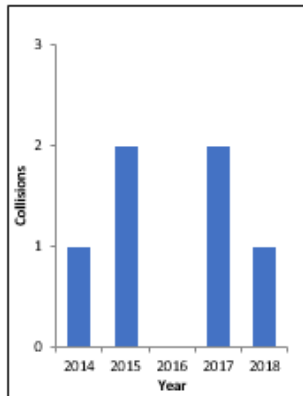
1A - MINIMUM VEHICULAR VOLUME: Total vehicle volume on all approaches for average day
 1B - MINIMUM VEHICULAR VOLUME: Total vehicle volume on minor streets
 2A - DELAY TO CROSS TRAFFIC: Total vehicle volume on major street for average day
 2B - DELAY TO CROSS TRAFFIC: Total vehicle and pedestrian volume crossing major street, comprising: (1) lefts from both minor streets, (2) heaviest through from minor street, (3) 50% of heavier left turn from major street when following criteria met: (a) left turn volume >120 and (b) left turn volume plus opposing volume > 720, (4) pedestrians crossing the major street.

APPENDIX F

COLLISION SUMMARY SHEETS

Caledon King Townline South at Columbia Way

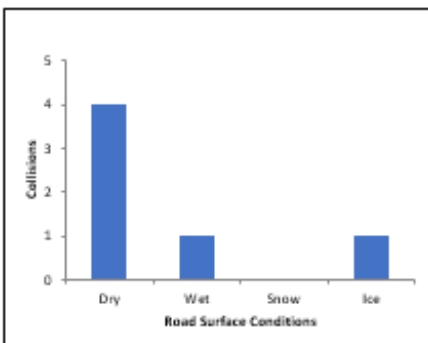
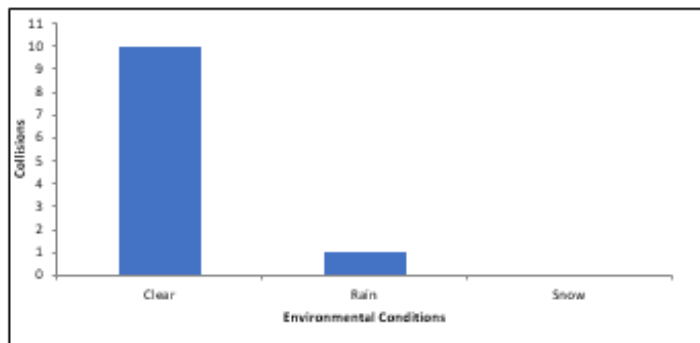
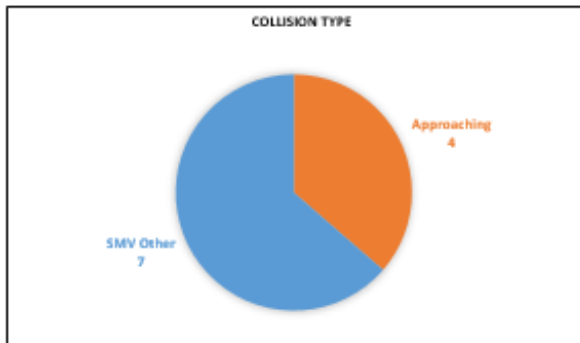
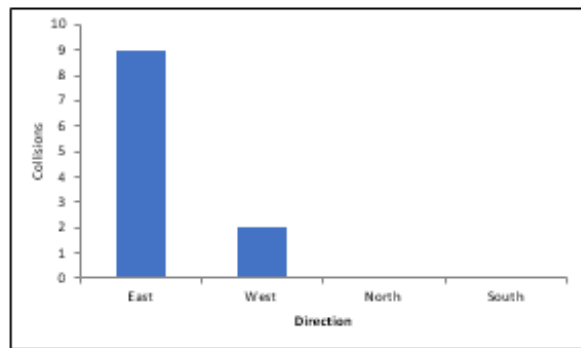
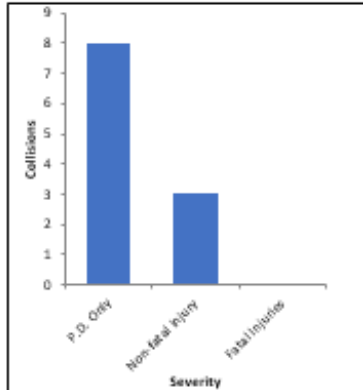
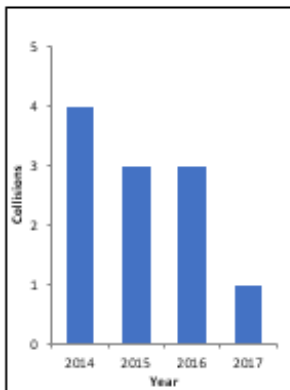
- Stop-controlled T-intersection with private driveway
- 60 km/h posted speed limit on all approaches
- No apparent sightline concerns
- West approach slightly skewed
- Two of the six collisions were due to wildlife crossing
- 6 collisions reported over five-year period



Key Findings: There is no collision type or direction of travel having an overly predominant proportion of collisions. The collision data does not indicate a significant safety concern. There is no identifiable site safety issue considered a primary contributing factor to the reported collisions.

Between Caledon King Townline and Forest Gate Avenue

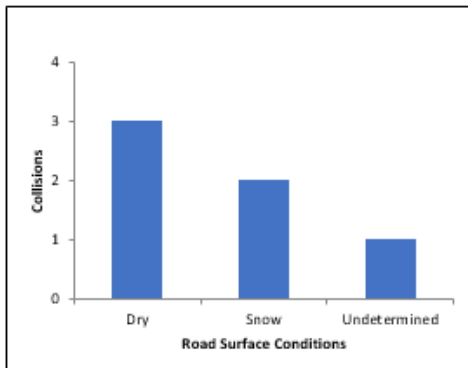
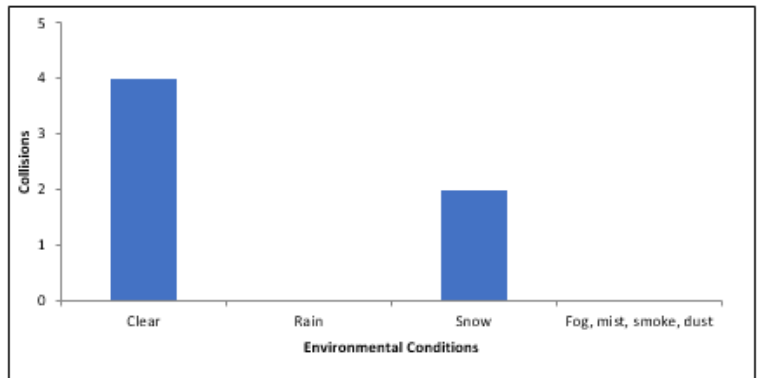
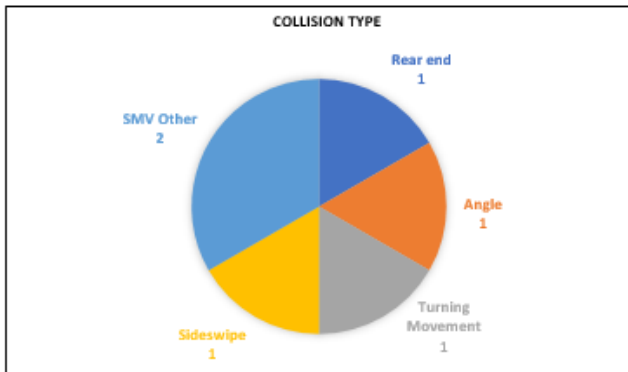
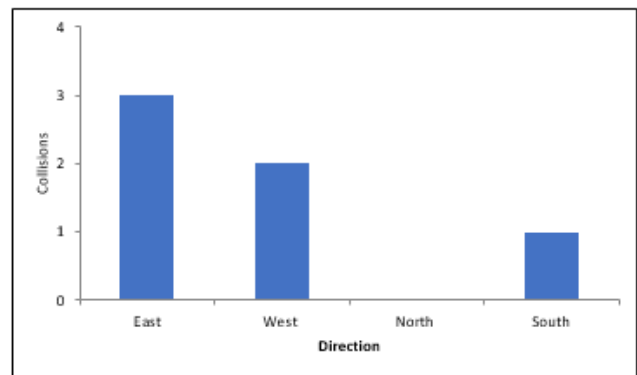
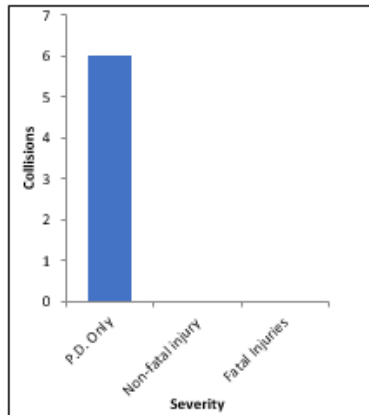
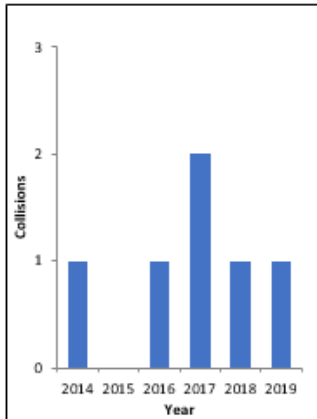
- 1.14km road segment
- 60km/h speed limit
- Rural cross-section
- Possible sightline concerns
- 1 collision due to wildlife
- 11 collisions reported over five-year period



Key Findings: There is no collision type that has been predominantly occurring. 9 of the 11 collisions occurred in the eastbound direction, this could be attributable to poor sightlines, poor road geometry or high vehicle speeds. 50% are SMV (in which 50% are during Wet conditions) and remaining 50% are head-on collisions.

Between Westchester Boulevard and Kingsview Drive

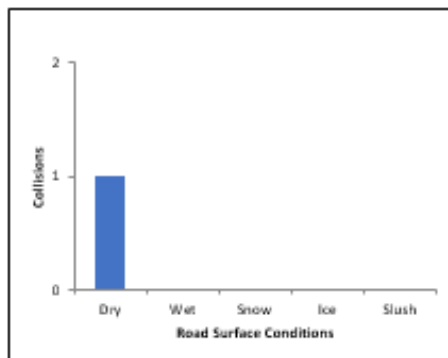
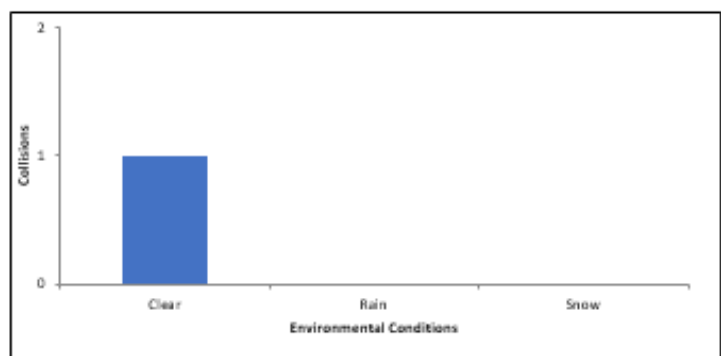
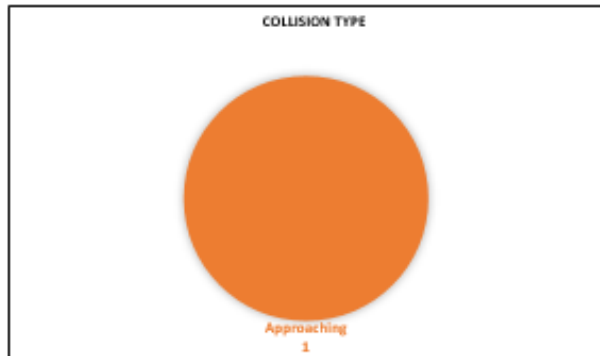
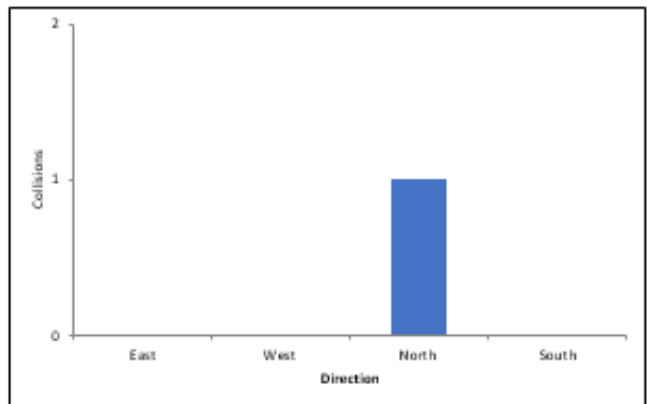
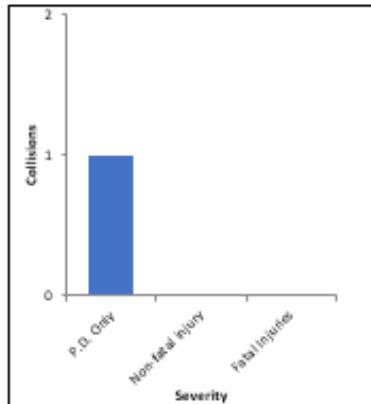
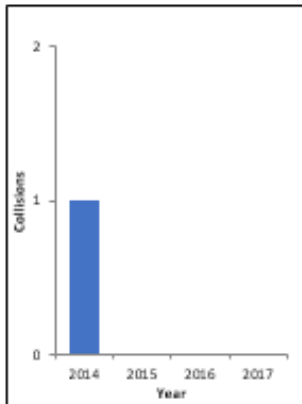
- 0.93km road segment
- 40km/h school zone (westbound) that begins approximately 485m west of Westchester Boulevard. 60 km/h speed limit (eastbound).
- Rural cross section
- 6 collisions reported over 5 years



Key Findings: No notable trends were identified.

Columbia Way at Westchester Boulevard

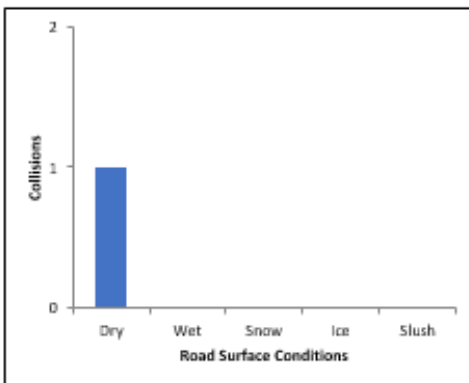
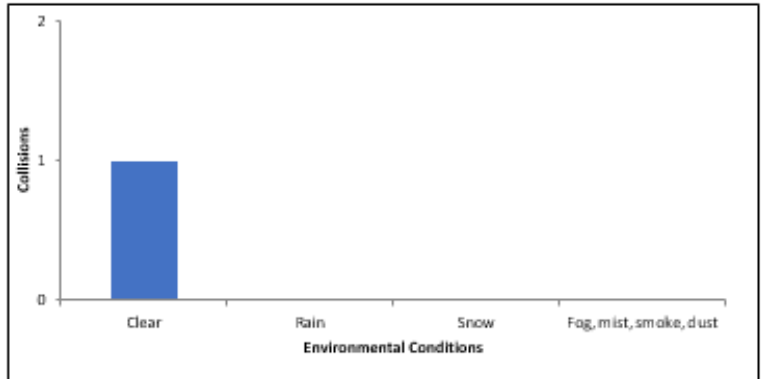
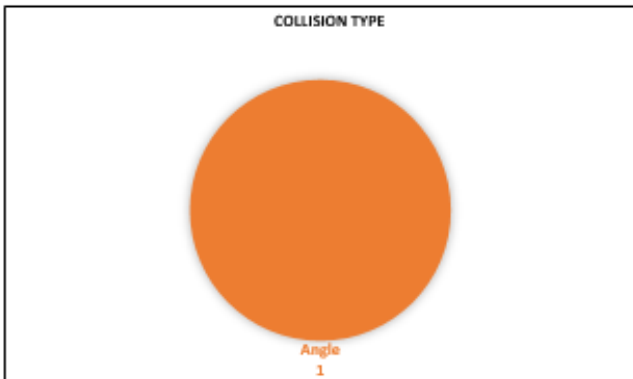
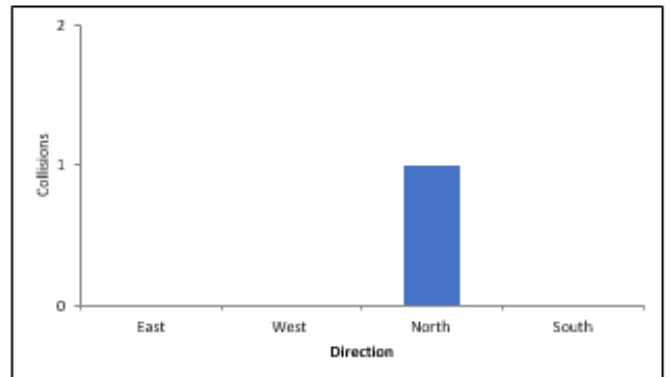
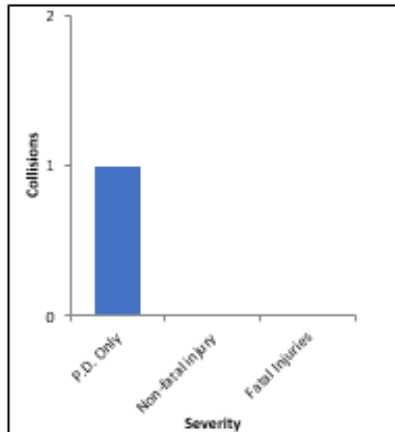
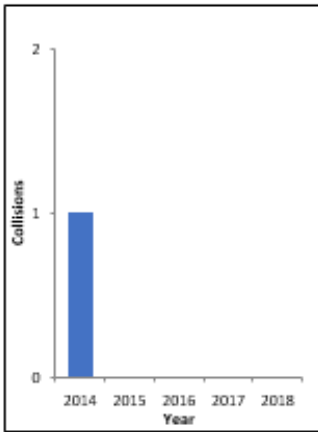
- Stop-controlled T-intersection
- East/west approaches free flow; south approach stop-controlled
- Sidewalks along southern side; crosswalks on east/west approach (south leg)
- 60 km/h posted speed limit (east/west)
- Right-angled intersection alignment
- 1 collision reported over five-year period



Key Findings: No notable trends can be identified due to the lack of collision data

Columbia Way at Forest Gate

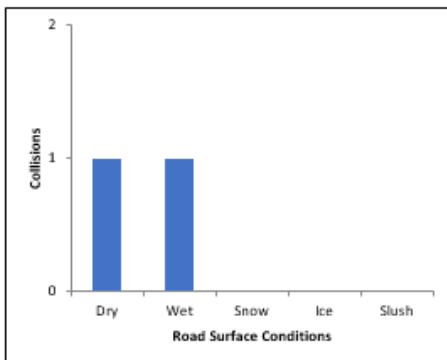
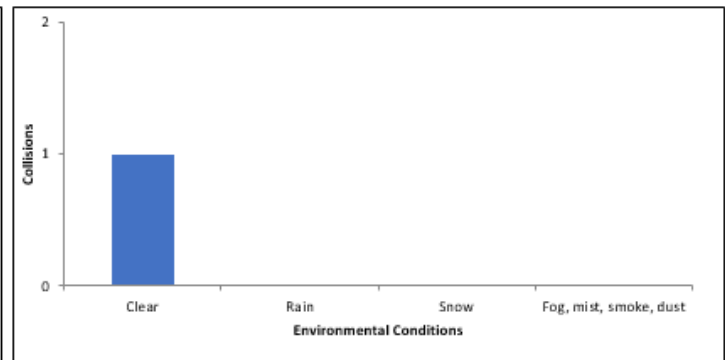
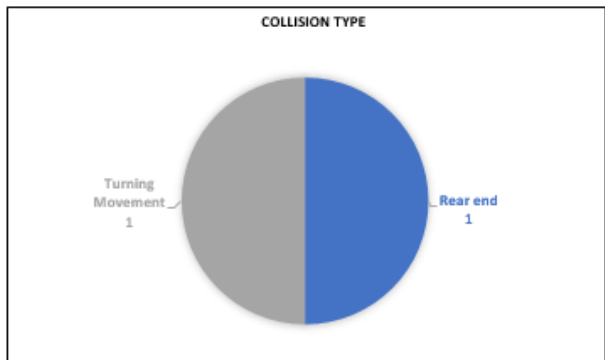
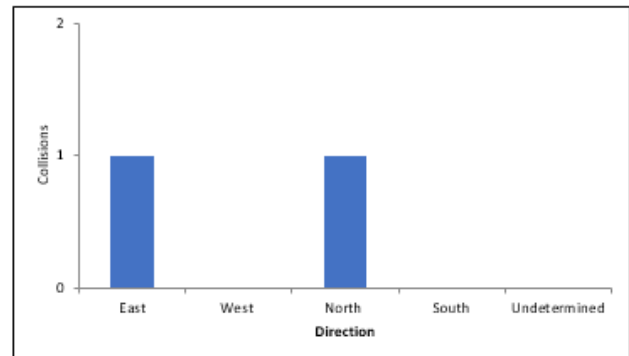
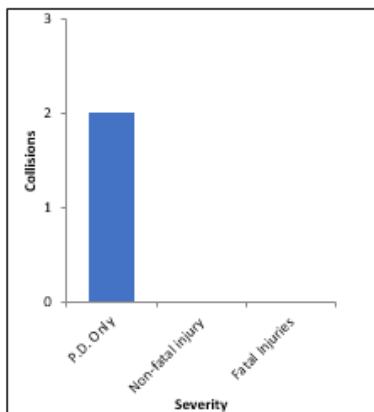
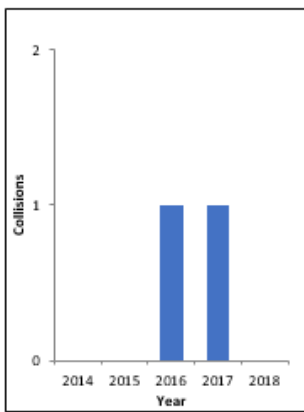
- Stop controlled T-intersection
- Sidewalks on southwestern side.
- 60 km/h posted speed limit (Columbia Way)
- No apparent sightline concerns
- Right-angled intersection alignment
- 1 collision reported over five-year period



Key Findings: No notable collision trends can be identified due to the lack of collision data

Columbia Way at Kingsview Drive

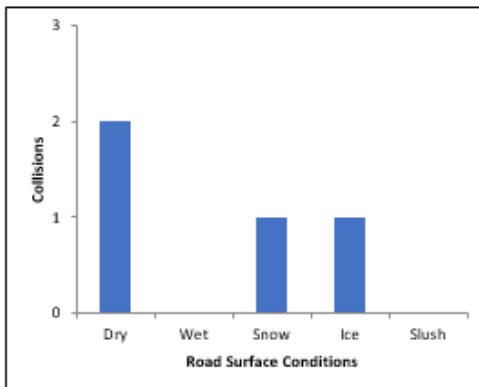
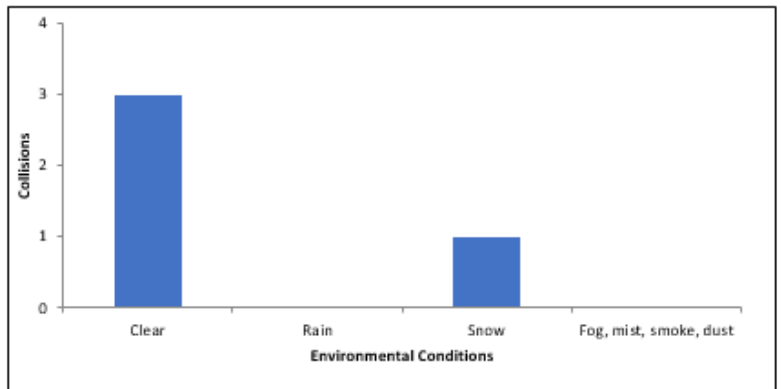
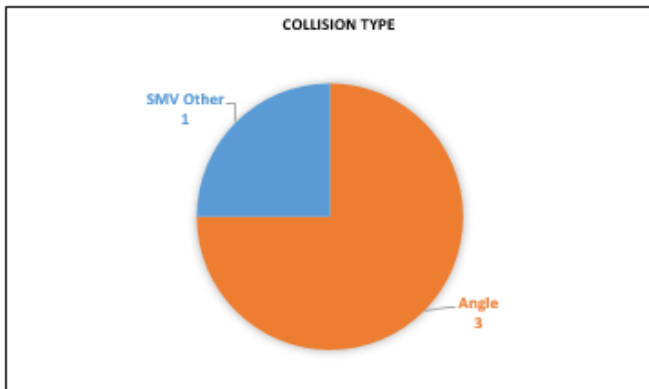
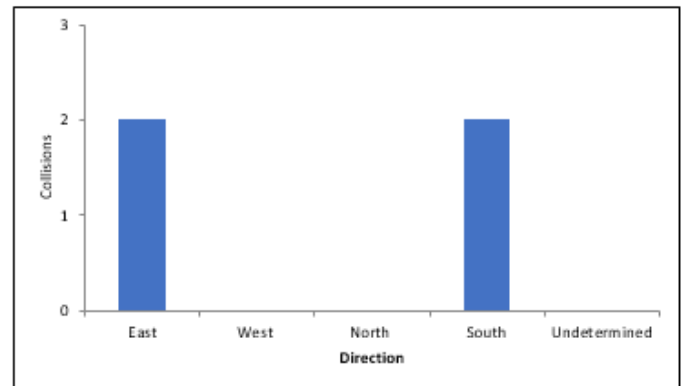
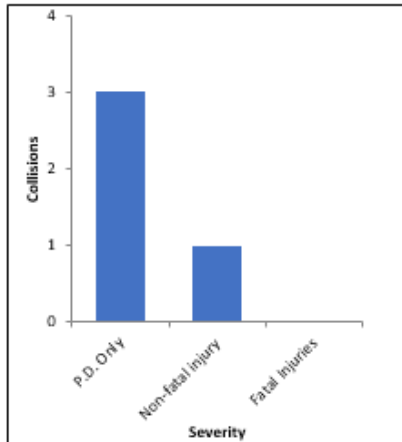
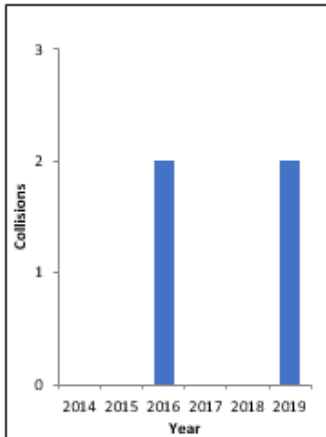
- Signalized T-intersection
- Sidewalks and crosswalks on all approaches
- 40 km/h posted speed limit on all approaches
- No apparent sightline concerns
- Right-angled intersection alignment
- 2 collisions reported over five-year period



Key Findings: No notable collision trends can be identified due to the lack of collision data

Columbia Way at Mount Hope Road

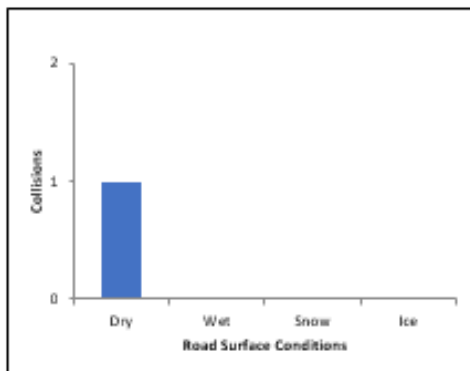
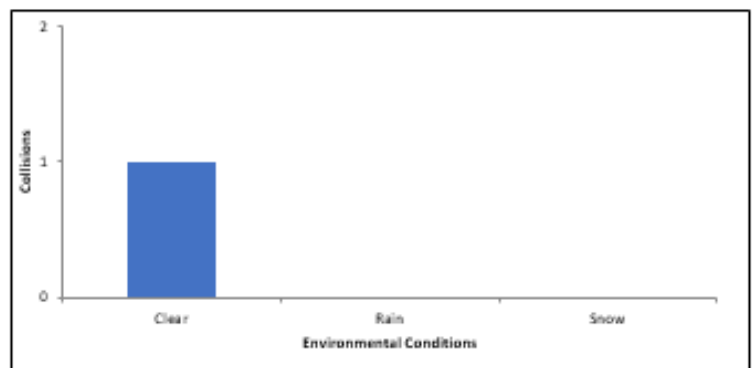
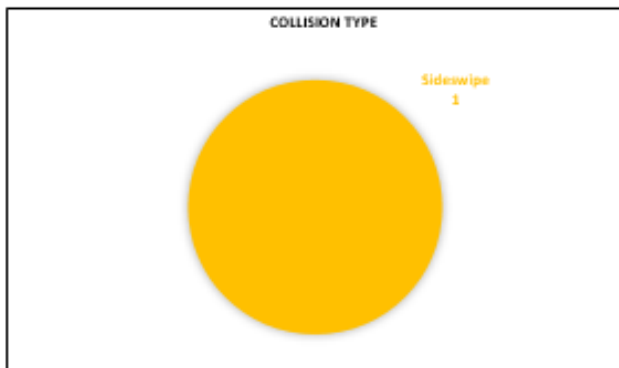
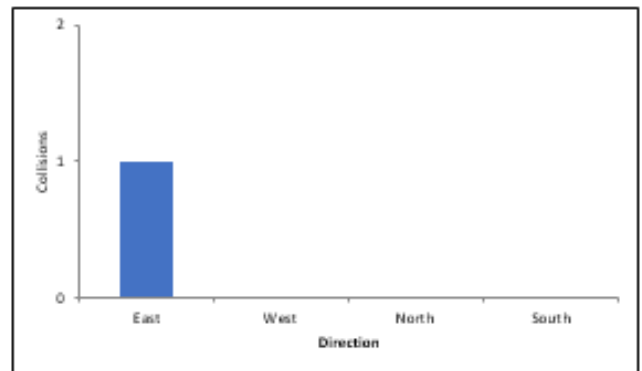
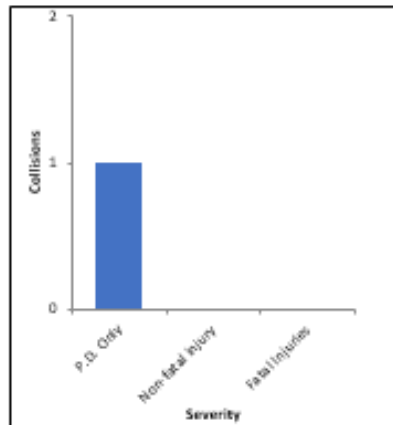
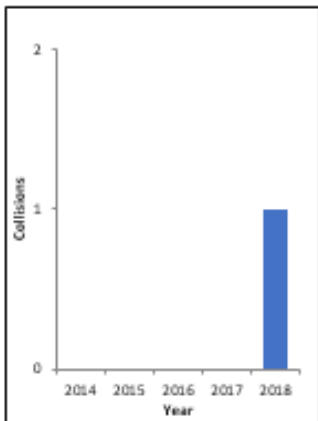
- Unsignalized four-legged intersection
- Sidewalks and crosswalk along southern edge of roadway
- 60 km/h posted speed limit (Columbia Way)
- No apparent sightline concerns
- Right-angled intersection alignment
- 4 collisions reported over five-year period



Key Findings: No notable collision trends can be identified due to the lack of collision data

Between Westchester Boulevard and Mount Hope Road

- 0.27 km road segment
- 60 km/h speed limit
- Rural cross section
- 1 collision reported over 5 years



Key Findings: No notable collision trends can be identified due to the lack of collision data

APPENDIX G

ATR COLLECTION DATA

| Report-1.1 | | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : East Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 0:15 | 0:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 0:30 | 0:45 | | | | | | | | | | | | | | | |
| 0:45 | 1:00 | | | | | | | | | | | | | | | |
| 00:00 | 1:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 1:00 | 1:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:15 | 1:30 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 1:30 | 1:45 | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 2:45 | 3:00 | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 3:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | 2 | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 4:00 | | 2 | 2 | | | | | | | | | | | 4 | 0.3% |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 4:15 | 4:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 4:30 | 4:45 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 4:45 | 5:00 | | 4 | 2 | | | | | | | | | | | 6 | 0.4% |
| 4:00 | 5:00 | | 9 | 3 | | | | | | | | | | | 12 | 0.8% |
| 5:00 | 5:15 | | 10 | 4 | | | | | | | | | | | 14 | 0.9% |
| 5:15 | 5:30 | | 13 | 8 | | | | | | | | | | | 21 | 1.4% |
| 5:30 | 5:45 | | 12 | 5 | 2 | | | | | | | | | | 19 | 1.2% |
| 5:45 | 6:00 | | 10 | 8 | 2 | | | | | | | | | | 20 | 1.3% |
| 5:00 | 6:00 | | 45 | 25 | 4 | | | | | | | | | | 74 | 4.8% |
| 6:00 | 6:15 | | 20 | 9 | | | | 1 | | | | | | | 30 | 1.9% |
| 6:15 | 6:30 | | 25 | 3 | | | | | | | | | | | 28 | 1.8% |
| 6:30 | 6:45 | | 24 | 3 | | | | | | | | | | | 27 | 1.7% |
| 6:45 | 7:00 | | 24 | 7 | 1 | | | | | | | | | | 32 | 2.1% |
| 6:00 | 7:00 | | 93 | 22 | 1 | | | 1 | | | | | | | 117 | 7.6% |
| 7:00 | 7:15 | | 34 | 5 | | | | | | | | | | | 39 | 2.5% |
| 7:15 | 7:30 | | 45 | 6 | 2 | | | | | | | | | | 53 | 3.4% |
| 7:30 | 7:45 | | 35 | 4 | | | | | | | | | | | 39 | 2.5% |
| 7:45 | 8:00 | | 42 | 5 | 2 | | | | | | | | | | 49 | 3.2% |
| 7:00 | 8:00 | | 156 | 20 | 4 | | | | | | | | | | 180 | 11.6% |
| 8:00 | 8:15 | | 58 | 5 | 2 | | | | | | | | | | 65 | 4.2% |
| 8:15 | 8:30 | | 33 | 5 | 2 | 1 | | | | | | | | | 41 | 2.6% |
| 8:30 | 8:45 | | 35 | 5 | 1 | | | | | | | | | | 41 | 2.6% |
| 8:45 | 9:00 | | 23 | 8 | 2 | | | | | | | | | | 33 | 2.1% |
| 8:00 | 9:00 | | 149 | 23 | 2 | 6 | | | | | | | | | 180 | 11.6% |
| 9:00 | 9:15 | | 13 | 3 | | | | | | | | | | | 16 | 1.0% |
| 9:15 | 9:30 | | 14 | 3 | 1 | | | | | | | | | | 18 | 1.2% |
| 9:30 | 9:45 | | 21 | 4 | | | | | | | | | | | 25 | 1.6% |
| 9:45 | 10:00 | | 21 | 2 | 1 | | | | | | | | | | 24 | 1.5% |
| 9:00 | 10:00 | | 69 | 12 | 2 | | | | | | | | | | 83 | 5.4% |
| 10:00 | 10:15 | | 15 | 3 | 1 | | | | | | | | | | 19 | 1.2% |
| 10:15 | 10:30 | | 20 | 6 | | | | | | | | | | | 26 | 1.7% |
| 10:30 | 10:45 | | 20 | 3 | 2 | | | | | | | | | | 25 | 1.6% |
| 10:45 | 11:00 | | 20 | | | | | | | | | | | | 20 | 1.3% |
| 10:00 | 11:00 | | 75 | 12 | 3 | | | | | | | | | | 90 | 5.8% |
| 11:00 | 11:15 | | 17 | 5 | | | | | | | | | | | 22 | 1.4% |
| 11:15 | 11:30 | | 21 | 3 | | | | | | | | | | | 24 | 1.5% |
| 11:30 | 11:45 | | 15 | | 1 | | | | | | | | | | 16 | 1.0% |
| 11:45 | 12:00 | | 11 | 1 | 1 | | | | | | | | | | 13 | 0.8% |
| 11:00 | 12:00 | | 64 | 9 | 2 | | | | | | | | | | 75 | 4.8% |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|--------|--|-------|------|
| 12:00 | 12:15 | 19 | | | 1 | | | | 20 | 1.3% |
| 12:15 | 12:30 | 15 | 2 | | 1 | | | | 18 | 1.2% |
| 12:30 | 12:45 | 14 | 1 | | | | | | 15 | 1.0% |
| 12:45 | 13:00 | 10 | 4 | | 1 | | | | 15 | 1.0% |
| 12:00 | 13:00 | 58 | 7 | | 3 | | | | 68 | 4.4% |
| 13:00 | 13:15 | 12 | 1 | | | | | | 13 | 0.8% |
| 13:15 | 13:30 | 12 | 3 | 1 | 1 | | | | 17 | 1.1% |
| 13:30 | 13:45 | 22 | 4 | | 1 | | | | 27 | 1.7% |
| 13:45 | 14:00 | 16 | 2 | | 1 | | | | 19 | 1.2% |
| 13:00 | 14:00 | 62 | 10 | 1 | 3 | | | | 76 | 4.9% |
| 14:00 | 14:15 | 16 | 4 | | | | | | 20 | 1.3% |
| 14:15 | 14:30 | 31 | 4 | | | | | | 35 | 2.3% |
| 14:30 | 14:45 | 25 | | 3 | | | | | 28 | 1.8% |
| 14:45 | 15:00 | 25 | | 1 | | | | | 26 | 1.7% |
| 14:00 | 15:00 | 97 | 8 | 4 | | | | | 109 | 7.0% |
| 15:00 | 15:15 | 14 | | 1 | | | | | 15 | 1.0% |
| 15:15 | 15:30 | 17 | 3 | | 1 | | | | 21 | 1.4% |
| 15:30 | 15:45 | 19 | 2 | 1 | | | | | 22 | 1.4% |
| 15:45 | 16:00 | 25 | 6 | | 1 | | | | 32 | 2.1% |
| 15:00 | 16:00 | 75 | 11 | 2 | 2 | | | | 90 | 5.8% |
| 16:00 | 16:15 | 15 | 3 | | 2 | | | | 20 | 1.3% |
| 16:15 | 16:30 | 15 | 3 | | 1 | | | | 19 | 1.2% |
| 16:30 | 16:45 | 16 | 6 | | 1 | | | | 23 | 1.5% |
| 16:45 | 17:00 | 24 | 1 | | | | | | 25 | 1.6% |
| 16:00 | 17:00 | 70 | 13 | | 4 | | | | 87 | 5.6% |
| 17:00 | 17:15 | 15 | 3 | | 1 | | | | 19 | 1.2% |
| 17:15 | 17:30 | 19 | 1 | | | | | | 20 | 1.3% |
| 17:30 | 17:45 | 17 | 2 | | | | | | 19 | 1.2% |
| 17:45 | 18:00 | 22 | 5 | | | | | | 27 | 1.7% |
| 17:00 | 18:00 | 73 | 11 | | 1 | | | | 85 | 5.5% |
| 18:00 | 18:15 | 11 | 1 | | | | | | 12 | 0.8% |
| 18:15 | 18:30 | 21 | 3 | | | | | | 24 | 1.5% |
| 18:30 | 18:45 | 17 | 1 | | | | | | 18 | 1.2% |
| 18:45 | 19:00 | 11 | 1 | | 1 | | | | 13 | 0.8% |
| 18:00 | 19:00 | 60 | 6 | | 1 | | | | 67 | 4.3% |
| 19:00 | 19:15 | 12 | 2 | | | | | | 14 | 0.9% |
| 19:15 | 19:30 | 13 | 3 | | | | | | 16 | 1.0% |
| 19:30 | 19:45 | 12 | 2 | | 1 | | | | 15 | 1.0% |
| 19:45 | 20:00 | 7 | 3 | | | | | | 10 | 0.6% |
| 19:00 | 20:00 | 44 | 10 | | 1 | | | | 55 | 3.6% |
| 20:00 | 20:15 | 9 | 1 | | 1 | | | | 11 | 0.7% |
| 20:15 | 20:30 | 9 | | | | | | | 9 | 0.6% |
| 20:30 | 20:45 | 7 | | | | | | | 7 | 0.5% |
| 20:45 | 21:00 | 5 | 1 | | 1 | | | | 7 | 0.5% |
| 20:00 | 21:00 | 30 | 2 | | 2 | | | | 34 | 2.2% |
| 21:00 | 21:15 | 5 | 3 | | | | | | 8 | 0.5% |
| 21:15 | 21:30 | 11 | | | | | | | 11 | 0.7% |
| 21:30 | 21:45 | 3 | | | 1 | | | | 4 | 0.3% |
| 21:45 | 22:00 | 8 | | | 1 | | | | 9 | 0.6% |
| 21:00 | 22:00 | 27 | 3 | | 2 | | | | 32 | 2.1% |
| 22:00 | 22:15 | 6 | 1 | | | | | | 7 | 0.5% |
| 22:15 | 22:30 | 1 | 1 | | | | | | 2 | 0.1% |
| 22:30 | 22:45 | 3 | 1 | | | | | | 4 | 0.3% |
| 22:45 | 23:00 | 2 | | | | | | | 2 | 0.1% |
| 22:00 | 23:00 | 12 | 3 | | | | | | 15 | 1.0% |
| 23:00 | 23:15 | 3 | | | | | | | 3 | 0.2% |
| 23:15 | 23:30 | | 1 | | | | | | 1 | 0.1% |
| 23:30 | 23:45 | 5 | | | | | | | 5 | 0.3% |
| 23:45 | 00:00 | 1 | | | | | | | 1 | 0.1% |
| 23:00 | 00:00 | 9 | 1 | | | | | | 10 | 0.6% |
| Total | | 1283 | 215 | 13 | 36 | 1 | 1 | | 1549 | |
| | | 82.8% | 13.9% | 0.8% | 2.3% | 0.1% | 0.1% | | | |
| AM PEAK | | 58 | 9 | 2 | 2 | | 1 | | 65 | |
| period | | 8:00 | 6:00 | 7:15 | 5:30 | | 6:00 | | 8:00 | |
| % of class | | 4.5% | 4.2% | 15.4% | 5.6% | | 100.0% | | | 4.2% |
| PM PEAK | | 31 | 6 | 3 | 2 | 1 | | | 35 | |
| period | | 14:15 | 15:45 | 14:30 | 16:00 | 18:45 | | | 14:15 | |
| % of class | | 2.4% | 2.8% | 23.1% | 5.6% | 100.0% | | | | 2.3% |

| Report-1.2 | | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : West | | | | | | | | | | | Road : | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 2 | 1 | | | | | | | | | | | 3 | 0.3% |
| 0:15 | 0:30 | | | | | | | | | | | | | | | |
| 0:30 | 0:45 | | 1 | | | | | | 1 | | | | | | 2 | 0.2% |
| 0:45 | 1:00 | | 1 | | | 1 | | | | | | | | | 2 | 0.2% |
| 00:00 | 1:00 | | 4 | 1 | | 1 | | | 1 | | | | | | 7 | 0.6% |
| 1:00 | 1:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:15 | 1:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.2% |
| 1:30 | 1:45 | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:00 | 2:00 | | 3 | 1 | | | | | | | | | | | 4 | 0.3% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | | | | | | | | | | | | | | |
| 2:45 | 3:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 2:00 | 3:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 3:15 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 3:15 | 3:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | | | | | | | | | | | | | |
| 3:00 | 4:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.2% |
| 4:00 | 4:15 | | | | | | | | | | | | | | | |
| 4:15 | 4:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.2% |
| 4:30 | 4:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 4:45 | 5:00 | | | | | | | | | | | | | | | |
| 4:00 | 5:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.3% |
| 5:00 | 5:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 5:15 | 5:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 5:30 | 5:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 5:45 | 6:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.3% |
| 5:00 | 6:00 | | 5 | 1 | | | | | | | | | | | 6 | 0.5% |
| 6:00 | 6:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 6:15 | 6:30 | | 1 | | | 1 | | | | | | | | | 2 | 0.2% |
| 6:30 | 6:45 | | 2 | 1 | | | | | | | | | | | 3 | 0.3% |
| 6:45 | 7:00 | | 4 | | | | | | | | | | | | 4 | 0.3% |
| 6:00 | 7:00 | | 8 | 1 | | 1 | | | | | | | | | 10 | 0.8% |
| 7:00 | 7:15 | | 5 | 1 | | | | | | | | | | | 6 | 0.5% |
| 7:15 | 7:30 | | 5 | | 1 | 1 | | | | | | | | | 7 | 0.6% |
| 7:30 | 7:45 | | 11 | 1 | 2 | | | | | | | | | | 14 | 1.2% |
| 7:45 | 8:00 | | 32 | 2 | | | | | | | | | | | 34 | 2.8% |
| 7:00 | 8:00 | | 53 | 4 | 3 | 1 | | | | | | | | | 61 | 5.1% |
| 8:00 | 8:15 | | 31 | 4 | 1 | 2 | | | | | | | | | 38 | 3.2% |
| 8:15 | 8:30 | | 16 | 6 | | 1 | | | | | | | | | 23 | 1.9% |
| 8:30 | 8:45 | | 14 | 2 | | 1 | | | | | | | | | 17 | 1.4% |
| 8:45 | 9:00 | | 5 | 2 | | 1 | | | | | | | | | 8 | 0.7% |
| 8:00 | 9:00 | | 66 | 14 | 1 | 5 | | | | | | | | | 86 | 7.2% |
| 9:00 | 9:15 | | 8 | 2 | | | | | | | | | | | 10 | 0.8% |
| 9:15 | 9:30 | | 4 | | | 2 | | | | | | | | | 6 | 0.5% |
| 9:30 | 9:45 | | 5 | | 1 | | | | | | | | | | 6 | 0.5% |
| 9:45 | 10:00 | | 4 | 3 | 1 | 1 | | | | | | | | | 9 | 0.8% |
| 9:00 | 10:00 | | 21 | 5 | 2 | 3 | | | | | | | | | 31 | 2.6% |
| 10:00 | 10:15 | | 7 | 1 | | | | | | | | | | | 8 | 0.7% |
| 10:15 | 10:30 | | 8 | 1 | | | | | | | | | | | 9 | 0.8% |
| 10:30 | 10:45 | | 7 | 4 | | | | | | | | | | | 11 | 0.9% |
| 10:45 | 11:00 | | 9 | 1 | | | | | | | | | | | 10 | 0.8% |
| 10:00 | 11:00 | | 31 | 7 | | | | | | | | | | | 38 | 3.2% |
| 11:00 | 11:15 | | 8 | 1 | | 1 | | | | | | | | | 10 | 0.8% |
| 11:15 | 11:30 | | 10 | | | | | | | | | | | | 10 | 0.8% |
| 11:30 | 11:45 | | 12 | | | 1 | | | | | | | | | 13 | 1.1% |
| 11:45 | 12:00 | | 6 | 2 | | | | | | | | | | | 8 | 0.7% |
| 11:00 | 12:00 | | 36 | 3 | | 2 | | | | | | | | | 41 | 3.4% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|---|-------|-------|-------|
| 12:00 | 12:15 | 8 | 4 | | 1 | | | 13 | 1.1% |
| 12:15 | 12:30 | 9 | 7 | | 1 | | | 17 | 1.4% |
| 12:30 | 12:45 | 13 | 2 | | | | | 15 | 1.3% |
| 12:45 | 13:00 | 14 | 3 | | | | | 17 | 1.4% |
| 12:00 | 13:00 | 44 | 16 | | 2 | | | 62 | 5.2% |
| 13:00 | 13:15 | 8 | | | 1 | | | 9 | 0.8% |
| 13:15 | 13:30 | 9 | 1 | | 1 | | | 11 | 0.9% |
| 13:30 | 13:45 | 8 | 6 | | | | | 14 | 1.2% |
| 13:45 | 14:00 | 10 | 2 | | | | | 12 | 1.0% |
| 13:00 | 14:00 | 35 | 9 | | 1 | 1 | | 46 | 3.8% |
| 14:00 | 14:15 | 11 | 3 | | 2 | | | 16 | 1.3% |
| 14:15 | 14:30 | 19 | 4 | | | 1 | | 24 | 2.0% |
| 14:30 | 14:45 | 14 | 5 | | | | | 19 | 1.6% |
| 14:45 | 15:00 | 13 | 3 | | | | | 16 | 1.3% |
| 14:00 | 15:00 | 57 | 15 | | 2 | 1 | | 75 | 6.3% |
| 15:00 | 15:15 | 16 | 6 | | | | | 22 | 1.8% |
| 15:15 | 15:30 | 21 | 4 | | | 1 | | 26 | 2.2% |
| 15:30 | 15:45 | 15 | 5 | | | 1 | | 21 | 1.8% |
| 15:45 | 16:00 | 20 | 4 | | | | 1 | 25 | 2.1% |
| 15:00 | 16:00 | 72 | 19 | | 2 | | 1 | 94 | 7.8% |
| 16:00 | 16:15 | 24 | 4 | | 1 | 1 | | 30 | 2.5% |
| 16:15 | 16:30 | 19 | 1 | | 1 | 3 | | 24 | 2.0% |
| 16:30 | 16:45 | 15 | 6 | | | | | 21 | 1.8% |
| 16:45 | 17:00 | 29 | 3 | | | 1 | | 33 | 2.8% |
| 16:00 | 17:00 | 87 | 14 | | 2 | 5 | | 108 | 9.0% |
| 17:00 | 17:15 | 28 | 6 | | | | | 34 | 2.8% |
| 17:15 | 17:30 | 27 | 7 | | | | | 34 | 2.8% |
| 17:30 | 17:45 | 29 | 4 | | | | | 33 | 2.8% |
| 17:45 | 18:00 | 33 | 5 | | | | | 38 | 3.2% |
| 17:00 | 18:00 | 117 | 22 | | | | | 139 | 11.6% |
| 18:00 | 18:15 | 26 | 5 | | | 3 | | 34 | 2.8% |
| 18:15 | 18:30 | 27 | 2 | | | 2 | | 31 | 2.6% |
| 18:30 | 18:45 | 26 | 6 | | | | | 32 | 2.7% |
| 18:45 | 19:00 | 28 | 4 | | | | | 32 | 2.7% |
| 18:00 | 19:00 | 107 | 17 | | | 5 | | 129 | 10.8% |
| 19:00 | 19:15 | 12 | 3 | | | | | 15 | 1.3% |
| 19:15 | 19:30 | 15 | 1 | | | | | 16 | 1.3% |
| 19:30 | 19:45 | 16 | 1 | | | | | 17 | 1.4% |
| 19:45 | 20:00 | 21 | | | | | | 21 | 1.8% |
| 19:00 | 20:00 | 64 | 5 | | | | | 69 | 5.8% |
| 20:00 | 20:15 | 12 | | | | | | 12 | 1.0% |
| 20:15 | 20:30 | 12 | 1 | | | | | 13 | 1.1% |
| 20:30 | 20:45 | 15 | 1 | | | 1 | | 17 | 1.4% |
| 20:45 | 21:00 | 6 | 2 | | | | | 8 | 0.7% |
| 20:00 | 21:00 | 45 | 4 | | | 1 | | 50 | 4.2% |
| 21:00 | 21:15 | 14 | | | | | | 14 | 1.2% |
| 21:15 | 21:30 | 17 | 2 | | | | | 19 | 1.6% |
| 21:30 | 21:45 | 13 | 4 | | | | | 17 | 1.4% |
| 21:45 | 22:00 | 11 | 2 | | | | | 13 | 1.1% |
| 21:00 | 22:00 | 55 | 8 | | | | | 63 | 5.3% |
| 22:00 | 22:15 | 12 | 3 | | | | | 15 | 1.3% |
| 22:15 | 22:30 | 11 | 6 | | | | | 17 | 1.4% |
| 22:30 | 22:45 | 5 | 1 | | | 1 | | 7 | 0.6% |
| 22:45 | 23:00 | 8 | 1 | | | | | 9 | 0.8% |
| 22:00 | 23:00 | 36 | 11 | | | 1 | | 48 | 4.0% |
| 23:00 | 23:15 | 9 | 2 | | | | | 11 | 0.9% |
| 23:15 | 23:30 | 5 | | | | | | 5 | 0.4% |
| 23:30 | 23:45 | 4 | 1 | | | 1 | | 6 | 0.5% |
| 23:45 | 00:00 | 4 | | | | | | 4 | 0.3% |
| 23:00 | 00:00 | 22 | 3 | | | 1 | | 26 | 2.2% |
| Total | | 972 | 182 | 11 | 32 | | 2 | 1199 | |
| | | 81.1% | 15.2% | 0.9% | 2.7% | | 0.2% | | |
| AM PEAK | | 32 | 6 | 2 | 2 | | 1 | 38 | |
| period | | 7:45 | 8:15 | 7:30 | 8:00 | | 0:30 | 8:00 | |
| % of class | | 3.3% | 3.3% | 18.2% | 6.3% | | 50.0% | | 3.2% |
| PM PEAK | | 33 | 7 | 2 | 3 | | 1 | 38 | |
| period | | 17:45 | 12:15 | 14:00 | 16:15 | | 15:45 | 17:45 | |
| % of class | | 3.4% | 3.8% | 18.2% | 9.4% | | 50.0% | | 3.2% |

| Report-1.3 | | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East + West | | | | | | | | | | | Road : | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 0:15 | 0:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 0:30 | 0:45 | | 1 | | | | | 1 | | | | | | | 2 | 0.1% |
| 0:45 | 1:00 | | 1 | | | 1 | | | | | | | | | 2 | 0.1% |
| 00:00 | 1:00 | | 6 | 2 | | 1 | | | 1 | | | | | | 10 | 0.4% |
| 1:00 | 1:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:15 | 1:30 | | 1 | 2 | | | | | | | | | | | 3 | 0.1% |
| 1:30 | 1:45 | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:00 | 2:00 | | 4 | 2 | | | | | | | | | | | 6 | 0.2% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:45 | 3:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:00 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 3:15 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 3:15 | 3:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | 2 | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 4:00 | | 3 | 3 | | | | | | | | | | | 6 | 0.2% |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 4:15 | 4:30 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 4:30 | 4:45 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 4:45 | 5:00 | | 4 | 2 | | | | | | | | | | | 6 | 0.2% |
| 4:00 | 5:00 | | 11 | 4 | | | | | | | | | | | 15 | 0.5% |
| 5:00 | 5:15 | | 11 | 4 | | | | | | | | | | | 15 | 0.5% |
| 5:15 | 5:30 | | 14 | 8 | | | | | | | | | | | 22 | 0.8% |
| 5:30 | 5:45 | | 13 | 5 | | 2 | | | | | | | | | 20 | 0.7% |
| 5:45 | 6:00 | | 12 | 9 | | 2 | | | | | | | | | 23 | 0.8% |
| 5:00 | 6:00 | | 50 | 26 | | 4 | | | | | | | | | 80 | 2.9% |
| 6:00 | 6:15 | | 21 | 9 | | | | | 1 | | | | | | 31 | 1.1% |
| 6:15 | 6:30 | | 26 | 3 | | 1 | | | | | | | | | 30 | 1.1% |
| 6:30 | 6:45 | | 26 | 4 | | | | | | | | | | | 30 | 1.1% |
| 6:45 | 7:00 | | 28 | 7 | | 1 | | | | | | | | | 36 | 1.3% |
| 6:00 | 7:00 | | 101 | 23 | | 2 | | | 1 | | | | | | 127 | 4.6% |
| 7:00 | 7:15 | | 39 | 6 | | | | | | | | | | | 45 | 1.6% |
| 7:15 | 7:30 | | 50 | 6 | 3 | 1 | | | | | | | | | 60 | 2.2% |
| 7:30 | 7:45 | | 46 | 5 | 2 | | | | | | | | | | 53 | 1.9% |
| 7:45 | 8:00 | | 74 | 7 | 2 | | | | | | | | | | 83 | 3.0% |
| 7:00 | 8:00 | | 209 | 24 | 7 | 1 | | | | | | | | | 241 | 8.8% |
| 8:00 | 8:15 | | 89 | 9 | 1 | 4 | | | | | | | | | 103 | 3.7% |
| 8:15 | 8:30 | | 49 | 11 | 2 | 2 | | | | | | | | | 64 | 2.3% |
| 8:30 | 8:45 | | 49 | 7 | | 2 | | | | | | | | | 58 | 2.1% |
| 8:45 | 9:00 | | 28 | 10 | | 3 | | | | | | | | | 41 | 1.5% |
| 8:00 | 9:00 | | 215 | 37 | 3 | 11 | | | | | | | | | 266 | 9.7% |
| 9:00 | 9:15 | | 21 | 5 | | | | | | | | | | | 26 | 0.9% |
| 9:15 | 9:30 | | 18 | 3 | | 3 | | | | | | | | | 24 | 0.9% |
| 9:30 | 9:45 | | 26 | 4 | 1 | | | | | | | | | | 31 | 1.1% |
| 9:45 | 10:00 | | 25 | 5 | 1 | 2 | | | | | | | | | 33 | 1.2% |
| 9:00 | 10:00 | | 90 | 17 | 2 | 5 | | | | | | | | | 114 | 4.1% |
| 10:00 | 10:15 | | 22 | 4 | | 1 | | | | | | | | | 27 | 1.0% |
| 10:15 | 10:30 | | 28 | 7 | | | | | | | | | | | 35 | 1.3% |
| 10:30 | 10:45 | | 27 | 7 | | 2 | | | | | | | | | 36 | 1.3% |
| 10:45 | 11:00 | | 29 | 1 | | | | | | | | | | | 30 | 1.1% |
| 10:00 | 11:00 | | 106 | 19 | | 3 | | | | | | | | | 128 | 4.7% |
| 11:00 | 11:15 | | 25 | 6 | | 1 | | | | | | | | | 32 | 1.2% |
| 11:15 | 11:30 | | 31 | 3 | | | | | | | | | | | 34 | 1.2% |
| 11:30 | 11:45 | | 27 | | | 2 | | | | | | | | | 29 | 1.1% |
| 11:45 | 12:00 | | 17 | 3 | | 1 | | | | | | | | | 21 | 0.8% |
| 11:00 | 12:00 | | 100 | 12 | | 4 | | | | | | | | | 116 | 4.2% |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|--|-------|------|
| 12:00 | 12:15 | 27 | 4 | | 2 | | | | 33 | 1.2% |
| 12:15 | 12:30 | 24 | 9 | | 2 | | | | 35 | 1.3% |
| 12:30 | 12:45 | 27 | 3 | | | | | | 30 | 1.1% |
| 12:45 | 13:00 | 24 | 7 | | 1 | | | | 32 | 1.2% |
| 12:00 | 13:00 | 102 | 23 | | 5 | | | | 130 | 4.7% |
| 13:00 | 13:15 | 20 | 1 | | 1 | | | | 22 | 0.8% |
| 13:15 | 13:30 | 21 | 4 | 2 | 1 | | | | 28 | 1.0% |
| 13:30 | 13:45 | 30 | 10 | | 1 | | | | 41 | 1.5% |
| 13:45 | 14:00 | 26 | 4 | | 1 | | | | 31 | 1.1% |
| 13:00 | 14:00 | 97 | 19 | 2 | 4 | | | | 122 | 4.4% |
| 14:00 | 14:15 | 27 | 7 | 2 | | | | | 36 | 1.3% |
| 14:15 | 14:30 | 50 | 8 | | 1 | | | | 59 | 2.1% |
| 14:30 | 14:45 | 39 | 5 | 3 | | | | | 47 | 1.7% |
| 14:45 | 15:00 | 38 | 3 | 1 | | | | | 42 | 1.5% |
| 14:00 | 15:00 | 154 | 23 | 6 | 1 | | | | 184 | 6.7% |
| 15:00 | 15:15 | 30 | 6 | 1 | | | | | 37 | 1.3% |
| 15:15 | 15:30 | 38 | 7 | | 2 | | | | 47 | 1.7% |
| 15:30 | 15:45 | 34 | 7 | 1 | 1 | | | | 43 | 1.6% |
| 15:45 | 16:00 | 45 | 10 | | 1 | | 1 | | 57 | 2.1% |
| 15:00 | 16:00 | 147 | 30 | 2 | 4 | | 1 | | 184 | 6.7% |
| 16:00 | 16:15 | 39 | 7 | 1 | 3 | | | | 50 | 1.8% |
| 16:15 | 16:30 | 34 | 4 | 1 | 4 | | | | 43 | 1.6% |
| 16:30 | 16:45 | 31 | 12 | | 1 | | | | 44 | 1.6% |
| 16:45 | 17:00 | 53 | 4 | | 1 | | | | 58 | 2.1% |
| 16:00 | 17:00 | 157 | 27 | 2 | 9 | | | | 195 | 7.1% |
| 17:00 | 17:15 | 43 | 9 | | 1 | | | | 53 | 1.9% |
| 17:15 | 17:30 | 46 | 8 | | | | | | 54 | 2.0% |
| 17:30 | 17:45 | 46 | 6 | | | | | | 52 | 1.9% |
| 17:45 | 18:00 | 55 | 10 | | | | | | 65 | 2.4% |
| 17:00 | 18:00 | 190 | 33 | | 1 | | | | 224 | 8.2% |
| 18:00 | 18:15 | 37 | 6 | | 3 | | | | 46 | 1.7% |
| 18:15 | 18:30 | 48 | 5 | | 2 | | | | 55 | 2.0% |
| 18:30 | 18:45 | 43 | 7 | | | | | | 50 | 1.8% |
| 18:45 | 19:00 | 39 | 5 | | | 1 | | | 45 | 1.6% |
| 18:00 | 19:00 | 167 | 23 | | 5 | 1 | | | 196 | 7.1% |
| 19:00 | 19:15 | 24 | 5 | | | | | | 29 | 1.1% |
| 19:15 | 19:30 | 28 | 4 | | | | | | 32 | 1.2% |
| 19:30 | 19:45 | 28 | 3 | | 1 | | | | 32 | 1.2% |
| 19:45 | 20:00 | 28 | 3 | | | | | | 31 | 1.1% |
| 19:00 | 20:00 | 108 | 15 | | 1 | | | | 124 | 4.5% |
| 20:00 | 20:15 | 21 | 1 | | 1 | | | | 23 | 0.8% |
| 20:15 | 20:30 | 21 | 1 | | | | | | 22 | 0.8% |
| 20:30 | 20:45 | 22 | 1 | | 1 | | | | 24 | 0.9% |
| 20:45 | 21:00 | 11 | 3 | | 1 | | | | 15 | 0.5% |
| 20:00 | 21:00 | 75 | 6 | | 3 | | | | 84 | 3.1% |
| 21:00 | 21:15 | 19 | 3 | | | | | | 22 | 0.8% |
| 21:15 | 21:30 | 28 | 2 | | | | | | 30 | 1.1% |
| 21:30 | 21:45 | 16 | 4 | | 1 | | | | 21 | 0.8% |
| 21:45 | 22:00 | 19 | 2 | | 1 | | | | 22 | 0.8% |
| 21:00 | 22:00 | 82 | 11 | | 2 | | | | 95 | 3.5% |
| 22:00 | 22:15 | 18 | 4 | | | | | | 22 | 0.8% |
| 22:15 | 22:30 | 12 | 7 | | | | | | 19 | 0.7% |
| 22:30 | 22:45 | 8 | 2 | | 1 | | | | 11 | 0.4% |
| 22:45 | 23:00 | 10 | 1 | | | | | | 11 | 0.4% |
| 22:00 | 23:00 | 48 | 14 | | 1 | | | | 63 | 2.3% |
| 23:00 | 23:15 | 12 | 2 | | | | | | 14 | 0.5% |
| 23:15 | 23:30 | 5 | 1 | | | | | | 6 | 0.2% |
| 23:30 | 23:45 | 9 | 1 | | 1 | | | | 11 | 0.4% |
| 23:45 | 00:00 | 5 | | | | | | | 5 | 0.2% |
| 23:00 | 00:00 | 31 | 4 | | 1 | | | | 36 | 1.3% |
| Total | | 2255 | 397 | 24 | 68 | 1 | 3 | | 2748 | |
| | | 82.1% | 14.4% | 0.9% | 2.5% | 0.0% | 0.1% | | | |
| AM PEAK | | 89 | 11 | 3 | 4 | | 1 | | 103 | |
| period | | 8:00 | 8:15 | 7:15 | 8:00 | | 0:30 | | 8:00 | |
| % of class | | 3.9% | 2.8% | 12.5% | 5.9% | | 33.3% | | | 3.7% |
| PM PEAK | | 55 | 12 | 3 | 4 | 1 | 1 | | 65 | |
| period | | 17:45 | 16:30 | 14:30 | 16:15 | 18:45 | 15:45 | | 17:45 | |
| % of class | | 2.4% | 3.0% | 12.5% | 5.9% | 100.0% | 33.3% | | | 2.4% |

| Report-2.1 | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-------|------------|----------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | 1 | | | | | | | | | 1 | 20.7-40.7 | 1 |
| 0:15 0:30 | | | | | 2 | | | | | | | | | 2 | 25.3-45.3 | 2 |
| 0:30 0:45 | | | | | | | | | | | | | | | | |
| 0:45 1:00 | | | | | | | | | | | | | | | | |
| 00:00 1:00 | | | | | 3 | | | | | | | | | 3 | 25.3-45.3 | 2 |
| 1:00 1:15 | | | | | 1 | | | | | | | | | 1 | 26.1-46.1 | 1 |
| 1:15 1:30 | | | | 1 | | | | | | | | | | 1 | 17.4-37.4 | 1 |
| 1:30 1:45 | | | | | | | | | | | | | | | | |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 1 | 1 | | | | | | | | | 2 | 26.1-46.1 | 1 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | 1 | | | | | | | | | | 1 | 20.0-40.0 | 1 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | 1 | | | | | | | | | | 1 | 20.0-40.0 | 1 |
| 3:00 3:15 | | | | | 2 | | | | | | | | | 2 | 24.2-44.2 | 2 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | 1 | 1 | | | | | | | | 2 | 31.7-51.7 | 2 |
| 3:00 4:00 | | | | | 3 | 1 | | | | | | | | 4 | 24.2-44.2 | 2 |
| 4:00 4:15 | | | | 1 | 1 | | | | | | | | | 2 | 24.1-44.1 | 2 |
| 4:15 4:30 | | | | | 1 | | | | | | | | | 1 | 27.8-47.8 | 1 |
| 4:30 4:45 | | | | | 3 | | | | | | | | | 3 | 25.5-45.5 | 3 |
| 4:45 5:00 | | | | 3 | 3 | | | | | | | | | 6 | 29.7-49.7 | 6 |
| 4:00 5:00 | | | | 4 | 8 | | | | | | | | | 12 | 29.7-49.7 | 6 |
| 5:00 5:15 | | | | 1 | 11 | 2 | | | | | | | | 14 | 34.8-54.8 | 14 |
| 5:15 5:30 | | | | 1 | 13 | 7 | | | | | | | | 21 | 35.9-55.9 | 21 |
| 5:30 5:45 | | | | | 14 | 5 | | | | | | | | 19 | 34.7-54.7 | 19 |
| 5:45 6:00 | | | | | 14 | 6 | | | | | | | | 20 | 37.6-57.6 | 20 |
| 5:00 6:00 | | | | 2 | 52 | 20 | | | | | | | | 74 | 35.9-55.9 | 21 |
| 6:00 6:15 | | | | 4 | 24 | 2 | | | | | | | | 30 | 31.2-51.2 | 30 |
| 6:15 6:30 | | | | 3 | 21 | 4 | | | | | | | | 28 | 34.5-54.5 | 27 |
| 6:30 6:45 | | | | 6 | 19 | 2 | | | | | | | | 27 | 30.7-50.7 | 26 |
| 6:45 7:00 | | | | 2 | 24 | 6 | | | | | | | | 32 | 32.5-52.5 | 32 |
| 6:00 7:00 | | | | 15 | 88 | 14 | | | | | | | | 117 | 32.5-52.5 | 32 |
| 7:00 7:15 | | | | 3 | 33 | 3 | | | | | | | | 39 | 32.6-52.6 | 39 |
| 7:15 7:30 | | | | 10 | 36 | 7 | | | | | | | | 53 | 35.2-55.2 | 52 |
| 7:30 7:45 | | | | 4 | 32 | 3 | | | | | | | | 39 | 33.8-53.8 | 39 |
| 7:45 8:00 | | | | 7 | 37 | 5 | | | | | | | | 49 | 34.5-54.5 | 49 |
| 7:00 8:00 | | | | 24 | 138 | 18 | | | | | | | | 180 | 35.2-55.2 | 52 |
| 8:00 8:15 | | | | 8 | 51 | 6 | | | | | | | | 65 | 34.0-54.0 | 65 |
| 8:15 8:30 | | | | 3 | 36 | 2 | | | | | | | | 41 | 35.4-55.4 | 41 |
| 8:30 8:45 | | | | 2 | 31 | 8 | | | | | | | | 41 | 35.7-55.7 | 41 |
| 8:45 9:00 | | | | 7 | 23 | 3 | | | | | | | | 33 | 30.8-50.8 | 32 |
| 8:00 9:00 | | | | 20 | 141 | 19 | | | | | | | | 180 | 34.0-54.0 | 65 |
| 9:00 9:15 | | | | | 13 | 3 | | | | | | | | 16 | 35.0-55.0 | 16 |
| 9:15 9:30 | | | | 2 | 12 | 4 | | | | | | | | 18 | 33.0-53.0 | 17 |
| 9:30 9:45 | | | | | 19 | 5 | 1 | | | | | | | 25 | 40.8-60.8 | 25 |
| 9:45 10:00 | | | | 2 | 18 | 4 | | | | | | | | 24 | 33.1-53.1 | 24 |
| 9:00 10:00 | | | | 4 | 62 | 16 | 1 | | | | | | | 83 | 40.8-60.8 | 25 |
| 10:00 10:15 | | | | 1 | 14 | 3 | 1 | | | | | | | 19 | 31.1-51.1 | 18 |
| 10:15 10:30 | | | | 2 | 18 | 6 | | | | | | | | 26 | 36.8-56.8 | 25 |
| 10:30 10:45 | | | | 5 | 15 | 5 | | | | | | | | 25 | 33.8-53.8 | 24 |
| 10:45 11:00 | | | | | 18 | 2 | | | | | | | | 20 | 31.2-51.2 | 20 |
| 10:00 11:00 | | | | 8 | 65 | 16 | 1 | | | | | | | 90 | 36.8-56.8 | 25 |
| 11:00 11:15 | | | | | 18 | 4 | | | | | | | | 22 | 33.0-53.0 | 22 |
| 11:15 11:30 | | | | 2 | 15 | 7 | | | | | | | | 24 | 35.9-55.9 | 24 |
| 11:30 11:45 | | | | 2 | 9 | 5 | | | | | | | | 16 | 32.5-52.5 | 16 |
| 11:45 12:00 | | | | | 11 | 2 | | | | | | | | 13 | 33.5-53.5 | 13 |
| 11:00 12:00 | | | | 4 | 53 | 18 | | | | | | | | 75 | 35.9-55.9 | 24 |

| | | | | | | | | | | |
|------------|-------|--|--------|-------|-------|-------|-------|-------|-----------|----|
| 12:00 | 12:15 | | 1 | 12 | 7 | | | 20 | 38.2-58.2 | 20 |
| 12:15 | 12:30 | | 2 | 15 | | 1 | | 18 | 29.9-49.9 | 17 |
| 12:30 | 12:45 | | 2 | 10 | 3 | | | 15 | 35.8-55.8 | 15 |
| 12:45 | 13:00 | | 1 | 11 | 3 | | | 15 | 36.0-56.0 | 15 |
| 12:00 | 13:00 | | 6 | 48 | 13 | 1 | | 68 | 38.2-58.2 | 20 |
| 13:00 | 13:15 | | | 10 | 3 | | | 13 | 35.1-55.1 | 13 |
| 13:15 | 13:30 | | | 13 | 4 | | | 17 | 37.7-57.7 | 17 |
| 13:30 | 13:45 | | 5 | 15 | 7 | | | 27 | 38.2-58.2 | 27 |
| 13:45 | 14:00 | | 2 | 13 | 4 | | | 19 | 37.3-57.3 | 19 |
| 13:00 | 14:00 | | 7 | 51 | 18 | | | 76 | 38.2-58.2 | 27 |
| 14:00 | 14:15 | | | 15 | 5 | | | 20 | 36.3-56.3 | 20 |
| 14:15 | 14:30 | | 5 | 21 | 8 | 1 | | 35 | 34.8-54.8 | 31 |
| 14:30 | 14:45 | | 2 | 14 | 12 | | | 28 | 35.2-55.2 | 28 |
| 14:45 | 15:00 | | 4 | 15 | 7 | | | 26 | 35.3-55.3 | 25 |
| 14:00 | 15:00 | | 11 | 65 | 32 | 1 | | 109 | 34.8-54.8 | 31 |
| 15:00 | 15:15 | | | 13 | 2 | | | 15 | 31.2-51.2 | 15 |
| 15:15 | 15:30 | | | 16 | 5 | | | 21 | 33.4-53.4 | 21 |
| 15:30 | 15:45 | | 2 | 14 | 6 | | | 22 | 34.3-54.3 | 21 |
| 15:45 | 16:00 | | 2 | 23 | 7 | | | 32 | 33.0-53.0 | 32 |
| 15:00 | 16:00 | | 4 | 66 | 20 | | | 90 | 33.0-53.0 | 32 |
| 16:00 | 16:15 | | 1 | 14 | 5 | | | 20 | 32.6-52.6 | 19 |
| 16:15 | 16:30 | | | 12 | 7 | | | 19 | 38.2-58.2 | 19 |
| 16:30 | 16:45 | | 1 | 17 | 5 | | | 23 | 33.6-53.6 | 23 |
| 16:45 | 17:00 | | 1 | 21 | 3 | | | 25 | 33.6-53.6 | 25 |
| 16:00 | 17:00 | | 3 | 64 | 20 | | | 87 | 33.6-53.6 | 25 |
| 17:00 | 17:15 | | 1 | 14 | 4 | | | 19 | 32.3-52.3 | 19 |
| 17:15 | 17:30 | | 2 | 11 | 6 | 1 | | 20 | 34.9-54.9 | 19 |
| 17:30 | 17:45 | | 3 | 11 | 5 | | | 19 | 36.9-56.9 | 18 |
| 17:45 | 18:00 | | 4 | 19 | 4 | | | 27 | 34.0-54.0 | 26 |
| 17:00 | 18:00 | | 10 | 55 | 19 | 1 | | 85 | 34.0-54.0 | 26 |
| 18:00 | 18:15 | | 1 | 8 | 3 | | | 12 | 32.1-52.1 | 12 |
| 18:15 | 18:30 | | 3 | 17 | 4 | | | 24 | 33.2-53.2 | 24 |
| 18:30 | 18:45 | | 1 | 15 | 2 | | | 18 | 32.5-52.5 | 18 |
| 18:45 | 19:00 | | 3 | 9 | 1 | | | 13 | 29.4-49.4 | 12 |
| 18:00 | 19:00 | | 8 | 49 | 10 | | | 67 | 33.2-53.2 | 24 |
| 19:00 | 19:15 | | 2 | 8 | 4 | | | 14 | 35.0-55.0 | 14 |
| 19:15 | 19:30 | | 2 | 10 | 4 | | | 16 | 35.9-55.9 | 15 |
| 19:30 | 19:45 | | 2 | 12 | 1 | | | 15 | 32.7-52.7 | 15 |
| 19:45 | 20:00 | | 2 | 6 | 2 | | | 10 | 32.3-52.3 | 10 |
| 19:00 | 20:00 | | 8 | 36 | 11 | | | 55 | 35.9-55.9 | 15 |
| 20:00 | 20:15 | | 1 | 7 | 3 | | | 11 | 32.8-52.8 | 11 |
| 20:15 | 20:30 | | 2 | 7 | | | | 9 | 26.7-46.7 | 9 |
| 20:30 | 20:45 | | 2 | 3 | 2 | | | 7 | 36.9-56.9 | 7 |
| 20:45 | 21:00 | | | 6 | 1 | | | 7 | 31.4-51.4 | 7 |
| 20:00 | 21:00 | | 5 | 23 | 6 | | | 34 | 32.8-52.8 | 11 |
| 21:00 | 21:15 | | | 5 | 3 | | | 8 | 33.4-53.4 | 8 |
| 21:15 | 21:30 | | 3 | 7 | 1 | | | 11 | 29.8-49.8 | 10 |
| 21:30 | 21:45 | | | 4 | | | | 4 | 26.4-46.4 | 4 |
| 21:45 | 22:00 | | | 8 | 1 | | | 9 | 30.4-50.4 | 9 |
| 21:00 | 22:00 | | 3 | 24 | 5 | | | 32 | 29.8-49.8 | 10 |
| 22:00 | 22:15 | | 1 | 5 | 1 | | | 7 | 37.3-57.3 | 7 |
| 22:15 | 22:30 | | | 1 | 1 | | | 2 | 30.3-50.3 | 2 |
| 22:30 | 22:45 | | 1 | 3 | | | | 4 | 25.4-45.4 | 4 |
| 22:45 | 23:00 | | | 2 | | | | 2 | 29.1-49.1 | 2 |
| 22:00 | 23:00 | | 2 | 11 | 2 | | | 15 | 37.3-57.3 | 7 |
| 23:00 | 23:15 | | | 1 | 2 | | | 3 | 34.0-54.0 | 3 |
| 23:15 | 23:30 | | | 1 | | | | 1 | 26.0-46.0 | 1 |
| 23:30 | 23:45 | | 1 | 1 | 3 | | | 5 | 35.5-55.5 | 4 |
| 23:45 | 00:00 | | | 1 | | | | 1 | 23.7-43.7 | 1 |
| 23:00 | 00:00 | | 1 | 4 | 5 | | | 10 | 35.5-55.5 | 4 |
| Total | | | 1 | 150 | 1110 | 283 | 5 | | 1549 | |
| AM PEAK | | | 0.1% | 9.7% | 71.7% | 18.3% | 0.3% | | | |
| period | | | 10 | 51 | 8 | 1 | | 65 | | |
| % of class | | | 7:15 | 8:00 | 8:30 | 9:30 | | 8:00 | | |
| | | | 6.7% | 4.6% | 2.8% | 20.0% | | | 4.2% | |
| PM PEAK | | | 1 | 5 | 23 | 12 | 1 | 35 | | |
| period | | | 23:30 | 13:30 | 15:45 | 14:30 | 12:15 | 14:15 | | |
| % of class | | | 100.0% | 3.3% | 2.1% | 4.2% | 20.0% | | 2.3% | |

| | |
|------------------|--------|
| 15% Percentile : | 41 KPH |
| 50% Percentile : | 46 KPH |
| 85% Percentile : | 52 KPH |
| 95% Percentile : | 57 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 35.9-55.9 KPH |
| Number in Pace: | 1493 |
| Percent in Pace: | 96.4 % |
| Number of Vehicles >40 KPH: | 1398 |
| Percent of Vehicles >40 KPH: | 90.3 % |
| Mean Speed(average): | 46 KPH |

| Report-2.2 | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : West Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 3 | | | | | | | | | | 3 | 27.2-47.2 | 3 |
| 0:15 0:30 | | | | | 1 | 1 | | | | | | | | 2 | 35.8-55.8 | 2 |
| 0:30 0:45 | | | | 1 | 1 | | | | | | | | | 2 | 21.2-41.2 | 2 |
| 0:45 1:00 | | | | 1 | 5 | 1 | | | | | | | | 7 | 27.2-47.2 | 3 |
| 00:00 1:00 | | | | 1 | 5 | 1 | | | | | | | | 7 | 27.2-47.2 | 3 |
| 1:00 1:15 | | | | | 1 | 1 | | | | | | | | 1 | 32.5-52.5 | 1 |
| 1:15 1:30 | | | | | 1 | 1 | | | | | | | | 2 | 32.9-52.9 | 2 |
| 1:30 1:45 | | | | | | | | | | | | | | | | |
| 1:45 2:00 | | | | | 1 | | | | | | | | | 1 | 22.7-42.7 | 1 |
| 1:00 2:00 | | | | | 2 | 2 | | | | | | | | 4 | 32.9-52.9 | 2 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | | 1 | | | | | | | | | 1 | 28.5-48.5 | 1 |
| 2:00 3:00 | | | | | 1 | | | | | | | | | 1 | 28.5-48.5 | 1 |
| 3:00 3:15 | | | | | | 1 | | | | | | | | 1 | 30.7-50.7 | 1 |
| 3:15 3:30 | | | | | | 1 | | | | | | | | 1 | 37.2-57.2 | 1 |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | | | 2 | | | | | | | | 2 | 30.7-50.7 | 1 |
| 4:00 4:15 | | | | | | | | | | | | | | | | |
| 4:15 4:30 | | | | | 2 | | | | | | | | | 2 | 29.2-49.2 | 2 |
| 4:30 4:45 | | | | | 1 | | | | | | | | | 1 | 25.0-45.0 | 1 |
| 4:45 5:00 | | | | | | | | | | | | | | | | |
| 4:00 5:00 | | | | | 3 | | | | | | | | | 3 | 29.2-49.2 | 2 |
| 5:00 5:15 | | | | | 1 | | | | | | | | | 1 | 21.0-41.0 | 1 |
| 5:15 5:30 | | | | | 1 | | | | | | | | | 1 | 23.0-43.0 | 1 |
| 5:30 5:45 | | | | | 1 | | | | | | | | | 1 | 23.5-43.5 | 1 |
| 5:45 6:00 | | | | | 2 | 1 | | | | | | | | 3 | 35.1-55.1 | 3 |
| 5:00 6:00 | | | | | 5 | 1 | | | | | | | | 6 | 35.1-55.1 | 3 |
| 6:00 6:15 | | | | | 1 | | | | | | | | | 1 | 25.0-45.0 | 1 |
| 6:15 6:30 | | | | | 2 | | | | | | | | | 2 | 28.4-48.4 | 2 |
| 6:30 6:45 | | | | | 1 | 2 | | | | | | | | 3 | 35.1-55.1 | 3 |
| 6:45 7:00 | | | | | 3 | 1 | | | | | | | | 4 | 36.9-56.9 | 4 |
| 6:00 7:00 | | | | | 7 | 3 | | | | | | | | 10 | 36.9-56.9 | 4 |
| 7:00 7:15 | | | | | 5 | 1 | | | | | | | | 6 | 32.8-52.8 | 6 |
| 7:15 7:30 | | | | | 7 | | | | | | | | | 7 | 29.6-49.6 | 7 |
| 7:30 7:45 | | | | | 2 | 10 | 2 | | | | | | | 14 | 33.7-53.7 | 14 |
| 7:45 8:00 | | | | | 1 | 27 | 6 | | | | | | | 34 | 36.3-56.3 | 34 |
| 7:00 8:00 | | | | | 3 | 49 | 9 | | | | | | | 61 | 36.3-56.3 | 34 |
| 8:00 8:15 | | | | | 1 | 29 | 8 | | | | | | | 38 | 35.0-55.0 | 38 |
| 8:15 8:30 | | | | | 3 | 16 | 4 | | | | | | | 23 | 34.0-54.0 | 23 |
| 8:30 8:45 | | | | | | 9 | 8 | | | | | | | 17 | 39.2-59.2 | 17 |
| 8:45 9:00 | | | | | 2 | 4 | 2 | | | | | | | 8 | 30.4-50.4 | 7 |
| 8:00 9:00 | | | | | 6 | 58 | 22 | | | | | | | 86 | 35.0-55.0 | 38 |
| 9:00 9:15 | | | | | 1 | 5 | 4 | | | | | | | 10 | 32.9-52.9 | 10 |
| 9:15 9:30 | | | | | | 4 | 2 | | | | | | | 6 | 37.8-57.8 | 6 |
| 9:30 9:45 | | | | | | 5 | 1 | | | | | | | 6 | 32.2-52.2 | 6 |
| 9:45 10:00 | | | | | 2 | 5 | 2 | | | | | | | 9 | 34.7-54.7 | 9 |
| 9:00 10:00 | | | | | 3 | 19 | 9 | | | | | | | 31 | 32.9-52.9 | 10 |
| 10:00 10:15 | | | | | 1 | 4 | 3 | | | | | | | 8 | 34.2-54.2 | 8 |
| 10:15 10:30 | | | | | | 8 | 1 | | | | | | | 9 | 30.5-50.5 | 9 |
| 10:30 10:45 | | | | | | 5 | 6 | | | | | | | 11 | 33.1-53.1 | 11 |
| 10:45 11:00 | | | | | 2 | 5 | 3 | | | | | | | 10 | 30.7-50.7 | 10 |
| 10:00 11:00 | | | | | 3 | 22 | 13 | | | | | | | 38 | 33.1-53.1 | 11 |
| 11:00 11:15 | | | | | | 7 | 3 | | | | | | | 10 | 36.2-56.2 | 10 |
| 11:15 11:30 | | | | | 1 | 7 | 2 | | | | | | | 10 | 30.9-50.9 | 10 |
| 11:30 11:45 | | | | | | 10 | 3 | | | | | | | 13 | 37.4-57.4 | 13 |
| 11:45 12:00 | | | | | | 7 | 1 | | | | | | | 8 | 30.9-50.9 | 8 |
| 11:00 12:00 | | | | | 1 | 31 | 9 | | | | | | | 41 | 37.4-57.4 | 13 |

| | | | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|--------|--|-------|-----------|----|
| 12:00 | 12:15 | | | 12 | 1 | | | | | 13 | 39.5-59.5 | 13 |
| 12:15 | 12:30 | | 1 | 11 | 5 | | | | | 17 | 37.2-57.2 | 17 |
| 12:30 | 12:45 | | | 7 | 8 | | | | | 15 | 36.7-56.7 | 15 |
| 12:45 | 13:00 | | | 14 | 3 | | | | | 17 | 31.8-51.8 | 17 |
| 12:00 | 13:00 | | 1 | 44 | 17 | | | | | 62 | 37.2-57.2 | 17 |
| 13:00 | 13:15 | | | 4 | 5 | | | | | 9 | 38.1-58.1 | 9 |
| 13:15 | 13:30 | | 1 | 5 | 5 | | | | | 11 | 36.6-56.6 | 11 |
| 13:30 | 13:45 | | 3 | 4 | 7 | | | | | 14 | 36.1-56.1 | 13 |
| 13:45 | 14:00 | | 1 | 8 | 3 | | | | | 12 | 31.8-51.8 | 12 |
| 13:00 | 14:00 | | 5 | 21 | 20 | | | | | 46 | 36.1-56.1 | 13 |
| 14:00 | 14:15 | | 2 | 14 | | | | | | 16 | 28.9-48.9 | 16 |
| 14:15 | 14:30 | | | 20 | 4 | | | | | 24 | 37.1-57.1 | 24 |
| 14:30 | 14:45 | | 1 | 13 | 5 | | | | | 19 | 33.7-53.7 | 19 |
| 14:45 | 15:00 | | 1 | 12 | 2 | 1 | | | | 16 | 33.6-53.6 | 15 |
| 14:00 | 15:00 | | 4 | 59 | 11 | 1 | | | | 75 | 37.1-57.1 | 24 |
| 15:00 | 15:15 | | 2 | 16 | 4 | | | | | 22 | 36.8-56.8 | 22 |
| 15:15 | 15:30 | | | 18 | 8 | | | | | 26 | 34.0-54.0 | 26 |
| 15:30 | 15:45 | | 1 | 15 | 5 | | | | | 21 | 34.4-54.4 | 21 |
| 15:45 | 16:00 | | | 17 | 7 | 1 | | | | 25 | 36.4-56.4 | 24 |
| 15:00 | 16:00 | | 3 | 66 | 24 | 1 | | | | 94 | 34.0-54.0 | 26 |
| 16:00 | 16:15 | | 2 | 13 | 15 | | | | | 30 | 39.7-59.7 | 29 |
| 16:15 | 16:30 | | 1 | 20 | 3 | | | | | 24 | 30.7-50.7 | 24 |
| 16:30 | 16:45 | | | 15 | 6 | | | | | 21 | 38.4-58.4 | 21 |
| 16:45 | 17:00 | | 2 | 25 | 5 | 1 | | | | 33 | 35.0-55.0 | 32 |
| 16:00 | 17:00 | | 5 | 73 | 29 | 1 | | | | 108 | 35.0-55.0 | 32 |
| 17:00 | 17:15 | | 1 | 20 | 13 | | | | | 34 | 36.6-56.6 | 33 |
| 17:15 | 17:30 | | 1 | 23 | 10 | | | | | 34 | 36.8-56.8 | 33 |
| 17:30 | 17:45 | | | 27 | 6 | | | | | 33 | 34.2-54.2 | 33 |
| 17:45 | 18:00 | | 3 | 3 | 25 | 6 | 1 | | | 38 | 33.4-53.4 | 32 |
| 17:00 | 18:00 | | 3 | 5 | 95 | 35 | 1 | | | 139 | 36.6-56.6 | 33 |
| 18:00 | 18:15 | | | 3 | 22 | 9 | | | | 34 | 35.5-55.5 | 34 |
| 18:15 | 18:30 | | 5 | 22 | 4 | | | | | 31 | 34.2-54.2 | 30 |
| 18:30 | 18:45 | | 2 | 19 | 10 | 1 | | | | 32 | 35.4-55.4 | 31 |
| 18:45 | 19:00 | | 1 | 29 | 2 | | | | | 32 | 33.9-53.9 | 32 |
| 18:00 | 19:00 | | 11 | 92 | 25 | 1 | | | | 129 | 35.5-55.5 | 34 |
| 19:00 | 19:15 | | 1 | 13 | 1 | | | | | 15 | 32.4-52.4 | 15 |
| 19:15 | 19:30 | 1 | | 11 | 4 | | | | | 16 | 31.6-51.6 | 15 |
| 19:30 | 19:45 | | 3 | 9 | 5 | | | | | 17 | 31.8-51.8 | 17 |
| 19:45 | 20:00 | | 3 | 13 | 5 | | | | | 21 | 34.0-54.0 | 21 |
| 19:00 | 20:00 | 1 | 7 | 46 | 15 | | | | | 69 | 34.0-54.0 | 21 |
| 20:00 | 20:15 | | 1 | 7 | 4 | | | | | 12 | 33.8-53.8 | 12 |
| 20:15 | 20:30 | | | 12 | 1 | | | | | 13 | 38.7-58.7 | 13 |
| 20:30 | 20:45 | | 1 | 12 | 4 | | | | | 17 | 33.7-53.7 | 17 |
| 20:45 | 21:00 | | | 7 | 1 | | | | | 8 | 32.3-52.3 | 8 |
| 20:00 | 21:00 | | 2 | 38 | 10 | | | | | 50 | 33.7-53.7 | 17 |
| 21:00 | 21:15 | | 1 | 9 | 4 | | | | | 14 | 32.5-52.5 | 14 |
| 21:15 | 21:30 | | | 17 | 2 | | | | | 19 | 39.5-59.5 | 19 |
| 21:30 | 21:45 | | 1 | 13 | 3 | | | | | 17 | 31.8-51.8 | 17 |
| 21:45 | 22:00 | | | 13 | | | | | | 13 | 30.0-50.0 | 13 |
| 21:00 | 22:00 | | 2 | 52 | 9 | | | | | 63 | 39.5-59.5 | 19 |
| 22:00 | 22:15 | | | 12 | 3 | | | | | 15 | 33.2-53.2 | 15 |
| 22:15 | 22:30 | | 5 | 11 | 1 | | | | | 17 | 31.5-51.5 | 17 |
| 22:30 | 22:45 | | | 7 | | | | | | 7 | 28.7-48.7 | 7 |
| 22:45 | 23:00 | | 1 | 5 | 3 | | | | | 9 | 35.0-55.0 | 9 |
| 22:00 | 23:00 | | 6 | 35 | 7 | | | | | 48 | 31.5-51.5 | 17 |
| 23:00 | 23:15 | | | 7 | 4 | | | | | 11 | 37.2-57.2 | 11 |
| 23:15 | 23:30 | | 1 | 3 | 1 | | | | | 5 | 32.5-52.5 | 5 |
| 23:30 | 23:45 | | 1 | 5 | | | | | | 6 | 27.7-47.7 | 6 |
| 23:45 | 00:00 | | | 4 | | | | | | 4 | 28.7-48.7 | 4 |
| 23:00 | 00:00 | | 2 | 19 | 5 | | | | | 26 | 37.2-57.2 | 11 |
| Total | | | 4 | 70 | 842 | 278 | 4 | 1 | | 1199 | | |
| AM PEAK | | | 0.3% | 5.8% | 70.2% | 23.2% | 0.3% | 0.1% | | | | |
| period | | | 3 | 29 | 8 | | | | | 38 | | |
| % of class | | | 8:15 | 8:00 | 8:00 | | | | | 8:00 | | |
| PM PEAK | | | 4.3% | 3.4% | 2.9% | | | | | | 3.2% | |
| period | | | 3 | 5 | 29 | 15 | 1 | 1 | | 38 | | |
| % of class | | | 17:45 | 18:15 | 18:45 | 16:00 | 14:45 | 15:45 | | 17:45 | | |
| | | | 75.0% | 7.1% | 3.4% | 5.4% | 25.0% | 100.0% | | | 3.2% | |

| | |
|------------------|--------|
| 15% Percentile : | 41 KPH |
| 50% Percentile : | 46 KPH |
| 85% Percentile : | 54 KPH |
| 95% Percentile : | 58 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 36.9-56.9 KPH |
| Number in Pace: | 1160 |
| Percent in Pace: | 96.7 % |
| Number of Vehicles >40 KPH: | 1125 |
| Percent of Vehicles >40 KPH: | 93.8 % |
| Mean Speed(average): | 47 KPH |

| Report-2.3 | | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | | | | | | |
|--------------------|-------|--|----|----|-----|----|----|----|----|----|-----|-----|-----|-----|-----------|------------|----------------|
| | | Direction : East + West Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| | | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | Total | Pace Speed | Number in Pace |
| 00:00 | 0:15 | | | | 4 | | | | | | | | | 4 | 27.2-47.2 | 4 | |
| 0:15 | 0:30 | | | | 2 | | | | | | | | | 2 | 25.3-45.3 | 2 | |
| 0:30 | 0:45 | | | | 1 | 1 | | | | | | | | 2 | 35.8-55.8 | 2 | |
| 0:45 | 1:00 | | | 1 | 1 | | | | | | | | | 2 | 21.2-41.2 | 2 | |
| 00:00 | 1:00 | | | 1 | 8 | 1 | | | | | | | | 10 | 27.2-47.2 | 4 | |
| 1:00 | 1:15 | | | | 1 | 1 | 1 | | | | | | | 2 | 32.5-52.5 | 2 | |
| 1:15 | 1:30 | | | 1 | 1 | 1 | | | | | | | | 3 | 32.9-52.9 | 3 | |
| 1:30 | 1:45 | | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | | | 1 | | | | | | | | | 1 | 22.7-42.7 | 1 | |
| 1:00 | 2:00 | | | 1 | 3 | 2 | | | | | | | | 6 | 32.9-52.9 | 3 | |
| 2:00 | 2:15 | | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | | 1 | | | | | | | | | | 1 | 20.0-40.0 | 1 | |
| 2:45 | 3:00 | | | | 1 | | | | | | | | | 1 | 28.5-48.5 | 1 | |
| 2:00 | 3:00 | | | 1 | 1 | | | | | | | | | 2 | 20.0-40.0 | 1 | |
| 3:00 | 3:15 | | | | 2 | 1 | | | | | | | | 3 | 30.7-50.7 | 3 | |
| 3:15 | 3:30 | | | | | 1 | | | | | | | | 1 | 37.2-57.2 | 1 | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | | 1 | 1 | | | | | | | | 2 | 31.7-51.7 | 2 | |
| 3:00 | 4:00 | | | | 3 | 3 | | | | | | | | 6 | 30.7-50.7 | 3 | |
| 4:00 | 4:15 | | | 1 | 1 | | | | | | | | | 2 | 24.1-44.1 | 2 | |
| 4:15 | 4:30 | | | | 3 | | | | | | | | | 3 | 29.2-49.2 | 3 | |
| 4:30 | 4:45 | | | | 4 | | | | | | | | | 4 | 25.5-45.5 | 4 | |
| 4:45 | 5:00 | | | 3 | 3 | | | | | | | | | 6 | 29.7-49.7 | 6 | |
| 4:00 | 5:00 | | | 4 | 11 | | | | | | | | | 15 | 29.7-49.7 | 6 | |
| 5:00 | 5:15 | | | 1 | 12 | 2 | | | | | | | | 15 | 34.8-54.8 | 15 | |
| 5:15 | 5:30 | | | 1 | 14 | 7 | | | | | | | | 22 | 35.9-55.9 | 22 | |
| 5:30 | 5:45 | | | | 15 | 5 | | | | | | | | 20 | 34.7-54.7 | 20 | |
| 5:45 | 6:00 | | | | 16 | 7 | | | | | | | | 23 | 37.6-57.6 | 23 | |
| 5:00 | 6:00 | | | 2 | 57 | 21 | | | | | | | | 80 | 37.6-57.6 | 23 | |
| 6:00 | 6:15 | | | 4 | 25 | 2 | | | | | | | | 31 | 31.2-51.2 | 31 | |
| 6:15 | 6:30 | | | 3 | 23 | 4 | | | | | | | | 30 | 34.5-54.5 | 29 | |
| 6:30 | 6:45 | | | 6 | 20 | 4 | | | | | | | | 30 | 30.9-50.9 | 28 | |
| 6:45 | 7:00 | | | 2 | 27 | 7 | | | | | | | | 36 | 36.9-56.9 | 36 | |
| 6:00 | 7:00 | | | 15 | 95 | 17 | | | | | | | | 127 | 36.9-56.9 | 36 | |
| 7:00 | 7:15 | | | 3 | 38 | 4 | | | | | | | | 45 | 32.8-52.8 | 45 | |
| 7:15 | 7:30 | | | 10 | 43 | 7 | | | | | | | | 60 | 35.2-55.2 | 59 | |
| 7:30 | 7:45 | | | 6 | 42 | 5 | | | | | | | | 53 | 33.8-53.8 | 53 | |
| 7:45 | 8:00 | | | 8 | 64 | 11 | | | | | | | | 83 | 36.3-56.3 | 83 | |
| 7:00 | 8:00 | | | 27 | 187 | 27 | | | | | | | | 241 | 36.3-56.3 | 83 | |
| 8:00 | 8:15 | | | 9 | 80 | 14 | | | | | | | | 103 | 35.0-55.0 | 103 | |
| 8:15 | 8:30 | | | 6 | 52 | 6 | | | | | | | | 64 | 35.4-55.4 | 64 | |
| 8:30 | 8:45 | | | 2 | 40 | 16 | | | | | | | | 58 | 35.7-55.7 | 57 | |
| 8:45 | 9:00 | | | 9 | 27 | 5 | | | | | | | | 41 | 30.8-50.8 | 39 | |
| 8:00 | 9:00 | | | 26 | 199 | 41 | | | | | | | | 266 | 35.0-55.0 | 103 | |
| 9:00 | 9:15 | | | 1 | 18 | 7 | | | | | | | | 26 | 35.0-55.0 | 26 | |
| 9:15 | 9:30 | | | 2 | 16 | 6 | | | | | | | | 24 | 37.8-57.8 | 22 | |
| 9:30 | 9:45 | | | | 24 | 6 | 1 | | | | | | | 31 | 32.2-52.2 | 30 | |
| 9:45 | 10:00 | | | 4 | 23 | 6 | | | | | | | | 33 | 34.7-54.7 | 33 | |
| 9:00 | 10:00 | | | 7 | 81 | 25 | 1 | | | | | | | 114 | 34.7-54.7 | 33 | |
| 10:00 | 10:15 | | | 2 | 18 | 6 | 1 | | | | | | | 27 | 34.2-54.2 | 26 | |
| 10:15 | 10:30 | | | 2 | 26 | 7 | | | | | | | | 35 | 36.8-56.8 | 34 | |
| 10:30 | 10:45 | | | 5 | 20 | 11 | | | | | | | | 36 | 33.8-53.8 | 35 | |
| 10:45 | 11:00 | | | 2 | 23 | 5 | | | | | | | | 30 | 31.2-51.2 | 30 | |
| 10:00 | 11:00 | | | 11 | 87 | 29 | 1 | | | | | | | 128 | 33.8-53.8 | 35 | |
| 11:00 | 11:15 | | | | 25 | 7 | | | | | | | | 32 | 36.2-56.2 | 32 | |
| 11:15 | 11:30 | | | 3 | 22 | 9 | | | | | | | | 34 | 35.9-55.9 | 34 | |
| 11:30 | 11:45 | | | 2 | 19 | 8 | | | | | | | | 29 | 37.4-57.4 | 29 | |
| 11:45 | 12:00 | | | | 18 | 3 | | | | | | | | 21 | 33.5-53.5 | 21 | |
| 11:00 | 12:00 | | | 5 | 84 | 27 | | | | | | | | 116 | 35.9-55.9 | 34 | |

| Report-3.1 Directions -----> | Location : CAL2019-A7EW Columbia Way - at bend east of Forest Gate Ave | | | | | | | | | | |
|---------------------------------|--|--|-------------------|-----|------------------|--|------------------|----|-------------------|-----|------|
| | Dates : 2019-12-12 | | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | | |
| 00:00 0:15 | | | | 1 | 0.1% | | | 3 | 0.3% | 4 | 0.1% |
| 0:15 0:30 | | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 0:30 0:45 | | | | | | | | 2 | 0.2% | 2 | 0.1% |
| 0:45 1:00 | | | | | | | | 2 | 0.2% | 2 | 0.1% |
| 00:00 1:00 | | | | 3 | 0.2% | | | 7 | 0.6% | 10 | 0.4% |
| 1:00 1:15 | | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 1:15 1:30 | | | | 1 | 0.1% | | | 2 | 0.2% | 3 | 0.1% |
| 1:30 1:45 | | | | | | | | | | | |
| 1:45 2:00 | | | | | | | | 1 | 0.1% | 1 | 0.0% |
| 1:00 2:00 | | | | 2 | 0.1% | | | 4 | 0.3% | 6 | 0.2% |
| 2:00 2:15 | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | |
| 2:30 2:45 | | | | 1 | 0.1% | | | | | 1 | 0.0% |
| 2:45 3:00 | | | | | | | | 1 | 0.1% | 1 | 0.0% |
| 2:00 3:00 | | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 3:00 3:15 | | | | 2 | 0.1% | | | 1 | 0.1% | 3 | 0.1% |
| 3:15 3:30 | | | | | | | | 1 | 0.1% | 1 | 0.0% |
| 3:30 3:45 | | | | | | | | | | | |
| 3:45 4:00 | | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 3:00 4:00 | | | | 4 | 0.3% | | | 2 | 0.2% | 6 | 0.2% |
| 4:00 4:15 | | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 4:15 4:30 | | | | 1 | 0.1% | | | 2 | 0.2% | 3 | 0.1% |
| 4:30 4:45 | | | | 3 | 0.2% | | | 1 | 0.1% | 4 | 0.1% |
| 4:45 5:00 | | | | 6 | 0.4% | | | | | 6 | 0.2% |
| 4:00 5:00 | | | | 12 | 0.8% | | | 3 | 0.3% | 15 | 0.5% |
| 5:00 5:15 | | | | 14 | 0.9% | | | 1 | 0.1% | 15 | 0.5% |
| 5:15 5:30 | | | | 21 | 1.4% | | | 1 | 0.1% | 22 | 0.8% |
| 5:30 5:45 | | | | 19 | 1.2% | | | 1 | 0.1% | 20 | 0.7% |
| 5:45 6:00 | | | | 20 | 1.3% | | | 3 | 0.3% | 23 | 0.8% |
| 5:00 6:00 | | | | 74 | 4.8% | | | 6 | 0.5% | 80 | 2.9% |
| 6:00 6:15 | | | | 30 | 1.9% | | | 1 | 0.1% | 31 | 1.1% |
| 6:15 6:30 | | | | 28 | 1.8% | | | 2 | 0.2% | 30 | 1.1% |
| 6:30 6:45 | | | | 27 | 1.7% | | | 3 | 0.3% | 30 | 1.1% |
| 6:45 7:00 | | | | 32 | 2.1% | | | 4 | 0.3% | 36 | 1.3% |
| 6:00 7:00 | | | | 117 | 7.6% | | | 10 | 0.8% | 127 | 4.6% |
| 7:00 7:15 | | | | 39 | 2.5% | | | 6 | 0.5% | 45 | 1.6% |
| 7:15 7:30 | | | | 53 | 3.4% | | | 7 | 0.6% | 60 | 2.2% |
| 7:30 7:45 | | | | 39 | 2.5% | | | 14 | 1.2% | 53 | 1.9% |
| 7:45 8:00 | | | | 49 | 3.2% | | | 34 | 2.8% | 83 | 3.0% |
| 7:00 8:00 | | | | 180 | 11.6% | | | 61 | 5.1% | 241 | 8.8% |
| 8:00 8:15 | | | | 65 | 4.2% | | | 38 | 3.2% | 103 | 3.7% |
| 8:15 8:30 | | | | 41 | 2.6% | | | 23 | 1.9% | 64 | 2.3% |
| 8:30 8:45 | | | | 41 | 2.6% | | | 17 | 1.4% | 58 | 2.1% |
| 8:45 9:00 | | | | 33 | 2.1% | | | 8 | 0.7% | 41 | 1.5% |
| 8:00 9:00 | | | | 180 | 11.6% | | | 86 | 7.2% | 266 | 9.7% |
| 9:00 9:15 | | | | 16 | 1.0% | | | 10 | 0.8% | 26 | 0.9% |
| 9:15 9:30 | | | | 18 | 1.2% | | | 6 | 0.5% | 24 | 0.9% |
| 9:30 9:45 | | | | 25 | 1.6% | | | 6 | 0.5% | 31 | 1.1% |
| 9:45 10:00 | | | | 24 | 1.5% | | | 9 | 0.8% | 33 | 1.2% |
| 9:00 10:00 | | | | 83 | 5.4% | | | 31 | 2.6% | 114 | 4.1% |
| 10:00 10:15 | | | | 19 | 1.2% | | | 8 | 0.7% | 27 | 1.0% |
| 10:15 10:30 | | | | 26 | 1.7% | | | 9 | 0.8% | 35 | 1.3% |
| 10:30 10:45 | | | | 25 | 1.6% | | | 11 | 0.9% | 36 | 1.3% |
| 10:45 11:00 | | | | 20 | 1.3% | | | 10 | 0.8% | 30 | 1.1% |
| 10:00 11:00 | | | | 90 | 5.8% | | | 38 | 3.2% | 128 | 4.7% |
| 11:00 11:15 | | | | 22 | 1.4% | | | 10 | 0.8% | 32 | 1.2% |
| 11:15 11:30 | | | | 24 | 1.5% | | | 10 | 0.8% | 34 | 1.2% |
| 11:30 11:45 | | | | 16 | 1.0% | | | 13 | 1.1% | 29 | 1.1% |
| 11:45 12:00 | | | | 13 | 0.8% | | | 8 | 0.7% | 21 | 0.8% |
| 11:00 12:00 | | | | 75 | 4.8% | | | 41 | 3.4% | 116 | 4.2% |

| | | | | | | | | |
|------------|-------|--|-------|------|-------|-------|--------|--------|
| 12:00 | 12:15 | | 20 | 1.3% | 13 | 1.1% | 33 | 1.2% |
| 12:15 | 12:30 | | 18 | 1.2% | 17 | 1.4% | 35 | 1.3% |
| 12:30 | 12:45 | | 15 | 1.0% | 15 | 1.3% | 30 | 1.1% |
| 12:45 | 13:00 | | 15 | 1.0% | 17 | 1.4% | 32 | 1.2% |
| 12:00 | 13:00 | | 68 | 4.4% | 62 | 5.2% | 130 | 4.7% |
| 13:00 | 13:15 | | 13 | 0.8% | 9 | 0.8% | 22 | 0.8% |
| 13:15 | 13:30 | | 17 | 1.1% | 11 | 0.9% | 28 | 1.0% |
| 13:30 | 13:45 | | 27 | 1.7% | 14 | 1.2% | 41 | 1.5% |
| 13:45 | 14:00 | | 19 | 1.2% | 12 | 1.0% | 31 | 1.1% |
| 13:00 | 14:00 | | 76 | 4.9% | 46 | 3.8% | 122 | 4.4% |
| 14:00 | 14:15 | | 20 | 1.3% | 16 | 1.3% | 36 | 1.3% |
| 14:15 | 14:30 | | 35 | 2.3% | 24 | 2.0% | 59 | 2.1% |
| 14:30 | 14:45 | | 28 | 1.8% | 19 | 1.6% | 47 | 1.7% |
| 14:45 | 15:00 | | 26 | 1.7% | 16 | 1.3% | 42 | 1.5% |
| 14:00 | 15:00 | | 109 | 7.0% | 75 | 6.3% | 184 | 6.7% |
| 15:00 | 15:15 | | 15 | 1.0% | 22 | 1.8% | 37 | 1.3% |
| 15:15 | 15:30 | | 21 | 1.4% | 26 | 2.2% | 47 | 1.7% |
| 15:30 | 15:45 | | 22 | 1.4% | 21 | 1.8% | 43 | 1.6% |
| 15:45 | 16:00 | | 32 | 2.1% | 25 | 2.1% | 57 | 2.1% |
| 15:00 | 16:00 | | 90 | 5.8% | 94 | 7.8% | 184 | 6.7% |
| 16:00 | 16:15 | | 20 | 1.3% | 30 | 2.5% | 50 | 1.8% |
| 16:15 | 16:30 | | 19 | 1.2% | 24 | 2.0% | 43 | 1.6% |
| 16:30 | 16:45 | | 23 | 1.5% | 21 | 1.8% | 44 | 1.6% |
| 16:45 | 17:00 | | 25 | 1.6% | 33 | 2.8% | 58 | 2.1% |
| 16:00 | 17:00 | | 87 | 5.6% | 108 | 9.0% | 195 | 7.1% |
| 17:00 | 17:15 | | 19 | 1.2% | 34 | 2.8% | 53 | 1.9% |
| 17:15 | 17:30 | | 20 | 1.3% | 34 | 2.8% | 54 | 2.0% |
| 17:30 | 17:45 | | 19 | 1.2% | 33 | 2.8% | 52 | 1.9% |
| 17:45 | 18:00 | | 27 | 1.7% | 38 | 3.2% | 65 | 2.4% |
| 17:00 | 18:00 | | 85 | 5.5% | 139 | 11.6% | 224 | 8.2% |
| 18:00 | 18:15 | | 12 | 0.8% | 34 | 2.8% | 46 | 1.7% |
| 18:15 | 18:30 | | 24 | 1.5% | 31 | 2.6% | 55 | 2.0% |
| 18:30 | 18:45 | | 18 | 1.2% | 32 | 2.7% | 50 | 1.8% |
| 18:45 | 19:00 | | 13 | 0.8% | 32 | 2.7% | 45 | 1.6% |
| 18:00 | 19:00 | | 67 | 4.3% | 129 | 10.8% | 196 | 7.1% |
| 19:00 | 19:15 | | 14 | 0.9% | 15 | 1.3% | 29 | 1.1% |
| 19:15 | 19:30 | | 16 | 1.0% | 16 | 1.3% | 32 | 1.2% |
| 19:30 | 19:45 | | 15 | 1.0% | 17 | 1.4% | 32 | 1.2% |
| 19:45 | 20:00 | | 10 | 0.6% | 21 | 1.8% | 31 | 1.1% |
| 19:00 | 20:00 | | 55 | 3.6% | 69 | 5.8% | 124 | 4.5% |
| 20:00 | 20:15 | | 11 | 0.7% | 12 | 1.0% | 23 | 0.8% |
| 20:15 | 20:30 | | 9 | 0.6% | 13 | 1.1% | 22 | 0.8% |
| 20:30 | 20:45 | | 7 | 0.5% | 17 | 1.4% | 24 | 0.9% |
| 20:45 | 21:00 | | 7 | 0.5% | 8 | 0.7% | 15 | 0.5% |
| 20:00 | 21:00 | | 34 | 2.2% | 50 | 4.2% | 84 | 3.1% |
| 21:00 | 21:15 | | 8 | 0.5% | 14 | 1.2% | 22 | 0.8% |
| 21:15 | 21:30 | | 11 | 0.7% | 19 | 1.6% | 30 | 1.1% |
| 21:30 | 21:45 | | 4 | 0.3% | 17 | 1.4% | 21 | 0.8% |
| 21:45 | 22:00 | | 9 | 0.6% | 13 | 1.1% | 22 | 0.8% |
| 21:00 | 22:00 | | 32 | 2.1% | 63 | 5.3% | 95 | 3.5% |
| 22:00 | 22:15 | | 7 | 0.5% | 15 | 1.3% | 22 | 0.8% |
| 22:15 | 22:30 | | 2 | 0.1% | 17 | 1.4% | 19 | 0.7% |
| 22:30 | 22:45 | | 4 | 0.3% | 7 | 0.6% | 11 | 0.4% |
| 22:45 | 23:00 | | 2 | 0.1% | 9 | 0.8% | 11 | 0.4% |
| 22:00 | 23:00 | | 15 | 1.0% | 48 | 4.0% | 63 | 2.3% |
| 23:00 | 23:15 | | 3 | 0.2% | 11 | 0.9% | 14 | 0.5% |
| 23:15 | 23:30 | | 1 | 0.1% | 5 | 0.4% | 6 | 0.2% |
| 23:30 | 23:45 | | 5 | 0.3% | 6 | 0.5% | 11 | 0.4% |
| 23:45 | 00:00 | | 1 | 0.1% | 4 | 0.3% | 5 | 0.2% |
| 23:00 | 00:00 | | 10 | 0.6% | 26 | 2.2% | 36 | 1.3% |
| Total | | | 1549 | | 1199 | | 2748 | 100.0% |
| | | | 56.4% | | 43.6% | | 100.0% | |
| AM PEAK | | | 65 | | 38 | | 103 | |
| period | | | 8:00 | | 8:00 | | 8:00 | |
| % of class | | | 4.2% | | 3.2% | | 3.7% | |
| PM PEAK | | | 35 | | 38 | | 65 | |
| period | | | 14:15 | | 17:45 | | 17:45 | |
| % of class | | | 2.3% | | 3.2% | | 2.4% | |

| Report-1.1 | | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|------|------|------|------|------|-------|
| | | Direction : East Road : | | | | | | | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | | | | | | | |
| 00:00 | 0:15 | 1 | | | | | | | | | | | | | 1 | 0.1% | | | | | | |
| 0:15 | 0:30 | | | | | | | | | | | | 1 | 0.1% | | | | | | | | |
| 0:30 | 0:45 | | | | | | | | | | | | | | | | | | | | | |
| 0:45 | 1:00 | | | | | | | | | | | | | | | | | | | | | |
| 00:00 | 1:00 | 1 | | | | | | | | | | | | | 2 | 0.1% | | | | | | |
| 1:00 | 1:15 | | | | | | | | | | | | 1 | 0.1% | | | | | | | | |
| 1:15 | 1:30 | | | | | | | | | | | | 1 | 0.1% | | | | | | | | |
| 1:30 | 1:45 | | | | | | | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | | | | | | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | 2 | | | | | | | | | | | | | 2 | 0.1% | | | | | | |
| 2:00 | 2:15 | | | | | | | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | 1 | | | | | | | | | | | | | 1 | 0.1% | | | | | | |
| 2:45 | 3:00 | | | | | | | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | 1 | | | | | | | | | | | | | 1 | 0.1% | | | | | | |
| 3:00 | 3:15 | 1 | 1 | | | | | | | | | | | | 2 | 0.1% | | | | | | |
| 3:15 | 3:30 | | | | | | | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | 1 | 1 | | | | | | | | | | | | 2 | 0.1% | | | | | | |
| 3:00 | 4:00 | 2 | | 2 | | | | | | | | | | | | | 4 | 0.3% | | | | |
| 4:00 | 4:15 | 2 | | | | | | | | | | | | | 2 | 0.1% | | | | | | |
| 4:15 | 4:30 | 3 | | | | | | | | | | | | | 3 | 0.2% | | | | | | |
| 4:30 | 4:45 | 2 | | | | | | | | | | | | | 2 | 0.1% | | | | | | |
| 4:45 | 5:00 | 4 | | 1 | | | | | | | | | | | | 5 | 0.3% | | | | | |
| 4:00 | 5:00 | 11 | | 1 | | | | | | | | | | | | 12 | 0.8% | | | | | |
| 5:00 | 5:15 | 10 | | 4 | | 1 | | | | | | | | | | | | 15 | 1.0% | | | |
| 5:15 | 5:30 | 16 | | 3 | | | | | | | | | | | | | 19 | 1.2% | | | | |
| 5:30 | 5:45 | 14 | | 2 | | 2 | 1 | | | | | | | | | | | | 19 | 1.2% | | |
| 5:45 | 6:00 | 14 | | 4 | | 1 | 1 | | | | | | | | | | | | 20 | 1.3% | | |
| 5:00 | 6:00 | 54 | | 13 | | 3 | | 3 | | | | | | | | | | | | | 73 | 4.7% |
| 6:00 | 6:15 | 26 | | 6 | | | | | | | | | | | | | 32 | 2.0% | | | | |
| 6:15 | 6:30 | 22 | | 2 | | 1 | | | | | | | | | | | | 25 | 1.6% | | | |
| 6:30 | 6:45 | 26 | | 2 | | | | | | | | | | | | | 28 | 1.8% | | | | |
| 6:45 | 7:00 | 27 | | 5 | | | | | | | | | | | | | 32 | 2.0% | | | | |
| 6:00 | 7:00 | 101 | | 15 | | 1 | | | | | | | | | | | | 117 | 7.5% | | | |
| 7:00 | 7:15 | 42 | | 1 | | | | | | | | | | | | | 43 | 2.7% | | | | |
| 7:15 | 7:30 | 39 | | 4 | | 2 | 3 | | | | | | | | | | | | 48 | 3.1% | | |
| 7:30 | 7:45 | 39 | | 2 | | 1 | | | | | | | | | | | | 42 | 2.7% | | | |
| 7:45 | 8:00 | 42 | | 4 | | 1 | 2 | | | | | | | | | | | | 49 | 3.1% | | |
| 7:00 | 8:00 | 162 | | 11 | | 3 | | 6 | | | | | | | | | | | | | 182 | 11.6% |
| 8:00 | 8:15 | 65 | | 4 | | | | | | | | | | | | | 69 | 4.4% | | | | |
| 8:15 | 8:30 | 31 | | 4 | | 2 | 1 | | | | | | | | | | | | 38 | 2.4% | | |
| 8:30 | 8:45 | 35 | | 5 | | 2 | | | | | | | | | | | | 42 | 2.7% | | | |
| 8:45 | 9:00 | 32 | | 2 | | 1 | | | | | | | | | | | | 35 | 2.2% | | | |
| 8:00 | 9:00 | 163 | | 15 | | 2 | 1 | 3 | | | | | | | | | | | | | 184 | 11.7% |
| 9:00 | 9:15 | 14 | | 2 | | | | | | | | | | | | | 16 | 1.0% | | | | |
| 9:15 | 9:30 | 16 | | 2 | | 1 | | | | | | | | | | | | 19 | 1.2% | | | |
| 9:30 | 9:45 | 23 | | 4 | | 2 | | | | | | | | | | | | 27 | 1.7% | | | |
| 9:45 | 10:00 | 19 | | 2 | | 1 | 1 | | | | | | | | | | | | 23 | 1.5% | | |
| 9:00 | 10:00 | 72 | | 8 | | 3 | | 2 | | | | | | | | | | | | | 85 | 5.4% |
| 10:00 | 10:15 | 16 | | 1 | | 1 | | | | | | | | | | | | 18 | 1.1% | | | |
| 10:15 | 10:30 | 22 | | 3 | | | | | | | | | | | | | 25 | 1.6% | | | | |
| 10:30 | 10:45 | 18 | | 2 | | 3 | 1 | | | | | | | | | | | | 24 | 1.5% | | |
| 10:45 | 11:00 | 22 | | | | | | | | | | | | | 22 | 1.4% | | | | | | |
| 10:00 | 11:00 | 78 | | 6 | | 4 | | 1 | | | | | | | | | | | | 89 | 5.7% | |
| 11:00 | 11:15 | 19 | | 3 | | | | | | | | | | | | | 22 | 1.4% | | | | |
| 11:15 | 11:30 | 23 | | 2 | | | | | | | | | | | | | 25 | 1.6% | | | | |
| 11:30 | 11:45 | 17 | | | | | | | | | | | | | 17 | 1.1% | | | | | | |
| 11:45 | 12:00 | 9 | | 2 | | 1 | | | | | | | | | | | | 12 | 0.8% | | | |
| 11:00 | 12:00 | 68 | | 7 | | 1 | | | | | | | | | | | | 76 | 4.8% | | | |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|--------|-------|------|
| 12:00 | 12:15 | 19 | 1 | | 1 | | | 21 | 1.3% |
| 12:15 | 12:30 | 15 | 2 | | | | | 17 | 1.1% |
| 12:30 | 12:45 | 14 | 2 | | | | | 16 | 1.0% |
| 12:45 | 13:00 | 12 | 3 | | | | | 15 | 1.0% |
| 12:00 | 13:00 | 60 | 8 | | 1 | | | 69 | 4.4% |
| 13:00 | 13:15 | 12 | | | 1 | | | 13 | 0.8% |
| 13:15 | 13:30 | 11 | 3 | 1 | 1 | | | 16 | 1.0% |
| 13:30 | 13:45 | 24 | 3 | | 1 | | | 28 | 1.8% |
| 13:45 | 14:00 | 16 | 3 | | | | | 19 | 1.2% |
| 13:00 | 14:00 | 63 | 9 | 1 | 3 | | | 76 | 4.8% |
| 14:00 | 14:15 | 16 | 3 | | | | | 19 | 1.2% |
| 14:15 | 14:30 | 31 | 4 | | | 1 | | 36 | 2.3% |
| 14:30 | 14:45 | 25 | 1 | 2 | | | | 28 | 1.8% |
| 14:45 | 15:00 | 24 | | 1 | | | | 25 | 1.6% |
| 14:00 | 15:00 | 96 | 8 | 3 | | 1 | | 108 | 6.9% |
| 15:00 | 15:15 | 15 | 1 | | | | | 16 | 1.0% |
| 15:15 | 15:30 | 22 | 4 | | 1 | | | 27 | 1.7% |
| 15:30 | 15:45 | 16 | 1 | 1 | | | | 18 | 1.1% |
| 15:45 | 16:00 | 26 | 4 | | 1 | | | 31 | 2.0% |
| 15:00 | 16:00 | 79 | 10 | 1 | 2 | | | 92 | 5.9% |
| 16:00 | 16:15 | 17 | 3 | | 2 | | | 22 | 1.4% |
| 16:15 | 16:30 | 16 | 2 | | | | | 18 | 1.1% |
| 16:30 | 16:45 | 19 | 5 | | | | | 24 | 1.5% |
| 16:45 | 17:00 | 22 | 3 | | | 1 | | 26 | 1.7% |
| 16:00 | 17:00 | 74 | 13 | | 2 | 1 | | 90 | 5.7% |
| 17:00 | 17:15 | 17 | 3 | | | | | 20 | 1.3% |
| 17:15 | 17:30 | 17 | 2 | | | | | 19 | 1.2% |
| 17:30 | 17:45 | 18 | 1 | | | | | 19 | 1.2% |
| 17:45 | 18:00 | 22 | 5 | | | 1 | | 28 | 1.8% |
| 17:00 | 18:00 | 74 | 11 | | 1 | | | 86 | 5.5% |
| 18:00 | 18:15 | 12 | 1 | | | | | 13 | 0.8% |
| 18:15 | 18:30 | 22 | 2 | | | | | 24 | 1.5% |
| 18:30 | 18:45 | 16 | 1 | | | | | 17 | 1.1% |
| 18:45 | 19:00 | 11 | 1 | | 1 | | | 13 | 0.8% |
| 18:00 | 19:00 | 61 | 5 | | 1 | | | 67 | 4.3% |
| 19:00 | 19:15 | 13 | 3 | | | | | 16 | 1.0% |
| 19:15 | 19:30 | 12 | 5 | | | | | 17 | 1.1% |
| 19:30 | 19:45 | 12 | 3 | | 1 | | | 16 | 1.0% |
| 19:45 | 20:00 | 7 | 3 | | | | | 10 | 0.6% |
| 19:00 | 20:00 | 44 | 14 | | 1 | | | 59 | 3.8% |
| 20:00 | 20:15 | 9 | 1 | | 1 | | | 11 | 0.7% |
| 20:15 | 20:30 | 9 | | | | | | 9 | 0.6% |
| 20:30 | 20:45 | 6 | 1 | | | | | 7 | 0.4% |
| 20:45 | 21:00 | 5 | 1 | | 1 | | | 7 | 0.4% |
| 20:00 | 21:00 | 29 | 3 | | 2 | | | 34 | 2.2% |
| 21:00 | 21:15 | 8 | 1 | | | | | 9 | 0.6% |
| 21:15 | 21:30 | 13 | | | | | | 13 | 0.8% |
| 21:30 | 21:45 | 4 | | | | | | 4 | 0.3% |
| 21:45 | 22:00 | 8 | | | 1 | | | 9 | 0.6% |
| 21:00 | 22:00 | 33 | 1 | | 1 | | | 35 | 2.2% |
| 22:00 | 22:15 | 6 | 1 | | | | | 7 | 0.4% |
| 22:15 | 22:30 | 2 | | | | | | 2 | 0.1% |
| 22:30 | 22:45 | 3 | 1 | | | | | 4 | 0.3% |
| 22:45 | 23:00 | 2 | | | | | | 2 | 0.1% |
| 22:00 | 23:00 | 13 | 2 | | | | | 15 | 1.0% |
| 23:00 | 23:15 | 3 | | | | | | 3 | 0.2% |
| 23:15 | 23:30 | 1 | 1 | | | | | 2 | 0.1% |
| 23:30 | 23:45 | 4 | | | | | | 4 | 0.3% |
| 23:45 | 00:00 | 1 | | | | | | 1 | 0.1% |
| 23:00 | 00:00 | 9 | 1 | | | | | 10 | 0.6% |
| Total | | 1350 | 163 | 10 | 23 | 21 | 1 | 1568 | |
| | | 86.1% | 10.4% | 0.6% | 1.5% | 1.3% | 0.1% | | |
| AM PEAK | | 65 | 6 | 2 | 3 | 3 | 1 | 69 | |
| period | | 8:00 | 6:00 | 7:15 | 10:30 | 7:15 | 0:15 | 8:00 | |
| % of class | | 4.8% | 3.7% | 20.0% | 13.0% | 14.3% | 100.0% | | 4.4% |
| PM PEAK | | 31 | 5 | 2 | 2 | 1 | | 36 | |
| period | | 14:15 | 16:30 | 14:30 | 16:00 | 14:15 | | 14:15 | |
| % of class | | 2.3% | 3.1% | 20.0% | 8.7% | 4.8% | | | 2.3% |

| Report-1.2 | | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : West Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 0:15 | 0:30 | | | | | | | | | | | | | | | |
| 0:30 | 0:45 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 0:45 | 1:00 | | 1 | | | 1 | | | | | | | | | 2 | 0.1% |
| 00:00 | 1:00 | | 4 | 2 | | 1 | | | | | | | | | 7 | 0.5% |
| 1:00 | 1:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:15 | 1:30 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 1:30 | 1:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:45 | 2:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:00 | 2:00 | | 5 | 1 | | | | | | | | | | | 6 | 0.4% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | | | | | | | | | | | | | | |
| 2:45 | 3:00 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 2:00 | 3:00 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 3:15 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 3:15 | 3:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 4:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 4:15 | 4:30 | | 3 | | | | | | | | | | | | 3 | 0.2% |
| 4:30 | 4:45 | | 3 | | | | | | | | | | | | 3 | 0.2% |
| 4:45 | 5:00 | | | | | | | | | | | | | | | |
| 4:00 | 5:00 | | 8 | | | | | | | | | | | | 8 | 0.6% |
| 5:00 | 5:15 | | 3 | | | | | | | | | | | | 3 | 0.2% |
| 5:15 | 5:30 | | 9 | | | | | | | | | | | | 9 | 0.6% |
| 5:30 | 5:45 | | 8 | | | | | | | | | | | | 8 | 0.6% |
| 5:45 | 6:00 | | 6 | 1 | | | | | | | | | | | 7 | 0.5% |
| 5:00 | 6:00 | | 26 | 1 | | | | | | | | | | | 27 | 1.9% |
| 6:00 | 6:15 | | 10 | | | | | | | | | | | | 10 | 0.7% |
| 6:15 | 6:30 | | 8 | | | 1 | | | | | | | | | 9 | 0.6% |
| 6:30 | 6:45 | | 11 | 1 | | | | | | | | | | | 12 | 0.8% |
| 6:45 | 7:00 | | 10 | | | | | | | | | | | | 10 | 0.7% |
| 6:00 | 7:00 | | 39 | 1 | | 1 | | | | | | | | | 41 | 2.9% |
| 7:00 | 7:15 | | 22 | 1 | | | | | | | | | | | 23 | 1.6% |
| 7:15 | 7:30 | | 20 | | 1 | | | | | | | | | | 21 | 1.5% |
| 7:30 | 7:45 | | 21 | 1 | 1 | | | | | | | | | | 23 | 1.6% |
| 7:45 | 8:00 | | 38 | 1 | | | 2 | | | | | | | | 41 | 2.9% |
| 7:00 | 8:00 | | 101 | 3 | 2 | | 2 | | | | | | | | 108 | 7.6% |
| 8:00 | 8:15 | | 44 | 3 | 1 | 2 | | | | | | | | | 50 | 3.5% |
| 8:15 | 8:30 | | 24 | 5 | | 1 | | | | | | | | | 30 | 2.1% |
| 8:30 | 8:45 | | 23 | 2 | | 1 | | | | | | | | | 26 | 1.8% |
| 8:45 | 9:00 | | 16 | 3 | | 1 | | | | | | | | | 20 | 1.4% |
| 8:00 | 9:00 | | 107 | 13 | 1 | 5 | | | | | | | | | 126 | 8.8% |
| 9:00 | 9:15 | | 10 | 1 | | | 1 | | | | | | | | 12 | 0.8% |
| 9:15 | 9:30 | | 7 | 1 | | 2 | | | | | | | | | 10 | 0.7% |
| 9:30 | 9:45 | | 8 | 1 | 1 | | | | | | | | | | 10 | 0.7% |
| 9:45 | 10:00 | | 6 | 2 | 1 | 1 | | | | | | | | | 10 | 0.7% |
| 9:00 | 10:00 | | 31 | 5 | 2 | 3 | 1 | | | | | | | | 42 | 2.9% |
| 10:00 | 10:15 | | 12 | 1 | | | | | | | | | | | 13 | 0.9% |
| 10:15 | 10:30 | | 12 | 1 | | | | | | | | | | | 13 | 0.9% |
| 10:30 | 10:45 | | 7 | 5 | | | | | | | | | | | 12 | 0.8% |
| 10:45 | 11:00 | | 8 | 1 | | | | | | | | | | | 9 | 0.6% |
| 10:00 | 11:00 | | 39 | 8 | | | | | | | | | | | 47 | 3.3% |
| 11:00 | 11:15 | | 13 | | | 1 | | | | | | | | | 14 | 1.0% |
| 11:15 | 11:30 | | 11 | | | | | | | | | | | | 11 | 0.8% |
| 11:30 | 11:45 | | 11 | | | 1 | | | | | | | | | 12 | 0.8% |
| 11:45 | 12:00 | | 6 | 2 | | | | | | | | | | | 8 | 0.6% |
| 11:00 | 12:00 | | 41 | 2 | | 2 | | | | | | | | | 45 | 3.1% |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|--------|--|-------|------|
| 12:00 | 12:15 | 9 | 3 | | 1 | | | | 13 | 0.9% |
| 12:15 | 12:30 | 12 | 7 | | 1 | | | | 20 | 1.4% |
| 12:30 | 12:45 | 14 | 2 | | | | | | 16 | 1.1% |
| 12:45 | 13:00 | 20 | 2 | | | | | | 22 | 1.5% |
| 12:00 | 13:00 | 55 | 14 | | 2 | | | | 71 | 5.0% |
| 13:00 | 13:15 | 8 | | | 1 | | | | 9 | 0.6% |
| 13:15 | 13:30 | 8 | 2 | 1 | | | | | 11 | 0.8% |
| 13:30 | 13:45 | 10 | 6 | | | | | | 16 | 1.1% |
| 13:45 | 14:00 | 12 | 3 | | | | | | 15 | 1.0% |
| 13:00 | 14:00 | 38 | 11 | 1 | 1 | | | | 51 | 3.6% |
| 14:00 | 14:15 | 17 | 3 | 2 | | | | | 22 | 1.5% |
| 14:15 | 14:30 | 20 | 5 | | 1 | | | | 26 | 1.8% |
| 14:30 | 14:45 | 15 | 3 | | 1 | 1 | | | 20 | 1.4% |
| 14:45 | 15:00 | 14 | 1 | | | | | | 15 | 1.0% |
| 14:00 | 15:00 | 66 | 12 | 2 | 2 | 1 | | | 83 | 5.8% |
| 15:00 | 15:15 | 17 | 6 | | | | | | 23 | 1.6% |
| 15:15 | 15:30 | 22 | 4 | | 1 | | | | 27 | 1.9% |
| 15:30 | 15:45 | 19 | 5 | | 1 | | | | 25 | 1.7% |
| 15:45 | 16:00 | 21 | 5 | | | | 1 | | 27 | 1.9% |
| 15:00 | 16:00 | 79 | 20 | | 2 | | 1 | | 102 | 7.1% |
| 16:00 | 16:15 | 22 | 5 | | 1 | | | | 28 | 2.0% |
| 16:15 | 16:30 | 22 | 1 | 2 | 3 | | | | 28 | 2.0% |
| 16:30 | 16:45 | 15 | 7 | | | | | | 22 | 1.5% |
| 16:45 | 17:00 | 30 | 3 | | | | | | 33 | 2.3% |
| 16:00 | 17:00 | 89 | 16 | 2 | 4 | | | | 111 | 7.8% |
| 17:00 | 17:15 | 31 | 5 | | | | | | 36 | 2.5% |
| 17:15 | 17:30 | 28 | 7 | | | | | | 35 | 2.4% |
| 17:30 | 17:45 | 28 | 5 | | | | | | 33 | 2.3% |
| 17:45 | 18:00 | 32 | 4 | | 1 | 1 | | | 38 | 2.7% |
| 17:00 | 18:00 | 119 | 21 | | 1 | 1 | | | 142 | 9.9% |
| 18:00 | 18:15 | 28 | 6 | | 3 | | | | 37 | 2.6% |
| 18:15 | 18:30 | 30 | 2 | | 2 | | | | 34 | 2.4% |
| 18:30 | 18:45 | 26 | 6 | | 1 | | | | 33 | 2.3% |
| 18:45 | 19:00 | 29 | 4 | | | | | | 33 | 2.3% |
| 18:00 | 19:00 | 113 | 18 | | 6 | | | | 137 | 9.6% |
| 19:00 | 19:15 | 13 | 4 | | | | | | 17 | 1.2% |
| 19:15 | 19:30 | 15 | 1 | | | | | | 16 | 1.1% |
| 19:30 | 19:45 | 16 | 1 | | | | | | 17 | 1.2% |
| 19:45 | 20:00 | 20 | | | | | | | 20 | 1.4% |
| 19:00 | 20:00 | 64 | 6 | | | | | | 70 | 4.9% |
| 20:00 | 20:15 | 14 | 1 | | | | | | 15 | 1.0% |
| 20:15 | 20:30 | 14 | | | | | | | 14 | 1.0% |
| 20:30 | 20:45 | 15 | 2 | | 1 | | | | 18 | 1.3% |
| 20:45 | 21:00 | 7 | 3 | | | | | | 10 | 0.7% |
| 20:00 | 21:00 | 50 | 6 | | 1 | | | | 57 | 4.0% |
| 21:00 | 21:15 | 15 | | | | | | | 15 | 1.0% |
| 21:15 | 21:30 | 19 | 3 | | | | | | 22 | 1.5% |
| 21:30 | 21:45 | 12 | 3 | | | | | | 15 | 1.0% |
| 21:45 | 22:00 | 14 | 2 | | | | | | 16 | 1.1% |
| 21:00 | 22:00 | 60 | 8 | | | | | | 68 | 4.8% |
| 22:00 | 22:15 | 14 | 3 | | | | | | 17 | 1.2% |
| 22:15 | 22:30 | 10 | 7 | | | | | | 17 | 1.2% |
| 22:30 | 22:45 | 5 | 1 | | 1 | 1 | | | 8 | 0.6% |
| 22:45 | 23:00 | 8 | 1 | | | | | | 9 | 0.6% |
| 22:00 | 23:00 | 37 | 12 | | 1 | 1 | | | 51 | 3.6% |
| 23:00 | 23:15 | 9 | 1 | | | | 1 | | 11 | 0.8% |
| 23:15 | 23:30 | 3 | 1 | | | | | | 4 | 0.3% |
| 23:30 | 23:45 | 5 | 1 | | 1 | | | | 7 | 0.5% |
| 23:45 | 00:00 | 4 | | | | | | | 4 | 0.3% |
| 23:00 | 00:00 | 21 | 3 | | 1 | 1 | | | 26 | 1.8% |
| Total | | 1194 | 185 | 10 | 33 | 7 | 1 | | 1430 | |
| | | 83.5% | 12.9% | 0.7% | 2.3% | 0.5% | 0.1% | | | |
| AM PEAK | | 44 | 5 | 1 | 2 | 2 | | | 50 | |
| period | | 8:00 | 8:15 | 7:15 | 8:00 | 7:45 | | | 8:00 | |
| % of class | | 3.7% | 2.7% | 10.0% | 6.1% | 28.6% | | | | 3.5% |
| PM PEAK | | 32 | 7 | 2 | 3 | 1 | 1 | | 38 | |
| period | | 17:45 | 12:15 | 14:00 | 16:15 | 14:30 | 15:45 | | 17:45 | |
| % of class | | 2.7% | 3.8% | 20.0% | 9.1% | 14.3% | 100.0% | | | 2.7% |

| Report-1.3 | | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : East + West | | | | | | | | | | | Road : | | | |
| | | Dates : 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 0:15 | 0:30 | | | | | | | | 1 | | | | | | 1 | 0.0% |
| 0:30 | 0:45 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 0:45 | 1:00 | | 1 | | | 1 | | | | | | | | | 2 | 0.1% |
| 00:00 | 1:00 | | 5 | 2 | | 1 | | | 1 | | | | | | 9 | 0.3% |
| 1:00 | 1:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:15 | 1:30 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 1:30 | 1:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:45 | 2:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:00 | 2:00 | | 7 | 1 | | | | | | | | | | | 8 | 0.3% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:45 | 3:00 | | | 1 | | | | | | | | | | | 1 | 0.0% |
| 2:00 | 3:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 3:15 | | 1 | 2 | | | | | | | | | | | 3 | 0.1% |
| 3:15 | 3:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 3:00 | 4:00 | | 4 | 3 | | | | | | | | | | | 7 | 0.2% |
| 4:00 | 4:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 4:15 | 4:30 | | 6 | | | | | | | | | | | | 6 | 0.2% |
| 4:30 | 4:45 | | 5 | | | | | | | | | | | | 5 | 0.2% |
| 4:45 | 5:00 | | 4 | 1 | | | | | | | | | | | 5 | 0.2% |
| 4:00 | 5:00 | | 19 | 1 | | | | | | | | | | | 20 | 0.7% |
| 5:00 | 5:15 | | 13 | 4 | | | 1 | | | | | | | | 18 | 0.6% |
| 5:15 | 5:30 | | 25 | 3 | | | | | | | | | | | 28 | 0.9% |
| 5:30 | 5:45 | | 22 | 2 | | 2 | 1 | | | | | | | | 27 | 0.9% |
| 5:45 | 6:00 | | 20 | 5 | | 1 | 1 | | | | | | | | 27 | 0.9% |
| 5:00 | 6:00 | | 80 | 14 | | 3 | 3 | | | | | | | | 100 | 3.3% |
| 6:00 | 6:15 | | 36 | 6 | | | | | | | | | | | 42 | 1.4% |
| 6:15 | 6:30 | | 30 | 2 | | 1 | 1 | | | | | | | | 34 | 1.1% |
| 6:30 | 6:45 | | 37 | 3 | | | | | | | | | | | 40 | 1.3% |
| 6:45 | 7:00 | | 37 | 5 | | | | | | | | | | | 42 | 1.4% |
| 6:00 | 7:00 | | 140 | 16 | | 1 | 1 | | | | | | | | 158 | 5.3% |
| 7:00 | 7:15 | | 64 | 2 | | | | | | | | | | | 66 | 2.2% |
| 7:15 | 7:30 | | 59 | 4 | 3 | | 3 | | | | | | | | 69 | 2.3% |
| 7:30 | 7:45 | | 60 | 3 | 1 | | 1 | | | | | | | | 65 | 2.2% |
| 7:45 | 8:00 | | 80 | 5 | 1 | | 4 | | | | | | | | 90 | 3.0% |
| 7:00 | 8:00 | | 263 | 14 | 5 | | 8 | | | | | | | | 290 | 9.7% |
| 8:00 | 8:15 | | 109 | 7 | 1 | 2 | | | | | | | | | 119 | 4.0% |
| 8:15 | 8:30 | | 55 | 9 | 2 | 1 | 1 | | | | | | | | 68 | 2.3% |
| 8:30 | 8:45 | | 58 | 7 | | 1 | 2 | | | | | | | | 68 | 2.3% |
| 8:45 | 9:00 | | 48 | 5 | | 2 | | | | | | | | | 55 | 1.8% |
| 8:00 | 9:00 | | 270 | 28 | 3 | 6 | 3 | | | | | | | | 310 | 10.3% |
| 9:00 | 9:15 | | 24 | 3 | | | 1 | | | | | | | | 28 | 0.9% |
| 9:15 | 9:30 | | 23 | 1 | | 4 | 1 | | | | | | | | 29 | 1.0% |
| 9:30 | 9:45 | | 31 | 5 | 1 | | | | | | | | | | 37 | 1.2% |
| 9:45 | 10:00 | | 25 | 4 | 1 | 2 | 1 | | | | | | | | 33 | 1.1% |
| 9:00 | 10:00 | | 103 | 13 | 2 | 6 | 3 | | | | | | | | 127 | 4.2% |
| 10:00 | 10:15 | | 28 | 2 | | 1 | | | | | | | | | 31 | 1.0% |
| 10:15 | 10:30 | | 34 | 4 | | | | | | | | | | | 38 | 1.3% |
| 10:30 | 10:45 | | 25 | 7 | | 3 | 1 | | | | | | | | 36 | 1.2% |
| 10:45 | 11:00 | | 30 | 1 | | | | | | | | | | | 31 | 1.0% |
| 10:00 | 11:00 | | 117 | 14 | | 4 | 1 | | | | | | | | 136 | 4.5% |
| 11:00 | 11:15 | | 32 | 3 | | 1 | | | | | | | | | 36 | 1.2% |
| 11:15 | 11:30 | | 34 | 2 | | | | | | | | | | | 36 | 1.2% |
| 11:30 | 11:45 | | 28 | | | 1 | | | | | | | | | 29 | 1.0% |
| 11:45 | 12:00 | | 15 | 4 | | 1 | | | | | | | | | 20 | 0.7% |
| 11:00 | 12:00 | | 109 | 9 | | 3 | | | | | | | | | 121 | 4.0% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| 12:00 | 12:15 | 28 | 4 | | 2 | | | 34 | 1.1% |
| 12:15 | 12:30 | 27 | 9 | | 1 | | | 37 | 1.2% |
| 12:30 | 12:45 | 28 | 4 | | | | | 32 | 1.1% |
| 12:45 | 13:00 | 32 | 5 | | | | | 37 | 1.2% |
| 12:00 | 13:00 | 115 | 22 | | 3 | | | 140 | 4.7% |
| 13:00 | 13:15 | 20 | | | 2 | | | 22 | 0.7% |
| 13:15 | 13:30 | 19 | 5 | 2 | 1 | | | 27 | 0.9% |
| 13:30 | 13:45 | 34 | 9 | | 1 | | | 44 | 1.5% |
| 13:45 | 14:00 | 28 | 6 | | | | | 34 | 1.1% |
| 13:00 | 14:00 | 101 | 20 | 2 | 4 | | | 127 | 4.2% |
| 14:00 | 14:15 | 33 | 6 | 2 | | | | 41 | 1.4% |
| 14:15 | 14:30 | 51 | 9 | | 1 | 1 | | 62 | 2.1% |
| 14:30 | 14:45 | 40 | 4 | 2 | 1 | 1 | | 48 | 1.6% |
| 14:45 | 15:00 | 38 | 1 | 1 | | | | 40 | 1.3% |
| 14:00 | 15:00 | 162 | 20 | 5 | 2 | 2 | | 191 | 6.4% |
| 15:00 | 15:15 | 32 | 7 | | | | | 39 | 1.3% |
| 15:15 | 15:30 | 44 | 8 | | 2 | | | 54 | 1.8% |
| 15:30 | 15:45 | 35 | 6 | 1 | 1 | | | 43 | 1.4% |
| 15:45 | 16:00 | 47 | 9 | | 1 | | 1 | 58 | 1.9% |
| 15:00 | 16:00 | 158 | 30 | 1 | 4 | | 1 | 194 | 6.5% |
| 16:00 | 16:15 | 39 | 8 | | 3 | | | 50 | 1.7% |
| 16:15 | 16:30 | 38 | 3 | 2 | 3 | | | 46 | 1.5% |
| 16:30 | 16:45 | 34 | 12 | | | | | 46 | 1.5% |
| 16:45 | 17:00 | 52 | 6 | | | | 1 | 59 | 2.0% |
| 16:00 | 17:00 | 163 | 29 | 2 | 6 | 1 | | 201 | 6.7% |
| 17:00 | 17:15 | 48 | 8 | | | | | 56 | 1.9% |
| 17:15 | 17:30 | 45 | 9 | | | | | 54 | 1.8% |
| 17:30 | 17:45 | 46 | 6 | | | | | 52 | 1.7% |
| 17:45 | 18:00 | 54 | 9 | | 1 | 2 | | 66 | 2.2% |
| 17:00 | 18:00 | 193 | 32 | | 1 | 2 | | 228 | 7.6% |
| 18:00 | 18:15 | 40 | 7 | | 3 | | | 50 | 1.7% |
| 18:15 | 18:30 | 52 | 4 | | 2 | | | 58 | 1.9% |
| 18:30 | 18:45 | 42 | 7 | | 1 | | | 50 | 1.7% |
| 18:45 | 19:00 | 40 | 5 | | | 1 | | 46 | 1.5% |
| 18:00 | 19:00 | 174 | 23 | | 6 | 1 | | 204 | 6.8% |
| 19:00 | 19:15 | 26 | 7 | | | | | 33 | 1.1% |
| 19:15 | 19:30 | 27 | 6 | | | | | 33 | 1.1% |
| 19:30 | 19:45 | 28 | 4 | | | 1 | | 33 | 1.1% |
| 19:45 | 20:00 | 27 | 3 | | | | | 30 | 1.0% |
| 19:00 | 20:00 | 108 | 20 | | | 1 | | 129 | 4.3% |
| 20:00 | 20:15 | 23 | 2 | | 1 | | | 26 | 0.9% |
| 20:15 | 20:30 | 23 | | | | | | 23 | 0.8% |
| 20:30 | 20:45 | 21 | 3 | | 1 | | | 25 | 0.8% |
| 20:45 | 21:00 | 12 | 4 | | 1 | | | 17 | 0.6% |
| 20:00 | 21:00 | 79 | 9 | | 3 | | | 91 | 3.0% |
| 21:00 | 21:15 | 23 | 1 | | | | | 24 | 0.8% |
| 21:15 | 21:30 | 32 | 3 | | | | | 35 | 1.2% |
| 21:30 | 21:45 | 16 | 3 | | | | | 19 | 0.6% |
| 21:45 | 22:00 | 22 | 2 | | 1 | | | 25 | 0.8% |
| 21:00 | 22:00 | 93 | 9 | | 1 | | | 103 | 3.4% |
| 22:00 | 22:15 | 20 | 4 | | | | | 24 | 0.8% |
| 22:15 | 22:30 | 12 | 7 | | | | | 19 | 0.6% |
| 22:30 | 22:45 | 8 | 2 | | 1 | 1 | | 12 | 0.4% |
| 22:45 | 23:00 | 10 | 1 | | | | | 11 | 0.4% |
| 22:00 | 23:00 | 50 | 14 | | 1 | 1 | | 66 | 2.2% |
| 23:00 | 23:15 | 12 | 1 | | | | 1 | 14 | 0.5% |
| 23:15 | 23:30 | 4 | 2 | | | | | 6 | 0.2% |
| 23:30 | 23:45 | 9 | 1 | | 1 | | | 11 | 0.4% |
| 23:45 | 00:00 | 5 | | | | | | 5 | 0.2% |
| 23:00 | 00:00 | 30 | 4 | | 1 | 1 | | 36 | 1.2% |
| Total | | 2544 | 348 | 20 | 56 | 28 | 2 | 2998 | |
| | | 84.9% | 11.6% | 0.7% | 1.9% | 0.9% | 0.1% | | |
| AM PEAK | | 109 | 9 | 3 | 4 | 4 | 1 | 119 | |
| period | | 8:00 | 8:15 | 7:15 | 9:15 | 7:45 | 0:15 | 8:00 | |
| % of class | | 4.3% | 2.6% | 15.0% | 7.1% | 14.3% | 50.0% | | 4.0% |
| PM PEAK | | 54 | 12 | 2 | 3 | 2 | 1 | 66 | |
| period | | 17:45 | 16:30 | 13:15 | 16:00 | 17:45 | 15:45 | 17:45 | |
| % of class | | 2.1% | 3.4% | 10.0% | 5.4% | 7.1% | 50.0% | | 2.2% |

| Report-2.1 | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|----|-----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 1 | | | | | | | | | | 1 | 27.1-47.1 | 1 |
| 0:15 0:30 | | | | | 1 | | | | | | | | | 1 | 34.0-54.0 | 1 |
| 0:30 0:45 | | | | | | | | | | | | | | | | |
| 0:45 1:00 | | | | | | | | | | | | | | | | |
| 00:00 1:00 | | | | 1 | 1 | | | | | | | | | 2 | 27.1-47.1 | 1 |
| 1:00 1:15 | | | | | | 1 | | | | | | | | 1 | 49.6-69.6 | 1 |
| 1:15 1:30 | | | | | | 1 | | | | | | | | 1 | 40.9-60.9 | 1 |
| 1:30 1:45 | | | | | | | | | | | | | | | | |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | | | 2 | | | | | | | | 2 | 49.6-69.6 | 1 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | 1 | | | | | | | | | | 1 | 24.2-44.2 | 1 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | 1 | | | | | | | | | | 1 | 24.2-44.2 | 1 |
| 3:00 3:15 | | | | | 2 | | | | | | | | | 2 | 32.6-52.6 | 2 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | 1 | 1 | | | | | | 2 | 53.8-73.8 | 2 |
| 3:00 4:00 | | | | | 2 | 1 | 1 | | | | | | | 4 | 32.6-52.6 | 2 |
| 4:00 4:15 | | | | | | 2 | | | | | | | | 2 | 43.2-63.2 | 2 |
| 4:15 4:30 | | | | | 1 | 2 | | | | | | | | 3 | 43.2-63.2 | 3 |
| 4:30 4:45 | | | | | 2 | | | | | | | | | 2 | 38.5-58.5 | 2 |
| 4:45 5:00 | | | | | 2 | 3 | | | | | | | | 5 | 48.0-68.0 | 5 |
| 4:00 5:00 | | | | | 5 | 7 | | | | | | | | 12 | 48.0-68.0 | 5 |
| 5:00 5:15 | | | | | 8 | 6 | 1 | | | | | | | 15 | 50.3-70.3 | 15 |
| 5:15 5:30 | | | | | 3 | 12 | 4 | | | | | | | 19 | 55.9-75.9 | 19 |
| 5:30 5:45 | | | | | 4 | 12 | 3 | | | | | | | 19 | 55.3-75.3 | 18 |
| 5:45 6:00 | | | | 1 | 4 | 14 | 1 | | | | | | | 20 | 49.7-69.7 | 19 |
| 5:00 6:00 | | | | 1 | 19 | 44 | 9 | | | | | | | 73 | 55.9-75.9 | 19 |
| 6:00 6:15 | | | | 2 | 16 | 11 | 3 | | | | | | | 32 | 52.3-72.3 | 29 |
| 6:15 6:30 | | | | 1 | 8 | 12 | 4 | | | | | | | 25 | 51.0-71.0 | 22 |
| 6:30 6:45 | | | | 2 | 9 | 11 | 6 | | | | | | | 28 | 53.1-73.1 | 22 |
| 6:45 7:00 | | | | 1 | 11 | 17 | 2 | 1 | | | | | | 32 | 50.7-70.7 | 30 |
| 6:00 7:00 | | | | 6 | 44 | 51 | 15 | 1 | | | | | | 117 | 50.7-70.7 | 30 |
| 7:00 7:15 | | | | 2 | 18 | 21 | 2 | | | | | | | 43 | 51.3-71.3 | 41 |
| 7:15 7:30 | | | | | 21 | 24 | 2 | 1 | | | | | | 48 | 52.1-72.1 | 46 |
| 7:30 7:45 | | | 1 | 6 | 10 | 19 | 6 | | | | | | | 42 | 47.7-67.7 | 32 |
| 7:45 8:00 | | | | 2 | 19 | 28 | | | | | | | | 49 | 48.6-68.6 | 48 |
| 7:00 8:00 | | | 1 | 10 | 68 | 92 | 10 | 1 | | | | | | 182 | 48.6-68.6 | 48 |
| 8:00 8:15 | | | | 5 | 20 | 42 | 2 | | | | | | | 69 | 49.4-69.4 | 65 |
| 8:15 8:30 | | | | 1 | 7 | 27 | 3 | | | | | | | 38 | 54.0-74.0 | 36 |
| 8:30 8:45 | | | | 2 | 16 | 21 | 2 | 1 | | | | | | 42 | 49.6-69.6 | 37 |
| 8:45 9:00 | | | | 2 | 14 | 13 | 5 | 1 | | | | | | 35 | 51.3-71.3 | 31 |
| 8:00 9:00 | | | | 10 | 57 | 103 | 12 | 2 | | | | | | 184 | 49.4-69.4 | 65 |
| 9:00 9:15 | | | 1 | | 3 | 9 | 2 | 1 | | | | | | 16 | 50.5-70.5 | 13 |
| 9:15 9:30 | | | | 1 | 6 | 11 | 1 | | | | | | | 19 | 51.8-71.8 | 18 |
| 9:30 9:45 | | | | 1 | 6 | 15 | 4 | 1 | | | | | | 27 | 50.6-70.6 | 22 |
| 9:45 10:00 | | | | | 9 | 13 | 1 | | | | | | | 23 | 51.7-71.7 | 23 |
| 9:00 10:00 | | | 1 | 2 | 24 | 48 | 8 | 2 | | | | | | 85 | 51.7-71.7 | 23 |
| 10:00 10:15 | | | | | 6 | 11 | 1 | | | | | | | 18 | 49.5-69.5 | 17 |
| 10:15 10:30 | | | | | 12 | 12 | | 1 | | | | | | 25 | 49.5-69.5 | 24 |
| 10:30 10:45 | | | | 2 | 7 | 9 | 5 | 1 | | | | | | 24 | 46.4-66.4 | 17 |
| 10:45 11:00 | | | | 1 | 10 | 9 | 1 | | 1 | | | | | 22 | 46.3-66.3 | 20 |
| 10:00 11:00 | | | | 3 | 35 | 41 | 7 | 2 | 1 | | | | | 89 | 49.5-69.5 | 24 |
| 11:00 11:15 | | | | 2 | 6 | 12 | 2 | | | | | | | 22 | 51.8-71.8 | 20 |
| 11:15 11:30 | | | | 1 | 6 | 15 | 3 | | | | | | | 25 | 51.4-71.4 | 23 |
| 11:30 11:45 | | | | 1 | 11 | 4 | 1 | | | | | | | 17 | 47.2-67.2 | 16 |
| 11:45 12:00 | | | | 1 | 6 | 5 | | | | | | | | 12 | 45.0-65.0 | 11 |
| 11:00 12:00 | | | | | 5 | 29 | 36 | 6 | | | | | | 76 | 51.4-71.4 | 23 |

| | | | | | | | | | | | | |
|------------|-------|--|---|--------|-------|-------|-------|-------|-------|-------|-----------|-------|
| 12:00 | 12:15 | | | 1 | 8 | 9 | 3 | | | 21 | 51.5-71.5 | 18 |
| 12:15 | 12:30 | | 1 | | 10 | 4 | 2 | | | 17 | 49.3-69.3 | 14 |
| 12:30 | 12:45 | | | 3 | 3 | 10 | | | | 16 | 46.2-66.2 | 13 |
| 12:45 | 13:00 | | | | 6 | 7 | 2 | | | 15 | 49.4-69.4 | 13 |
| 12:00 | 13:00 | | 1 | 4 | 27 | 30 | 7 | | | 69 | 51.5-71.5 | 18 |
| 13:00 | 13:15 | | 1 | | 5 | 6 | 1 | | | 13 | 50.3-70.3 | 12 |
| 13:15 | 13:30 | | | 1 | 6 | 8 | 1 | | | 16 | 50.5-70.5 | 15 |
| 13:30 | 13:45 | | | 1 | 12 | 13 | 2 | | | 28 | 47.4-67.4 | 26 |
| 13:45 | 14:00 | | | 2 | 7 | 8 | 2 | | | 19 | 47.1-67.1 | 16 |
| 13:00 | 14:00 | | 1 | 4 | 30 | 35 | 6 | | | 76 | 47.4-67.4 | 26 |
| 14:00 | 14:15 | | | 1 | 12 | 5 | 1 | | | 19 | 49.4-69.4 | 17 |
| 14:15 | 14:30 | | | 1 | 13 | 16 | 6 | | | 36 | 52.9-72.9 | 32 |
| 14:30 | 14:45 | | | 3 | 7 | 13 | 5 | | | 28 | 47.6-67.6 | 22 |
| 14:45 | 15:00 | | | | 10 | 12 | 3 | | | 25 | 51.7-71.7 | 24 |
| 14:00 | 15:00 | | | 5 | 42 | 46 | 15 | | | 108 | 52.9-72.9 | 32 |
| 15:00 | 15:15 | | | 1 | 5 | 8 | 2 | | | 16 | 54.2-74.2 | 14 |
| 15:15 | 15:30 | | | | 10 | 14 | 3 | | | 27 | 51.2-71.2 | 26 |
| 15:30 | 15:45 | | | | 6 | 10 | 2 | | | 18 | 53.5-73.5 | 18 |
| 15:45 | 16:00 | | 1 | 1 | 1 | 11 | 13 | 3 | 1 | 31 | 53.9-73.9 | 25 |
| 15:00 | 16:00 | | 1 | 1 | 2 | 32 | 45 | 10 | 1 | 92 | 51.2-71.2 | 26 |
| 16:00 | 16:15 | | | 1 | 11 | 5 | 5 | | | 22 | 51.9-71.9 | 19 |
| 16:15 | 16:30 | | | | 5 | 10 | 3 | | | 18 | 53.5-73.5 | 17 |
| 16:30 | 16:45 | | | | 6 | 17 | 1 | | | 24 | 51.5-71.5 | 24 |
| 16:45 | 17:00 | | | | 5 | 15 | 6 | | | 26 | 53.8-73.8 | 26 |
| 16:00 | 17:00 | | | 1 | 27 | 47 | 15 | | | 90 | 53.8-73.8 | 26 |
| 17:00 | 17:15 | | | | 6 | 11 | 3 | | | 20 | 52.7-72.7 | 20 |
| 17:15 | 17:30 | | | | 6 | 10 | 3 | | | 19 | 51.2-71.2 | 19 |
| 17:30 | 17:45 | | | | 11 | 6 | 2 | | | 19 | 46.6-66.6 | 17 |
| 17:45 | 18:00 | | | | 13 | 13 | 2 | | | 28 | 53.4-73.4 | 27 |
| 17:00 | 18:00 | | | | 36 | 40 | 10 | | | 86 | 53.4-73.4 | 27 |
| 18:00 | 18:15 | | | | 9 | 4 | | | | 13 | 47.7-67.7 | 13 |
| 18:15 | 18:30 | | | 1 | 11 | 8 | 3 | 1 | | 24 | 50.5-70.5 | 20 |
| 18:30 | 18:45 | | | | 6 | 11 | | | | 17 | 48.8-68.8 | 17 |
| 18:45 | 19:00 | | | | 5 | 7 | | 1 | | 13 | 45.5-65.5 | 12 |
| 18:00 | 19:00 | | | 1 | 31 | 30 | 3 | 2 | | 67 | 50.5-70.5 | 20 |
| 19:00 | 19:15 | | | | 8 | 7 | 1 | | | 16 | 52.0-72.0 | 16 |
| 19:15 | 19:30 | | | 2 | 9 | 5 | 1 | | | 17 | 46.9-66.9 | 15 |
| 19:30 | 19:45 | | | | 3 | 13 | | | | 16 | 47.2-67.2 | 16 |
| 19:45 | 20:00 | | | 1 | 4 | 5 | | | | 10 | 48.1-68.1 | 10 |
| 19:00 | 20:00 | | | 3 | 24 | 30 | 2 | | | 59 | 52.0-72.0 | 16 |
| 20:00 | 20:15 | | | | 2 | 8 | | 1 | | 11 | 47.4-67.4 | 10 |
| 20:15 | 20:30 | | | | 3 | 5 | 1 | | | 9 | 51.4-71.4 | 9 |
| 20:30 | 20:45 | | | | 2 | 2 | 2 | | 1 | 7 | 50.2-70.2 | 5 |
| 20:45 | 21:00 | | | | 5 | 2 | | | | 7 | 45.3-65.3 | 7 |
| 20:00 | 21:00 | | | | 12 | 17 | 3 | 1 | 1 | 34 | 47.4-67.4 | 10 |
| 21:00 | 21:15 | | | 1 | 2 | 6 | | | | 9 | 48.4-68.4 | 8 |
| 21:15 | 21:30 | | | 2 | 4 | 5 | 2 | | | 13 | 54.5-74.5 | 11 |
| 21:30 | 21:45 | | | | 2 | 1 | 1 | | | 4 | 53.4-73.4 | 4 |
| 21:45 | 22:00 | | | | 3 | 5 | 1 | | | 9 | 50.5-70.5 | 9 |
| 21:00 | 22:00 | | | 3 | 11 | 17 | 4 | | | 35 | 54.5-74.5 | 11 |
| 22:00 | 22:15 | | | | 1 | 5 | 1 | | | 7 | 54.7-74.7 | 7 |
| 22:15 | 22:30 | | | | | 2 | | | | 2 | 49.2-69.2 | 2 |
| 22:30 | 22:45 | | | | 2 | 2 | | | | 4 | 42.6-62.6 | 4 |
| 22:45 | 23:00 | | | | | 1 | 1 | | | 2 | 52.5-72.5 | 2 |
| 22:00 | 23:00 | | | | 3 | 10 | 2 | | | 15 | 54.7-74.7 | 7 |
| 23:00 | 23:15 | | | | | 3 | | | | 3 | 47.8-67.8 | 3 |
| 23:15 | 23:30 | | | 1 | | 1 | | | | 2 | 40.1-60.1 | 2 |
| 23:30 | 23:45 | | | | 1 | 3 | | | | 4 | 48.2-68.2 | 4 |
| 23:45 | 00:00 | | | | | | 1 | | | 1 | 51.3-71.3 | 1 |
| 23:00 | 00:00 | | | 1 | 1 | 7 | 1 | | | 10 | 48.2-68.2 | 4 |
| Total | | | | 1 | 5 | 63 | 560 | 779 | 146 | 12 | 2 | 1568 |
| AM PEAK | | | | 0.1% | 0.3% | 4.0% | 35.7% | 49.7% | 9.3% | 0.8% | 0.1% | |
| period | | | | | 1 | 6 | 21 | 42 | 6 | 1 | 1 | 69 |
| % of class | | | | | 7:30 | 7:30 | 7:15 | 8:00 | 6:30 | 6:45 | 10:45 | 8:00 |
| | | | | | 20.0% | 9.5% | 3.8% | 5.4% | 4.1% | 8.3% | 50.0% | 4.4% |
| PM PEAK | | | | 1 | 1 | 3 | 13 | 17 | 6 | 1 | 1 | 36 |
| period | | | | 15:45 | 12:15 | 12:30 | 14:15 | 16:30 | 14:15 | 15:45 | 20:30 | 14:15 |
| % of class | | | | 100.0% | 20.0% | 4.8% | 2.3% | 2.2% | 4.1% | 8.3% | 50.0% | 2.3% |

| | |
|------------------|--------|
| 15% Percentile : | 53 KPH |
| 50% Percentile : | 62 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 76 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 51.4-71.4 KPH |
| Number in Pace: | 1366 |
| Percent in Pace: | 87.1 % |
| Number of Vehicles >60 KPH: | 939 |
| Percent of Vehicles >60 KPH: | 59.9 % |
| Mean Speed(average): | 62 KPH |

| Report-2.2 Speeds,km/h -----> | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace | |
|----------------------------------|--|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|----|
| | Direction : West Road : | | | | | | | | | | | | | | | | |
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | | |
| 00:00 0:15 | | | | | 2 | 1 | | | | | | | | | 3 | 42.2-62.2 | 3 |
| 0:15 0:30 | | | | | | | | | | | | | | | 2 | 45.8-65.8 | 2 |
| 0:30 0:45 | | | | | | | | 2 | | | | | | | 2 | 31.7-51.7 | 2 |
| 0:45 1:00 | | | | | 1 | 1 | | | | | | | | | 2 | 31.7-51.7 | 2 |
| 00:00 1:00 | | | | | 1 | 3 | 3 | | | | | | | | 7 | 42.2-62.2 | 3 |
| 1:00 1:15 | | | | | | | | | 1 | | | | | | 1 | 51.2-71.2 | 1 |
| 1:15 1:30 | | | | | 1 | 1 | 1 | | | | | | | | 3 | 45.5-65.5 | 3 |
| 1:30 1:45 | | | 1 | | | | | | | | | | | | 1 | 9.0-29.0 | 1 |
| 1:45 2:00 | | | | | 1 | | | | | | | | | | 1 | 25.8-45.8 | 1 |
| 1:00 2:00 | | | 1 | | 2 | 1 | 1 | 1 | | | | | | | 6 | 45.5-65.5 | 3 |
| 2:00 2:15 | | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | | | | | | 1 | | | | | | 1 | 65.1-85.1 | 1 |
| 2:00 3:00 | | | | | | | | | 1 | | | | | | 1 | 65.1-85.1 | 1 |
| 3:00 3:15 | | | | | | | 1 | | | | | | | | 1 | 49.8-69.8 | 1 |
| 3:15 3:30 | | | | | | | | | 1 | | | | | | 1 | 69.9-89.9 | 1 |
| 3:30 3:45 | | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | 1 | | | | | | 1 | 58.5-78.5 | 1 |
| 3:00 4:00 | | | | | | | 1 | 1 | 1 | | | | | | 3 | 49.8-69.8 | 1 |
| 4:00 4:15 | | | | | | | | | 2 | | | | | | 2 | 58.5-78.5 | 2 |
| 4:15 4:30 | | | | | | | | | 3 | | | | | | 3 | 58.5-78.5 | 3 |
| 4:30 4:45 | | | | | 1 | 1 | 1 | | | | | | | | 3 | 47.5-67.5 | 2 |
| 4:45 5:00 | | | | | | | | | | | | | | | | | |
| 4:00 5:00 | | | | | 1 | 1 | 6 | | | | | | | | 8 | 58.5-78.5 | 3 |
| 5:00 5:15 | | | | | | | 3 | | | | | | | | 3 | 47.5-67.5 | 3 |
| 5:15 5:30 | | | | | | | 8 | 1 | | | | | | | 9 | 50.2-70.2 | 9 |
| 5:30 5:45 | | | | | | | 8 | | | | | | | | 8 | 49.5-69.5 | 8 |
| 5:45 6:00 | | | | | | 1 | 4 | 2 | | | | | | | 7 | 50.1-70.1 | 6 |
| 5:00 6:00 | | | | | 1 | 23 | 3 | | | | | | | | 27 | 50.2-70.2 | 9 |
| 6:00 6:15 | | | | | | | 10 | | | | | | | | 10 | 48.0-68.0 | 10 |
| 6:15 6:30 | | | | | | | 9 | | | | | | | | 9 | 49.2-69.2 | 9 |
| 6:30 6:45 | | | | 1 | 5 | 2 | 4 | | | | | | | | 12 | 53.4-73.4 | 10 |
| 6:45 7:00 | | | | | 4 | 5 | | | | 1 | | | | | 10 | 43.9-63.9 | 9 |
| 6:00 7:00 | | | | 1 | 9 | 26 | 4 | | | 1 | | | | | 41 | 48.0-68.0 | 10 |
| 7:00 7:15 | | | | | 9 | 13 | 1 | | | | | | | | 23 | 46.0-66.0 | 22 |
| 7:15 7:30 | | | | | 3 | 18 | | | | | | | | | 21 | 46.0-66.0 | 21 |
| 7:30 7:45 | | | | 2 | 10 | 11 | | | | | | | | | 23 | 48.8-68.8 | 22 |
| 7:45 8:00 | | | | 2 | 14 | 24 | 1 | | | | | | | | 41 | 50.5-70.5 | 39 |
| 7:00 8:00 | | | | 4 | 36 | 66 | 2 | | | | | | | | 108 | 50.5-70.5 | 39 |
| 8:00 8:15 | | | | 1 | 11 | 36 | 2 | | | | | | | | 50 | 50.2-70.2 | 48 |
| 8:15 8:30 | | | | 1 | 17 | 10 | 1 | | 1 | | | | | | 30 | 44.6-64.6 | 27 |
| 8:30 8:45 | | | | | 5 | 13 | 7 | | 1 | | | | | | 26 | 56.1-76.1 | 22 |
| 8:45 9:00 | | | | 1 | 6 | 11 | 1 | | 1 | | | | | | 20 | 49.8-69.8 | 17 |
| 8:00 9:00 | | | | 3 | 39 | 70 | 11 | | 3 | | | | | | 126 | 50.2-70.2 | 48 |
| 9:00 9:15 | | | | 1 | 3 | 8 | | | | | | | | | 12 | 44.5-64.5 | 11 |
| 9:15 9:30 | | | | | 4 | 5 | 1 | | | | | | | | 10 | 48.3-68.3 | 9 |
| 9:30 9:45 | | | | 1 | 6 | 2 | 1 | | | | | | | | 10 | 41.2-61.2 | 8 |
| 9:45 10:00 | | | | 3 | 4 | 2 | 1 | | | | | | | | 10 | 45.7-65.7 | 9 |
| 9:00 10:00 | | | | 5 | 17 | 17 | 3 | | | | | | | | 42 | 44.5-64.5 | 11 |
| 10:00 10:15 | | | | 1 | 6 | 3 | 2 | | 1 | | | | | | 13 | 51.9-71.9 | 11 |
| 10:15 10:30 | | | | 1 | 5 | 6 | 1 | | | | | | | | 13 | 50.4-70.4 | 12 |
| 10:30 10:45 | | | | | 2 | 8 | 2 | | | | | | | | 12 | 56.1-76.1 | 12 |
| 10:45 11:00 | | | | | 3 | 5 | 1 | | | | | | | | 9 | 48.4-68.4 | 8 |
| 10:00 11:00 | | | | 2 | 16 | 22 | 6 | | 1 | | | | | | 47 | 50.4-70.4 | 12 |
| 11:00 11:15 | | | | | 6 | 6 | 2 | | | | | | | | 14 | 50.7-70.7 | 13 |
| 11:15 11:30 | | | | 4 | 5 | 1 | 1 | | | | | | | | 11 | 40.0-60.0 | 9 |
| 11:30 11:45 | | | | | 4 | 4 | 4 | | | | | | | | 12 | 54.7-74.7 | 12 |
| 11:45 12:00 | | | | 1 | 2 | 4 | 1 | | | | | | | | 8 | 45.6-65.6 | 7 |
| 11:00 12:00 | | | | 5 | 17 | 15 | 8 | | | | | | | | 45 | 50.7-70.7 | 13 |

| | | | | | | | | | | | | | | |
|------------|-------|--|--|--------|--------|-------|-------|-------|-------|-------|-------|-----|-----------|-------|
| 12:00 | 12:15 | | | 2 | 1 | 7 | 2 | | 1 | | | 13 | 52.5-72.5 | 10 |
| 12:15 | 12:30 | | | | 8 | 7 | 4 | | 1 | | | 20 | 48.8-68.8 | 15 |
| 12:30 | 12:45 | | | 1 | 3 | 8 | 4 | | | | | 16 | 51.7-71.7 | 13 |
| 12:45 | 13:00 | | | | 6 | 13 | 3 | | | | | 22 | 51.3-71.3 | 20 |
| 12:00 | 13:00 | | | 3 | 18 | 35 | 13 | 1 | 1 | | | 71 | 51.3-71.3 | 20 |
| 13:00 | 13:15 | | | | 2 | 4 | 3 | | | | | 9 | 51.6-71.6 | 8 |
| 13:15 | 13:30 | | | 1 | 4 | 3 | 2 | | 1 | | | 11 | 53.8-73.8 | 9 |
| 13:30 | 13:45 | | | 5 | 5 | 3 | 3 | | | | | 16 | 40.3-60.3 | 12 |
| 13:45 | 14:00 | | | 2 | 8 | 4 | 1 | | | | | 15 | 54.3-74.3 | 13 |
| 13:00 | 14:00 | | | 8 | 19 | 14 | 9 | 1 | | | | 51 | 54.3-74.3 | 13 |
| 14:00 | 14:15 | | | 3 | 11 | 6 | 2 | | | | | 22 | 47.2-67.2 | 20 |
| 14:15 | 14:30 | | | | 12 | 13 | | | 1 | | | 26 | 49.6-69.6 | 25 |
| 14:30 | 14:45 | | | 1 | 10 | 8 | | | 1 | | | 20 | 46.5-66.5 | 18 |
| 14:45 | 15:00 | | | 1 | 3 | 10 | 1 | | | | | 15 | 49.0-69.0 | 14 |
| 14:00 | 15:00 | | | 5 | 36 | 37 | 3 | 2 | | | | 83 | 49.6-69.6 | 25 |
| 15:00 | 15:15 | | | 2 | 9 | 11 | 1 | | | | | 23 | 48.9-68.9 | 21 |
| 15:15 | 15:30 | | | 1 | 6 | 15 | 4 | | 1 | | | 27 | 55.7-75.7 | 23 |
| 15:30 | 15:45 | | | 1 | 9 | 8 | 6 | | 1 | | | 25 | 51.2-71.2 | 20 |
| 15:45 | 16:00 | | | | 8 | 11 | 7 | | | 1 | | 27 | 55.8-75.8 | 25 |
| 15:00 | 16:00 | | | 4 | 32 | 45 | 18 | 2 | 1 | | | 102 | 55.8-75.8 | 25 |
| 16:00 | 16:15 | | | 3 | 4 | 11 | 9 | | 1 | | | 28 | 52.6-72.6 | 21 |
| 16:15 | 16:30 | | | 3 | 17 | 7 | 1 | | | | | 28 | 47.7-67.7 | 26 |
| 16:30 | 16:45 | | | | 7 | 9 | 5 | | 1 | | | 22 | 54.3-74.3 | 19 |
| 16:45 | 17:00 | | | 2 | 16 | 13 | 2 | | | | | 33 | 49.4-69.4 | 30 |
| 16:00 | 17:00 | | | 8 | 44 | 40 | 17 | 2 | | | | 111 | 49.4-69.4 | 30 |
| 17:00 | 17:15 | | | 1 | 16 | 16 | 3 | | | | | 36 | 52.3-72.3 | 35 |
| 17:15 | 17:30 | | | 4 | 17 | 10 | 4 | | | | | 35 | 45.9-65.9 | 27 |
| 17:30 | 17:45 | | | 3 | 13 | 13 | 4 | | | | | 33 | 52.4-72.4 | 28 |
| 17:45 | 18:00 | | | 6 | 1 | 18 | 11 | 2 | | | | 38 | 50.8-70.8 | 30 |
| 17:00 | 18:00 | | | 6 | 9 | 64 | 50 | 13 | | | | 142 | 52.3-72.3 | 35 |
| 18:00 | 18:15 | | | 1 | 18 | 14 | 4 | | | | | 37 | 46.6-66.6 | 33 |
| 18:15 | 18:30 | | | 2 | 14 | 15 | 2 | | 1 | | | 34 | 48.2-68.2 | 30 |
| 18:30 | 18:45 | | | 5 | 18 | 10 | | | | | | 33 | 43.6-63.6 | 29 |
| 18:45 | 19:00 | | | 2 | 21 | 8 | 2 | | | | | 33 | 48.1-68.1 | 30 |
| 18:00 | 19:00 | | | 10 | 71 | 47 | 8 | 1 | | | | 137 | 46.6-66.6 | 33 |
| 19:00 | 19:15 | | | 2 | 5 | 8 | 1 | | 1 | | | 17 | 47.1-67.1 | 14 |
| 19:15 | 19:30 | | | 3 | 7 | 5 | 1 | | | | | 16 | 46.5-66.5 | 12 |
| 19:30 | 19:45 | | | | 9 | 6 | 2 | | | | | 17 | 50.5-70.5 | 16 |
| 19:45 | 20:00 | | | 1 | 8 | 10 | 1 | | | | | 20 | 48.0-68.0 | 18 |
| 19:00 | 20:00 | | | 6 | 29 | 29 | 5 | 1 | | | | 70 | 48.0-68.0 | 18 |
| 20:00 | 20:15 | | | 2 | 3 | 6 | 4 | | | | | 15 | 54.5-74.5 | 12 |
| 20:15 | 20:30 | | | 2 | 2 | 8 | 2 | | | | | 14 | 52.1-72.1 | 12 |
| 20:30 | 20:45 | | | 2 | 6 | 9 | 1 | | | | | 18 | 49.7-69.7 | 15 |
| 20:45 | 21:00 | | | 1 | 5 | 4 | | | | | | 10 | 46.8-66.8 | 10 |
| 20:00 | 21:00 | | | 7 | 16 | 27 | 7 | | | | | 57 | 49.7-69.7 | 15 |
| 21:00 | 21:15 | | | | 9 | 5 | 1 | | | | | 15 | 49.9-69.9 | 14 |
| 21:15 | 21:30 | | | 3 | 11 | 5 | 3 | | | | | 22 | 42.3-62.3 | 18 |
| 21:30 | 21:45 | | | 1 | 8 | 5 | 1 | | | | | 15 | 50.1-70.1 | 14 |
| 21:45 | 22:00 | | | 1 | 9 | 6 | | | | | | 16 | 43.8-63.8 | 16 |
| 21:00 | 22:00 | | | 5 | 37 | 21 | 5 | | | | | 68 | 42.3-62.3 | 18 |
| 22:00 | 22:15 | | | 1 | 8 | 7 | 1 | | | | | 17 | 49.6-69.6 | 15 |
| 22:15 | 22:30 | | | 5 | 9 | 3 | | | | | | 17 | 42.3-62.3 | 16 |
| 22:30 | 22:45 | | | | | 7 | 1 | | | | | 8 | 50.8-70.8 | 8 |
| 22:45 | 23:00 | | | 1 | 2 | 6 | | | | | | 9 | 49.9-69.9 | 8 |
| 22:00 | 23:00 | | | 7 | 19 | 23 | 2 | | | | | 51 | 42.3-62.3 | 16 |
| 23:00 | 23:15 | | | | 2 | 4 | 5 | | | | | 11 | 53.3-73.3 | 9 |
| 23:15 | 23:30 | | | | 2 | 2 | | | | | | 4 | 47.9-67.9 | 4 |
| 23:30 | 23:45 | | | 1 | 3 | 2 | 1 | | | | | 7 | 45.4-65.4 | 6 |
| 23:45 | 00:00 | | | 1 | 1 | 1 | | | 1 | | | 4 | 41.3-61.3 | 3 |
| 23:00 | 00:00 | | | 2 | 8 | 9 | 6 | 1 | | | | 26 | 53.3-73.3 | 9 |
| Total | | | | 1 | 6 | 97 | 533 | 622 | 151 | 17 | 3 | | 1430 | |
| AM PEAK | | | | 0.1% | 0.4% | 6.8% | 37.3% | 43.5% | 10.6% | 1.2% | 0.2% | | | |
| period | | | | 1 | 4 | 17 | 36 | 7 | 1 | 1 | | | 50 | |
| % of class | | | | 100.0% | | 4.1% | 3.2% | 5.8% | 4.6% | 5.9% | 33.3% | | | 3.5% |
| PM PEAK | | | | | 6 | 5 | 21 | 16 | 9 | 1 | 1 | | 38 | |
| period | | | | | 17:45 | 13:30 | 18:45 | 17:00 | 16:00 | 12:15 | 12:00 | | | 17:45 |
| % of class | | | | | 100.0% | 5.2% | 3.9% | 2.6% | 6.0% | 5.9% | 33.3% | | | 2.7% |

| | |
|------------------|--------|
| 15% Percentile : | 52 KPH |
| 50% Percentile : | 61 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 77 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 50.9-70.9 KPH |
| Number in Pace: | 1173 |
| Percent in Pace: | 82.0 % |
| Number of Vehicles >60 KPH: | 793 |
| Percent of Vehicles >60 KPH: | 55.5 % |
| Mean Speed(average): | 61 KPH |

| Report-2.3 | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | | | | | | | | |
|--------------------|--|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-------|------------|----------------|--|
| | Direction : East + West | | | | | | | | | | | | | | | | |
| | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | Total | Pace Speed | Number in Pace | |
| 00:00 0:15 | | | | 1 | 2 | 1 | | | | | | | | 4 | 42.2-62.2 | 4 | |
| 0:15 0:30 | | | | | 1 | | | | | | | | | 1 | 34.0-54.0 | 1 | |
| 0:30 0:45 | | | | | | 2 | | | | | | | | 2 | 45.8-65.8 | 2 | |
| 0:45 1:00 | | | | 1 | 1 | | | | | | | | | 2 | 31.7-51.7 | 2 | |
| 00:00 1:00 | | | | 2 | 4 | 3 | | | | | | | | 9 | 42.2-62.2 | 4 | |
| 1:00 1:15 | | | | | | 1 | 1 | | | | | | | 2 | 51.2-71.2 | 2 | |
| 1:15 1:30 | | | | 1 | 1 | 2 | | | | | | | | 4 | 45.5-65.5 | 4 | |
| 1:30 1:45 | | | 1 | | | | | | | | | | | 1 | 9.0-29.0 | 1 | |
| 1:45 2:00 | | | | 1 | | | | | | | | | | 1 | 25.8-45.8 | 1 | |
| 1:00 2:00 | | | 1 | 2 | 1 | 3 | 1 | | | | | | | 8 | 45.5-65.5 | 4 | |
| 2:00 2:15 | | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | 1 | | | | | | | | | | 1 | 24.2-44.2 | 1 | |
| 2:30 2:45 | | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | | | | | 1 | | | | | | 1 | 65.1-85.1 | 1 | |
| 2:00 3:00 | | | | 1 | | | | 1 | | | | | | 2 | 24.2-44.2 | 1 | |
| 3:00 3:15 | | | | | 2 | 1 | | | | | | | | 3 | 49.8-69.8 | 3 | |
| 3:15 3:30 | | | | | | | | 1 | | | | | | 1 | 69.9-89.9 | 1 | |
| 3:30 3:45 | | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | 1 | 2 | | | | | | | 3 | 58.5-78.5 | 3 | |
| 3:00 4:00 | | | | | 2 | 2 | 2 | 1 | | | | | | 7 | 49.8-69.8 | 3 | |
| 4:00 4:15 | | | | | | 2 | 2 | | | | | | | 4 | 58.5-78.5 | 4 | |
| 4:15 4:30 | | | | | 1 | 2 | 3 | | | | | | | 6 | 58.5-78.5 | 5 | |
| 4:30 4:45 | | | | | 3 | 1 | 1 | | | | | | | 5 | 47.5-67.5 | 4 | |
| 4:45 5:00 | | | | | 2 | 3 | | | | | | | | 5 | 48.0-68.0 | 5 | |
| 4:00 5:00 | | | | | 6 | 8 | 6 | | | | | | | 20 | 58.5-78.5 | 5 | |
| 5:00 5:15 | | | | | 8 | 9 | 1 | | | | | | | 18 | 50.3-70.3 | 18 | |
| 5:15 5:30 | | | | | 3 | 20 | 5 | | | | | | | 28 | 55.9-75.9 | 28 | |
| 5:30 5:45 | | | | | 4 | 20 | 3 | | | | | | | 27 | 55.3-75.3 | 26 | |
| 5:45 6:00 | | | | 1 | 5 | 18 | 3 | | | | | | | 27 | 49.7-69.7 | 24 | |
| 5:00 6:00 | | | | 1 | 20 | 67 | 12 | | | | | | | 100 | 55.9-75.9 | 28 | |
| 6:00 6:15 | | | | 2 | 16 | 21 | 3 | | | | | | | 42 | 52.3-72.3 | 39 | |
| 6:15 6:30 | | | | 1 | 8 | 21 | 4 | | | | | | | 34 | 51.0-71.0 | 31 | |
| 6:30 6:45 | | | | 3 | 14 | 13 | 10 | | | | | | | 40 | 53.4-73.4 | 32 | |
| 6:45 7:00 | | | | 1 | 15 | 22 | 2 | 1 | 1 | | | | | 42 | 50.7-70.7 | 39 | |
| 6:00 7:00 | | | | 7 | 53 | 77 | 19 | 1 | 1 | | | | | 158 | 52.3-72.3 | 39 | |
| 7:00 7:15 | | | | 2 | 27 | 34 | 3 | | | | | | | 66 | 51.6-71.6 | 63 | |
| 7:15 7:30 | | | | | 24 | 42 | 2 | 1 | | | | | | 69 | 49.8-69.8 | 66 | |
| 7:30 7:45 | | | 1 | 8 | 20 | 30 | 6 | | | | | | | 65 | 47.7-67.7 | 52 | |
| 7:45 8:00 | | | | 4 | 33 | 52 | 1 | | | | | | | 90 | 49.4-69.4 | 86 | |
| 7:00 8:00 | | | 1 | 14 | 104 | 158 | 12 | 1 | | | | | | 290 | 49.4-69.4 | 86 | |
| 8:00 8:15 | | | | 6 | 31 | 78 | 4 | | | | | | | 119 | 49.4-69.4 | 112 | |
| 8:15 8:30 | | | | 2 | 24 | 37 | 4 | 1 | | | | | | 68 | 54.0-74.0 | 63 | |
| 8:30 8:45 | | | | 2 | 21 | 34 | 9 | 2 | | | | | | 68 | 50.2-70.2 | 57 | |
| 8:45 9:00 | | | | 3 | 20 | 24 | 6 | 2 | | | | | | 55 | 51.3-71.3 | 48 | |
| 8:00 9:00 | | | | 13 | 96 | 173 | 23 | 5 | | | | | | 310 | 49.4-69.4 | 112 | |
| 9:00 9:15 | | | 1 | 1 | 6 | 17 | 2 | 1 | | | | | | 28 | 50.5-70.5 | 24 | |
| 9:15 9:30 | | | | 1 | 10 | 16 | 2 | | | | | | | 29 | 51.8-71.8 | 27 | |
| 9:30 9:45 | | | | 2 | 12 | 17 | 5 | 1 | | | | | | 37 | 50.6-70.6 | 30 | |
| 9:45 10:00 | | | | 3 | 13 | 15 | 2 | | | | | | | 33 | 49.2-69.2 | 28 | |
| 9:00 10:00 | | | 1 | 7 | 41 | 65 | 11 | 2 | | | | | | 127 | 50.6-70.6 | 30 | |
| 10:00 10:15 | | | | 1 | 12 | 14 | 3 | 1 | | | | | | 31 | 51.9-71.9 | 28 | |
| 10:15 10:30 | | | | 1 | 17 | 18 | 1 | 1 | | | | | | 38 | 50.4-70.4 | 36 | |
| 10:30 10:45 | | | | 2 | 9 | 17 | 7 | 1 | | | | | | 36 | 57.0-77.0 | 28 | |
| 10:45 11:00 | | | | 1 | 13 | 14 | 2 | | 1 | | | | | 31 | 48.4-68.4 | 28 | |
| 10:00 11:00 | | | | 5 | 51 | 63 | 13 | 3 | 1 | | | | | 136 | 50.4-70.4 | 36 | |
| 11:00 11:15 | | | | 2 | 12 | 18 | 4 | | | | | | | 36 | 51.8-71.8 | 33 | |
| 11:15 11:30 | | | | 5 | 11 | 16 | 4 | | | | | | | 36 | 51.4-71.4 | 29 | |
| 11:30 11:45 | | | | 1 | 15 | 8 | 5 | | | | | | | 29 | 53.4-73.4 | 26 | |
| 11:45 12:00 | | | | 2 | 8 | 9 | 1 | | | | | | | 20 | 45.6-65.6 | 18 | |
| 11:00 12:00 | | | | 10 | 46 | 51 | 14 | | | | | | | 121 | 51.8-71.8 | 33 | |

| | | | | | | | | | | | | | | |
|------------|-------|--|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|-----------|----|
| 12:00 | 12:15 | | | 3 | 9 | 16 | 5 | | 1 | | | 34 | 52.5-72.5 | 28 |
| 12:15 | 12:30 | | 1 | | 18 | 11 | 6 | | 1 | | | 37 | 49.3-69.3 | 29 |
| 12:30 | 12:45 | | | 4 | 6 | 18 | 4 | | | | | 32 | 50.7-70.7 | 25 |
| 12:45 | 13:00 | | | | 12 | 20 | 5 | | | | | 37 | 50.0-70.0 | 32 |
| 12:00 | 13:00 | | 1 | 7 | 45 | 65 | 20 | 1 | 1 | | | 140 | 50.0-70.0 | 32 |
| 13:00 | 13:15 | | | 1 | 7 | 10 | 4 | | | | | 22 | 51.6-71.6 | 20 |
| 13:15 | 13:30 | | | 2 | 10 | 11 | 3 | | 1 | | | 27 | 50.5-70.5 | 22 |
| 13:30 | 13:45 | | | 6 | 17 | 16 | 5 | | | | | 44 | 47.4-67.4 | 34 |
| 13:45 | 14:00 | | | 4 | 15 | 12 | 3 | | | | | 34 | 52.7-72.7 | 28 |
| 13:00 | 14:00 | | 1 | 12 | 49 | 49 | 15 | 1 | | | | 127 | 47.4-67.4 | 34 |
| 14:00 | 14:15 | | | 4 | 23 | 11 | 3 | | | | | 41 | 44.5-64.5 | 35 |
| 14:15 | 14:30 | | | 1 | 25 | 29 | 6 | | 1 | | | 62 | 49.6-69.6 | 55 |
| 14:30 | 14:45 | | | 4 | 17 | 21 | 5 | | 1 | | | 48 | 47.6-67.6 | 40 |
| 14:45 | 15:00 | | | 1 | 13 | 22 | 4 | | | | | 40 | 50.5-70.5 | 37 |
| 14:00 | 15:00 | | | 10 | 78 | 83 | 18 | 2 | | | | 191 | 49.6-69.6 | 55 |
| 15:00 | 15:15 | | | 3 | 14 | 19 | 3 | | | | | 39 | 49.7-69.7 | 34 |
| 15:15 | 15:30 | | | 1 | 16 | 29 | 7 | | 1 | | | 54 | 51.3-71.3 | 48 |
| 15:30 | 15:45 | | | 1 | 15 | 18 | 8 | | 1 | | | 43 | 53.0-73.0 | 37 |
| 15:45 | 16:00 | | 1 | 1 | 1 | 19 | 24 | 10 | 1 | 1 | | 58 | 53.9-73.9 | 48 |
| 15:00 | 16:00 | | 1 | 1 | 6 | 64 | 90 | 28 | 3 | 1 | | 194 | 51.3-71.3 | 48 |
| 16:00 | 16:15 | | | 4 | 15 | 16 | 14 | | 1 | | | 50 | 52.6-72.6 | 39 |
| 16:15 | 16:30 | | | 3 | 22 | 17 | 4 | | | | | 46 | 47.7-67.7 | 40 |
| 16:30 | 16:45 | | | | 13 | 26 | 6 | | 1 | | | 46 | 51.5-71.5 | 42 |
| 16:45 | 17:00 | | | 2 | 21 | 28 | 8 | | | | | 59 | 51.9-71.9 | 51 |
| 16:00 | 17:00 | | | 9 | 71 | 87 | 32 | 2 | | | | 201 | 51.9-71.9 | 51 |
| 17:00 | 17:15 | | | 1 | 22 | 27 | 6 | | | | | 56 | 52.7-72.7 | 55 |
| 17:15 | 17:30 | | | 4 | 23 | 20 | 7 | | | | | 54 | 50.7-70.7 | 45 |
| 17:30 | 17:45 | | | 3 | 24 | 19 | 6 | | | | | 52 | 50.8-70.8 | 44 |
| 17:45 | 18:00 | | 6 | 1 | 31 | 24 | 4 | | | | | 66 | 49.2-69.2 | 55 |
| 17:00 | 18:00 | | 6 | 9 | 100 | 90 | 23 | | | | | 228 | 52.7-72.7 | 55 |
| 18:00 | 18:15 | | | 1 | 27 | 18 | 4 | | | | | 50 | 46.6-66.6 | 45 |
| 18:15 | 18:30 | | | 3 | 25 | 23 | 5 | | 2 | | | 58 | 48.2-68.2 | 49 |
| 18:30 | 18:45 | | | 5 | 24 | 21 | | | | | | 50 | 45.5-65.5 | 45 |
| 18:45 | 19:00 | | | 2 | 26 | 15 | 2 | | 1 | | | 46 | 48.1-68.1 | 42 |
| 18:00 | 19:00 | | | 11 | 102 | 77 | 11 | 3 | | | | 204 | 48.2-68.2 | 49 |
| 19:00 | 19:15 | | | 2 | 13 | 15 | 2 | | 1 | | | 33 | 47.1-67.1 | 29 |
| 19:15 | 19:30 | | | 5 | 16 | 10 | 2 | | | | | 33 | 46.5-66.5 | 26 |
| 19:30 | 19:45 | | | | 12 | 19 | 2 | | | | | 33 | 50.5-70.5 | 32 |
| 19:45 | 20:00 | | | 2 | 12 | 15 | 1 | | | | | 30 | 48.1-68.1 | 28 |
| 19:00 | 20:00 | | | 9 | 53 | 59 | 7 | 1 | | | | 129 | 50.5-70.5 | 32 |
| 20:00 | 20:15 | | | 2 | 5 | 14 | 4 | | 1 | | | 26 | 54.5-74.5 | 21 |
| 20:15 | 20:30 | | | 2 | 5 | 13 | 3 | | | | | 23 | 52.1-72.1 | 21 |
| 20:30 | 20:45 | | | 2 | 8 | 11 | 3 | | | 1 | | 25 | 50.7-70.7 | 20 |
| 20:45 | 21:00 | | | 1 | 10 | 6 | | | | | | 17 | 46.8-66.8 | 17 |
| 20:00 | 21:00 | | | 7 | 28 | 44 | 10 | 1 | 1 | | | 91 | 54.5-74.5 | 21 |
| 21:00 | 21:15 | | | 1 | 11 | 11 | 1 | | | | | 24 | 49.9-69.9 | 22 |
| 21:15 | 21:30 | | | 5 | 15 | 10 | 5 | | | | | 35 | 54.5-74.5 | 29 |
| 21:30 | 21:45 | | | 1 | 10 | 6 | 2 | | | | | 19 | 50.1-70.1 | 17 |
| 21:45 | 22:00 | | | 1 | 12 | 11 | 1 | | | | | 25 | 50.5-70.5 | 24 |
| 21:00 | 22:00 | | | 8 | 48 | 38 | 9 | | | | | 103 | 54.5-74.5 | 29 |
| 22:00 | 22:15 | | | 1 | 9 | 12 | 2 | | | | | 24 | 49.6-69.6 | 21 |
| 22:15 | 22:30 | | | 5 | 9 | 5 | | | | | | 19 | 42.3-62.3 | 17 |
| 22:30 | 22:45 | | | | 2 | 9 | 1 | | | | | 12 | 50.8-70.8 | 12 |
| 22:45 | 23:00 | | | 1 | 2 | 7 | 1 | | | | | 11 | 52.5-72.5 | 10 |
| 22:00 | 23:00 | | | 7 | 22 | 33 | 4 | | | | | 66 | 49.6-69.6 | 21 |
| 23:00 | 23:15 | | | | 2 | 7 | 5 | | | | | 14 | 53.3-73.3 | 12 |
| 23:15 | 23:30 | | | 1 | 2 | 3 | | | | | | 6 | 42.2-62.2 | 5 |
| 23:30 | 23:45 | | | 1 | 4 | 5 | 1 | | | | | 11 | 46.3-66.3 | 9 |
| 23:45 | 00:00 | | | 1 | 1 | 1 | 1 | | 1 | | | 5 | 41.3-61.3 | 3 |
| 23:00 | 00:00 | | | 3 | 9 | 16 | 7 | 1 | | | | 36 | 53.3-73.3 | 12 |
| Total | | | 2 | 11 | 160 | 1093 | 1401 | 297 | 29 | 5 | | 2998 | | |
| AM PEAK | | | 0.1% | 0.4% | 5.3% | 36.5% | 46.7% | 9.9% | 1.0% | 0.2% | | | | |
| period | | | 1 | 1 | 8 | 33 | 78 | 10 | 2 | 1 | | 119 | | |
| % of class | | | 1:30 | 7:30 | 7:30 | 7:45 | 8:00 | 6:30 | 8:30 | 6:45 | | 8:00 | | |
| | | | 50.0% | 9.1% | 5.0% | 3.0% | 5.6% | 3.4% | 6.9% | 20.0% | | | 4.0% | |
| PM PEAK | | | 1 | 6 | 6 | 31 | 29 | 14 | 2 | 1 | | 66 | | |
| period | | | 15:45 | 17:45 | 13:30 | 17:45 | 14:15 | 16:00 | 18:15 | 12:00 | | 17:45 | | |
| % of class | | | 50.0% | 54.5% | 3.8% | 2.8% | 2.1% | 4.7% | 6.9% | 20.0% | | | 2.2% | |

| | |
|------------------|--------|
| 15% Percentile : | 53 KPH |
| 50% Percentile : | 62 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 76 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 51.3-71.3 KPH |
| Number in Pace: | 2535 |
| Percent in Pace: | 84.6 % |
| Number of Vehicles >60 KPH: | 1732 |
| Percent of Vehicles >60 KPH: | 57.8 % |
| Mean Speed(average): | 61 KPH |

| Report-3.1 Directions -----> | Location : CAL2019-A6EW Columbia Way - east of Forest Gate Ave | | | | | | | | | |
|---------------------------------|--|--|-------------------|-------|------------------|------|------------------|-------|-------------------|--|
| | Dates : 2019-12-12 | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | |
| 00:00 0:15 | | | 1 | 0.1% | 3 | 0.2% | 4 | 0.1% | | |
| 0:15 0:30 | | | 1 | 0.1% | | | 1 | 0.0% | | |
| 0:30 0:45 | | | | | 2 | 0.1% | 2 | 0.1% | | |
| 0:45 1:00 | | | | | 2 | 0.1% | 2 | 0.1% | | |
| 00:00 1:00 | | | 2 | 0.1% | 7 | 0.5% | 9 | 0.3% | | |
| 1:00 1:15 | | | 1 | 0.1% | 1 | 0.1% | 2 | 0.1% | | |
| 1:15 1:30 | | | 1 | 0.1% | 3 | 0.2% | 4 | 0.1% | | |
| 1:30 1:45 | | | | | 1 | 0.1% | 1 | 0.0% | | |
| 1:45 2:00 | | | | | 1 | 0.1% | 1 | 0.0% | | |
| 1:00 2:00 | | | 2 | 0.1% | 6 | 0.4% | 8 | 0.3% | | |
| 2:00 2:15 | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | |
| 2:30 2:45 | | | 1 | 0.1% | | | 1 | 0.0% | | |
| 2:45 3:00 | | | | | 1 | 0.1% | 1 | 0.0% | | |
| 2:00 3:00 | | | 1 | 0.1% | 1 | 0.1% | 2 | 0.1% | | |
| 3:00 3:15 | | | 2 | 0.1% | 1 | 0.1% | 3 | 0.1% | | |
| 3:15 3:30 | | | | | 1 | 0.1% | 1 | 0.0% | | |
| 3:30 3:45 | | | | | | | | | | |
| 3:45 4:00 | | | 2 | 0.1% | 1 | 0.1% | 3 | 0.1% | | |
| 3:00 4:00 | | | 4 | 0.3% | 3 | 0.2% | 7 | 0.2% | | |
| 4:00 4:15 | | | 2 | 0.1% | 2 | 0.1% | 4 | 0.1% | | |
| 4:15 4:30 | | | 3 | 0.2% | 3 | 0.2% | 6 | 0.2% | | |
| 4:30 4:45 | | | 2 | 0.1% | 3 | 0.2% | 5 | 0.2% | | |
| 4:45 5:00 | | | 5 | 0.3% | | | 5 | 0.2% | | |
| 4:00 5:00 | | | 12 | 0.8% | 8 | 0.6% | 20 | 0.7% | | |
| 5:00 5:15 | | | 15 | 1.0% | 3 | 0.2% | 18 | 0.6% | | |
| 5:15 5:30 | | | 19 | 1.2% | 9 | 0.6% | 28 | 0.9% | | |
| 5:30 5:45 | | | 19 | 1.2% | 8 | 0.6% | 27 | 0.9% | | |
| 5:45 6:00 | | | 20 | 1.3% | 7 | 0.5% | 27 | 0.9% | | |
| 5:00 6:00 | | | 73 | 4.7% | 27 | 1.9% | 100 | 3.3% | | |
| 6:00 6:15 | | | 32 | 2.0% | 10 | 0.7% | 42 | 1.4% | | |
| 6:15 6:30 | | | 25 | 1.6% | 9 | 0.6% | 34 | 1.1% | | |
| 6:30 6:45 | | | 28 | 1.8% | 12 | 0.8% | 40 | 1.3% | | |
| 6:45 7:00 | | | 32 | 2.0% | 10 | 0.7% | 42 | 1.4% | | |
| 6:00 7:00 | | | 117 | 7.5% | 41 | 2.9% | 158 | 5.3% | | |
| 7:00 7:15 | | | 43 | 2.7% | 23 | 1.6% | 66 | 2.2% | | |
| 7:15 7:30 | | | 48 | 3.1% | 21 | 1.5% | 69 | 2.3% | | |
| 7:30 7:45 | | | 42 | 2.7% | 23 | 1.6% | 65 | 2.2% | | |
| 7:45 8:00 | | | 49 | 3.1% | 41 | 2.9% | 90 | 3.0% | | |
| 7:00 8:00 | | | 182 | 11.6% | 108 | 7.6% | 290 | 9.7% | | |
| 8:00 8:15 | | | 69 | 4.4% | 50 | 3.5% | 119 | 4.0% | | |
| 8:15 8:30 | | | 38 | 2.4% | 30 | 2.1% | 68 | 2.3% | | |
| 8:30 8:45 | | | 42 | 2.7% | 26 | 1.8% | 68 | 2.3% | | |
| 8:45 9:00 | | | 35 | 2.2% | 20 | 1.4% | 55 | 1.8% | | |
| 8:00 9:00 | | | 184 | 11.7% | 126 | 8.8% | 310 | 10.3% | | |
| 9:00 9:15 | | | 16 | 1.0% | 12 | 0.8% | 28 | 0.9% | | |
| 9:15 9:30 | | | 19 | 1.2% | 10 | 0.7% | 29 | 1.0% | | |
| 9:30 9:45 | | | 27 | 1.7% | 10 | 0.7% | 37 | 1.2% | | |
| 9:45 10:00 | | | 23 | 1.5% | 10 | 0.7% | 33 | 1.1% | | |
| 9:00 10:00 | | | 85 | 5.4% | 42 | 2.9% | 127 | 4.2% | | |
| 10:00 10:15 | | | 18 | 1.1% | 13 | 0.9% | 31 | 1.0% | | |
| 10:15 10:30 | | | 25 | 1.6% | 13 | 0.9% | 38 | 1.3% | | |
| 10:30 10:45 | | | 24 | 1.5% | 12 | 0.8% | 36 | 1.2% | | |
| 10:45 11:00 | | | 22 | 1.4% | 9 | 0.6% | 31 | 1.0% | | |
| 10:00 11:00 | | | 89 | 5.7% | 47 | 3.3% | 136 | 4.5% | | |
| 11:00 11:15 | | | 22 | 1.4% | 14 | 1.0% | 36 | 1.2% | | |
| 11:15 11:30 | | | 25 | 1.6% | 11 | 0.8% | 36 | 1.2% | | |
| 11:30 11:45 | | | 17 | 1.1% | 12 | 0.8% | 29 | 1.0% | | |
| 11:45 12:00 | | | 12 | 0.8% | 8 | 0.6% | 20 | 0.7% | | |
| 11:00 12:00 | | | 76 | 4.8% | 45 | 3.1% | 121 | 4.0% | | |

| | | | | | | | | |
|------------|-------|--|-------|------|-------|------|--------|--------|
| 12:00 | 12:15 | | 21 | 1.3% | 13 | 0.9% | 34 | 1.1% |
| 12:15 | 12:30 | | 17 | 1.1% | 20 | 1.4% | 37 | 1.2% |
| 12:30 | 12:45 | | 16 | 1.0% | 16 | 1.1% | 32 | 1.1% |
| 12:45 | 13:00 | | 15 | 1.0% | 22 | 1.5% | 37 | 1.2% |
| 12:00 | 13:00 | | 69 | 4.4% | 71 | 5.0% | 140 | 4.7% |
| 13:00 | 13:15 | | 13 | 0.8% | 9 | 0.6% | 22 | 0.7% |
| 13:15 | 13:30 | | 16 | 1.0% | 11 | 0.8% | 27 | 0.9% |
| 13:30 | 13:45 | | 28 | 1.8% | 16 | 1.1% | 44 | 1.5% |
| 13:45 | 14:00 | | 19 | 1.2% | 15 | 1.0% | 34 | 1.1% |
| 13:00 | 14:00 | | 76 | 4.8% | 51 | 3.6% | 127 | 4.2% |
| 14:00 | 14:15 | | 19 | 1.2% | 22 | 1.5% | 41 | 1.4% |
| 14:15 | 14:30 | | 36 | 2.3% | 26 | 1.8% | 62 | 2.1% |
| 14:30 | 14:45 | | 28 | 1.8% | 20 | 1.4% | 48 | 1.6% |
| 14:45 | 15:00 | | 25 | 1.6% | 15 | 1.0% | 40 | 1.3% |
| 14:00 | 15:00 | | 108 | 6.9% | 83 | 5.8% | 191 | 6.4% |
| 15:00 | 15:15 | | 16 | 1.0% | 23 | 1.6% | 39 | 1.3% |
| 15:15 | 15:30 | | 27 | 1.7% | 27 | 1.9% | 54 | 1.8% |
| 15:30 | 15:45 | | 18 | 1.1% | 25 | 1.7% | 43 | 1.4% |
| 15:45 | 16:00 | | 31 | 2.0% | 27 | 1.9% | 58 | 1.9% |
| 15:00 | 16:00 | | 92 | 5.9% | 102 | 7.1% | 194 | 6.5% |
| 16:00 | 16:15 | | 22 | 1.4% | 28 | 2.0% | 50 | 1.7% |
| 16:15 | 16:30 | | 18 | 1.1% | 28 | 2.0% | 46 | 1.5% |
| 16:30 | 16:45 | | 24 | 1.5% | 22 | 1.5% | 46 | 1.5% |
| 16:45 | 17:00 | | 26 | 1.7% | 33 | 2.3% | 59 | 2.0% |
| 16:00 | 17:00 | | 90 | 5.7% | 111 | 7.8% | 201 | 6.7% |
| 17:00 | 17:15 | | 20 | 1.3% | 36 | 2.5% | 56 | 1.9% |
| 17:15 | 17:30 | | 19 | 1.2% | 35 | 2.4% | 54 | 1.8% |
| 17:30 | 17:45 | | 19 | 1.2% | 33 | 2.3% | 52 | 1.7% |
| 17:45 | 18:00 | | 28 | 1.8% | 38 | 2.7% | 66 | 2.2% |
| 17:00 | 18:00 | | 86 | 5.5% | 142 | 9.9% | 228 | 7.6% |
| 18:00 | 18:15 | | 13 | 0.8% | 37 | 2.6% | 50 | 1.7% |
| 18:15 | 18:30 | | 24 | 1.5% | 34 | 2.4% | 58 | 1.9% |
| 18:30 | 18:45 | | 17 | 1.1% | 33 | 2.3% | 50 | 1.7% |
| 18:45 | 19:00 | | 13 | 0.8% | 33 | 2.3% | 46 | 1.5% |
| 18:00 | 19:00 | | 67 | 4.3% | 137 | 9.6% | 204 | 6.8% |
| 19:00 | 19:15 | | 16 | 1.0% | 17 | 1.2% | 33 | 1.1% |
| 19:15 | 19:30 | | 17 | 1.1% | 16 | 1.1% | 33 | 1.1% |
| 19:30 | 19:45 | | 16 | 1.0% | 17 | 1.2% | 33 | 1.1% |
| 19:45 | 20:00 | | 10 | 0.6% | 20 | 1.4% | 30 | 1.0% |
| 19:00 | 20:00 | | 59 | 3.8% | 70 | 4.9% | 129 | 4.3% |
| 20:00 | 20:15 | | 11 | 0.7% | 15 | 1.0% | 26 | 0.9% |
| 20:15 | 20:30 | | 9 | 0.6% | 14 | 1.0% | 23 | 0.8% |
| 20:30 | 20:45 | | 7 | 0.4% | 18 | 1.3% | 25 | 0.8% |
| 20:45 | 21:00 | | 7 | 0.4% | 10 | 0.7% | 17 | 0.6% |
| 20:00 | 21:00 | | 34 | 2.2% | 57 | 4.0% | 91 | 3.0% |
| 21:00 | 21:15 | | 9 | 0.6% | 15 | 1.0% | 24 | 0.8% |
| 21:15 | 21:30 | | 13 | 0.8% | 22 | 1.5% | 35 | 1.2% |
| 21:30 | 21:45 | | 4 | 0.3% | 15 | 1.0% | 19 | 0.6% |
| 21:45 | 22:00 | | 9 | 0.6% | 16 | 1.1% | 25 | 0.8% |
| 21:00 | 22:00 | | 35 | 2.2% | 68 | 4.8% | 103 | 3.4% |
| 22:00 | 22:15 | | 7 | 0.4% | 17 | 1.2% | 24 | 0.8% |
| 22:15 | 22:30 | | 2 | 0.1% | 17 | 1.2% | 19 | 0.6% |
| 22:30 | 22:45 | | 4 | 0.3% | 8 | 0.6% | 12 | 0.4% |
| 22:45 | 23:00 | | 2 | 0.1% | 9 | 0.6% | 11 | 0.4% |
| 22:00 | 23:00 | | 15 | 1.0% | 51 | 3.6% | 66 | 2.2% |
| 23:00 | 23:15 | | 3 | 0.2% | 11 | 0.8% | 14 | 0.5% |
| 23:15 | 23:30 | | 2 | 0.1% | 4 | 0.3% | 6 | 0.2% |
| 23:30 | 23:45 | | 4 | 0.3% | 7 | 0.5% | 11 | 0.4% |
| 23:45 | 00:00 | | 1 | 0.1% | 4 | 0.3% | 5 | 0.2% |
| 23:00 | 00:00 | | 10 | 0.6% | 26 | 1.8% | 36 | 1.2% |
| Total | | | 1568 | | 1430 | | 2998 | 100.0% |
| | | | 52.3% | | 47.7% | | 100.0% | |
| AM PEAK | | | 69 | | 50 | | 119 | |
| period | | | 8:00 | | 8:00 | | 8:00 | |
| % of class | | | 4.4% | | 3.5% | | 4.0% | |
| PM PEAK | | | 36 | | 38 | | 66 | |
| period | | | 14:15 | | 17:45 | | 17:45 | |
| % of class | | | 2.3% | | 2.7% | | 2.2% | |

| Report-1.1 | | Location : CAL2019-A2EW Columbia Way - east of Kingsview Dr | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East | | Road : | | | | | | | | | | | | |
| | | Dates : 1 2019-12-04 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | | | | | | | | | | | | | | |
| 0:15 | 0:30 | | | | | | | | | | | | | | | |
| 0:30 | 0:45 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 0:45 | 1:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 00:00 | 1:00 | | 4 | 1 | | | | | | | | | | | 5 | 0.1% |
| 1:00 | 1:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 1:15 | 1:30 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:30 | 1:45 | | 2 | | | | 1 | | | | | | | | 3 | 0.1% |
| 1:45 | 2:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:00 | 2:00 | | 9 | | | | 1 | | | | | | | | 10 | 0.3% |
| 2:00 | 2:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 2:15 | 2:30 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 2:30 | 2:45 | | 2 | | | 1 | | | | | | | | | 3 | 0.1% |
| 2:45 | 3:00 | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | | 9 | 1 | | 1 | | | | | | | | | 11 | 0.3% |
| 3:00 | 3:15 | | 1 | | | | 1 | | | | | | | | 2 | 0.1% |
| 3:15 | 3:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | | | | | | | | | | | | | |
| 3:00 | 4:00 | | 2 | | | | 1 | | | | | | | | 3 | 0.1% |
| 4:00 | 4:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 4:15 | 4:30 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 4:30 | 4:45 | | 4 | 1 | | | | | | | | | | | 5 | 0.1% |
| 4:45 | 5:00 | | 9 | | | | | | | | | | | | 9 | 0.2% |
| 4:00 | 5:00 | | 18 | 1 | | | | | | | | | | | 19 | 0.5% |
| 5:00 | 5:15 | | 9 | 1 | | | | | | | | | | | 10 | 0.3% |
| 5:15 | 5:30 | | 16 | | | | | | | | | | | | 16 | 0.4% |
| 5:30 | 5:45 | | 11 | | | | | | | | | | | | 11 | 0.3% |
| 5:45 | 6:00 | | 30 | | | | | | | | | | | | 30 | 0.8% |
| 5:00 | 6:00 | | 66 | 1 | | | | | | | | | | | 67 | 1.8% |
| 6:00 | 6:15 | | 17 | 2 | | | 1 | | | | | | | | 20 | 0.5% |
| 6:15 | 6:30 | | 15 | 1 | | | | | | | | | | | 16 | 0.4% |
| 6:30 | 6:45 | | 28 | 3 | | | | | | | | | | | 31 | 0.8% |
| 6:45 | 7:00 | | 31 | 5 | | 1 | 1 | | | | | | | | 38 | 1.0% |
| 6:00 | 7:00 | | 91 | 11 | | 1 | 2 | | | | | | | | 105 | 2.7% |
| 7:00 | 7:15 | | 36 | 4 | | 1 | | | | | | | | | 41 | 1.1% |
| 7:15 | 7:30 | | 39 | 4 | 1 | | | | | | | | | | 44 | 1.2% |
| 7:30 | 7:45 | | 55 | 4 | 8 | | | | | | | | | | 67 | 1.8% |
| 7:45 | 8:00 | | 101 | 11 | 2 | 2 | 1 | | | | | | | | 117 | 3.1% |
| 7:00 | 8:00 | | 231 | 23 | 11 | 3 | 1 | | | | | | | | 269 | 7.0% |
| 8:00 | 8:15 | | 104 | 4 | | 1 | | | | | | | | | 109 | 2.9% |
| 8:15 | 8:30 | | 45 | 6 | 1 | | 2 | | | | | | | | 54 | 1.4% |
| 8:30 | 8:45 | | 50 | 6 | 2 | 3 | | | | | | | | | 61 | 1.6% |
| 8:45 | 9:00 | | 31 | 4 | 1 | 4 | 1 | | | | | | | | 41 | 1.1% |
| 8:00 | 9:00 | | 230 | 20 | 4 | 8 | 3 | | | | | | | | 265 | 6.9% |
| 9:00 | 9:15 | | 26 | 6 | | 2 | 1 | | | | | | | | 35 | 0.9% |
| 9:15 | 9:30 | | 27 | 14 | | 4 | 1 | | | | | | | | 46 | 1.2% |
| 9:30 | 9:45 | | 28 | 4 | | 1 | 5 | | | | | | | | 38 | 1.0% |
| 9:45 | 10:00 | | 26 | 6 | | 2 | 1 | | | | | | | | 35 | 0.9% |
| 9:00 | 10:00 | | 107 | 30 | | 9 | 8 | | | | | | | | 154 | 4.0% |
| 10:00 | 10:15 | | 35 | 6 | | 1 | | | | | | | | | 42 | 1.1% |
| 10:15 | 10:30 | | 28 | 5 | | | 2 | | | | | | | | 35 | 0.9% |
| 10:30 | 10:45 | | 34 | 4 | | 1 | 1 | | | | | | | | 40 | 1.0% |
| 10:45 | 11:00 | | 34 | 7 | | 2 | 3 | | | | | | | | 46 | 1.2% |
| 10:00 | 11:00 | | 131 | 22 | | 4 | 6 | | | | | | | | 163 | 4.3% |
| 11:00 | 11:15 | | 28 | 4 | | 2 | 2 | | | | | | | | 36 | 0.9% |
| 11:15 | 11:30 | | 33 | | | 3 | 1 | | | | | | | | 37 | 1.0% |
| 11:30 | 11:45 | | 41 | 4 | | 1 | 1 | | | | | | | | 47 | 1.2% |
| 11:45 | 12:00 | | 37 | 3 | | | 2 | | | | | | | | 42 | 1.1% |
| 11:00 | 12:00 | | 139 | 11 | | 6 | 6 | | | | | | | | 162 | 4.2% |

| | | | | | | | | | | |
|------------|-------|--------|-------|-------|-------|-------|-------|--------|--------|-------|
| 12:00 | 12:15 | 30 | 8 | 2 | | | | | 40 | 1.0% |
| 12:15 | 12:30 | 36 | 3 | 1 | 1 | | | | 41 | 1.1% |
| 12:30 | 12:45 | 47 | 4 | 4 | 1 | | | | 56 | 1.5% |
| 12:45 | 13:00 | 42 | 5 | 1 | | | | | 48 | 1.3% |
| 12:00 | 13:00 | 155 | 20 | 8 | 2 | | | | 185 | 4.8% |
| 13:00 | 13:15 | 32 | 4 | | 3 | | | | 39 | 1.0% |
| 13:15 | 13:30 | 36 | 2 | 1 | 5 | | | | 44 | 1.2% |
| 13:30 | 13:45 | 28 | 2 | 1 | 1 | 1 | | | 33 | 0.9% |
| 13:45 | 14:00 | 41 | 4 | 4 | 1 | 1 | | | 51 | 1.3% |
| 13:00 | 14:00 | 137 | 12 | 6 | 2 | 10 | | | 167 | 4.4% |
| 14:00 | 14:15 | 50 | 9 | 3 | 3 | 1 | | | 66 | 1.7% |
| 14:15 | 14:30 | 40 | 2 | | 3 | 1 | | | 46 | 1.2% |
| 14:30 | 14:45 | 56 | 3 | 1 | 2 | 1 | | | 63 | 1.6% |
| 14:45 | 15:00 | 51 | 7 | | | 2 | | | 60 | 1.6% |
| 14:00 | 15:00 | 197 | 21 | 4 | 8 | 5 | | | 235 | 6.1% |
| 15:00 | 15:15 | 52 | 3 | 3 | 1 | 2 | | | 61 | 1.6% |
| 15:15 | 15:30 | 46 | 7 | 1 | 1 | 3 | | | 58 | 1.5% |
| 15:30 | 15:45 | 52 | 12 | | 1 | 5 | | | 70 | 1.8% |
| 15:45 | 16:00 | 71 | 4 | | 3 | 4 | | | 82 | 2.1% |
| 15:00 | 16:00 | 221 | 26 | 4 | 6 | 14 | | | 271 | 7.1% |
| 16:00 | 16:15 | 78 | 4 | 1 | 3 | 2 | 1 | | 89 | 2.3% |
| 16:15 | 16:30 | 65 | 7 | | | 5 | | | 77 | 2.0% |
| 16:30 | 16:45 | 63 | 9 | | 2 | 5 | | | 79 | 2.1% |
| 16:45 | 17:00 | 73 | 8 | | 1 | 5 | | | 87 | 2.3% |
| 16:00 | 17:00 | 279 | 28 | 1 | 6 | 17 | 1 | | 332 | 8.7% |
| 17:00 | 17:15 | 64 | 5 | | | 7 | | | 76 | 2.0% |
| 17:15 | 17:30 | 61 | 9 | | 1 | 7 | | | 78 | 2.0% |
| 17:30 | 17:45 | 66 | 5 | | | 5 | | | 76 | 2.0% |
| 17:45 | 18:00 | 71 | 14 | | | 2 | | | 87 | 2.3% |
| 17:00 | 18:00 | 262 | 33 | | 1 | 21 | | | 317 | 8.3% |
| 18:00 | 18:15 | 68 | 5 | | 3 | 6 | | | 82 | 2.1% |
| 18:15 | 18:30 | 54 | 10 | | | 5 | | | 69 | 1.8% |
| 18:30 | 18:45 | 68 | 9 | | 1 | 4 | | | 82 | 2.1% |
| 18:45 | 19:00 | 68 | 9 | | 1 | 4 | | | 82 | 2.1% |
| 18:00 | 19:00 | 258 | 33 | | 5 | 19 | | | 315 | 8.2% |
| 19:00 | 19:15 | 57 | 4 | | 2 | 1 | | | 64 | 1.7% |
| 19:15 | 19:30 | 52 | 4 | | | 2 | | | 58 | 1.5% |
| 19:30 | 19:45 | 60 | 7 | | | 5 | | | 72 | 1.9% |
| 19:45 | 20:00 | 44 | 2 | | | 4 | | | 50 | 1.3% |
| 19:00 | 20:00 | 213 | 17 | | 2 | 12 | | | 244 | 6.4% |
| 20:00 | 20:15 | 64 | 7 | | | 5 | | | 76 | 2.0% |
| 20:15 | 20:30 | 58 | 6 | | | 3 | 1 | | 68 | 1.8% |
| 20:30 | 20:45 | 40 | 4 | | | 2 | | | 46 | 1.2% |
| 20:45 | 21:00 | 37 | 3 | | 1 | 2 | | | 43 | 1.1% |
| 20:00 | 21:00 | 199 | 20 | | 1 | 12 | 1 | | 233 | 6.1% |
| 21:00 | 21:15 | 39 | 4 | | | 1 | | | 44 | 1.2% |
| 21:15 | 21:30 | 32 | | | | 1 | | | 33 | 0.9% |
| 21:30 | 21:45 | 35 | | | 1 | 2 | | | 38 | 1.0% |
| 21:45 | 22:00 | 25 | | | 1 | | | | 26 | 0.7% |
| 21:00 | 22:00 | 131 | 4 | | 2 | 4 | | | 141 | 3.7% |
| 22:00 | 22:15 | 21 | 3 | | | 4 | | | 28 | 0.7% |
| 22:15 | 22:30 | 1 | 23 | 1 | | | | | 25 | 0.7% |
| 22:30 | 22:45 | 15 | | | | | | | 15 | 0.4% |
| 22:45 | 23:00 | 23 | 3 | | | 1 | | | 27 | 0.7% |
| 22:00 | 23:00 | 1 | 82 | 7 | | 5 | | | 95 | 2.5% |
| 23:00 | 23:15 | 18 | | | | 2 | | | 20 | 0.5% |
| 23:15 | 23:30 | 15 | 1 | | | | | | 16 | 0.4% |
| 23:30 | 23:45 | 9 | 1 | | | | | | 10 | 0.3% |
| 23:45 | 00:00 | 6 | 1 | | | 1 | | | 8 | 0.2% |
| 23:00 | 00:00 | 48 | 3 | | | 3 | | | 54 | 1.4% |
| Total | | 1 | 3219 | 345 | 30 | 73 | 152 | 1 | 1 | 3822 |
| | | 0.0% | 84.2% | 9.0% | 0.8% | 1.9% | 4.0% | 0.0% | 0.0% | |
| AM PEAK | | 104 | 14 | 8 | 4 | 5 | | | | 117 |
| period | | 8:00 | 9:15 | 7:30 | 8:45 | 9:30 | | | | 7:45 |
| % of class | | 3.2% | 4.1% | 26.7% | 5.5% | 3.3% | | | | 3.1% |
| PM PEAK | | 1 | 78 | 14 | 4 | 4 | 7 | 1 | 1 | 89 |
| period | | 22:15 | 16:00 | 17:45 | 13:45 | 12:30 | 17:00 | 16:00 | 20:15 | 16:00 |
| % of class | | 100.0% | 2.4% | 4.1% | 13.3% | 5.5% | 4.6% | 100.0% | 100.0% | 2.3% |

| | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|
| 12:00 | 12:15 | | 23 | 3 | | | | | 26 | 0.7% |
| 12:15 | 12:30 | | 57 | 5 | 1 | 3 | | | 66 | 1.9% |
| 12:30 | 12:45 | | 45 | 3 | 1 | 2 | | | 51 | 1.5% |
| 12:45 | 13:00 | | 40 | 2 | | 2 | | | 44 | 1.3% |
| 12:00 | 13:00 | | 165 | 13 | 2 | 7 | | | 187 | 5.3% |
| 13:00 | 13:15 | | 42 | 4 | | 2 | | | 48 | 1.4% |
| 13:15 | 13:30 | | 27 | 5 | | 2 | | | 34 | 1.0% |
| 13:30 | 13:45 | | 29 | | | 4 | | | 33 | 0.9% |
| 13:45 | 14:00 | | 30 | | | 1 | | | 31 | 0.9% |
| 13:00 | 14:00 | | 128 | 9 | | 9 | | | 146 | 4.2% |
| 14:00 | 14:15 | | 44 | 4 | | 2 | | | 50 | 1.4% |
| 14:15 | 14:30 | | 102 | 9 | 8 | 1 | | | 120 | 3.4% |
| 14:30 | 14:45 | | 65 | 3 | | 1 | | | 69 | 2.0% |
| 14:45 | 15:00 | | 47 | 2 | | 1 | | | 50 | 1.4% |
| 14:00 | 15:00 | | 258 | 18 | 8 | 5 | | | 289 | 8.2% |
| 15:00 | 15:15 | | 38 | 5 | | 1 | | | 44 | 1.3% |
| 15:15 | 15:30 | | 42 | 3 | 2 | | | | 47 | 1.3% |
| 15:30 | 15:45 | | 45 | | | 1 | | | 46 | 1.3% |
| 15:45 | 16:00 | | 55 | 2 | | 1 | | | 58 | 1.7% |
| 15:00 | 16:00 | | 180 | 10 | 2 | 3 | | | 195 | 5.6% |
| 16:00 | 16:15 | | 73 | 4 | 1 | 4 | | | 82 | 2.3% |
| 16:15 | 16:30 | | 53 | 5 | | | | | 58 | 1.7% |
| 16:30 | 16:45 | | 47 | 4 | | 1 | | | 52 | 1.5% |
| 16:45 | 17:00 | | 61 | 1 | | | | | 62 | 1.8% |
| 16:00 | 17:00 | | 234 | 14 | 1 | 5 | | | 254 | 7.2% |
| 17:00 | 17:15 | | 45 | 10 | | 1 | 1 | | 57 | 1.6% |
| 17:15 | 17:30 | | 48 | 4 | | | | | 52 | 1.5% |
| 17:30 | 17:45 | | 49 | 4 | | 1 | | | 54 | 1.5% |
| 17:45 | 18:00 | 1 | 58 | 5 | | 2 | | | 66 | 1.9% |
| 17:00 | 18:00 | 1 | 200 | 23 | | 4 | 1 | | 229 | 6.5% |
| 18:00 | 18:15 | | 70 | 8 | | 2 | | | 80 | 2.3% |
| 18:15 | 18:30 | | 45 | 6 | | 2 | | | 53 | 1.5% |
| 18:30 | 18:45 | | 57 | 1 | | | | | 58 | 1.7% |
| 18:45 | 19:00 | | 50 | 2 | | | | | 52 | 1.5% |
| 18:00 | 19:00 | | 222 | 17 | | 4 | | | 243 | 6.9% |
| 19:00 | 19:15 | | 45 | 1 | | 1 | | | 47 | 1.3% |
| 19:15 | 19:30 | | 53 | 5 | | 1 | | | 59 | 1.7% |
| 19:30 | 19:45 | | 49 | 3 | | 2 | | | 54 | 1.5% |
| 19:45 | 20:00 | | 41 | 1 | | | | | 42 | 1.2% |
| 19:00 | 20:00 | | 188 | 10 | | 4 | | | 202 | 5.8% |
| 20:00 | 20:15 | | 45 | | | | | | 45 | 1.3% |
| 20:15 | 20:30 | | 41 | 2 | | | | | 43 | 1.2% |
| 20:30 | 20:45 | 1 | 52 | 4 | | | | | 57 | 1.6% |
| 20:45 | 21:00 | | 30 | 2 | | 1 | | | 33 | 0.9% |
| 20:00 | 21:00 | 1 | 168 | 8 | | 1 | | | 178 | 5.1% |
| 21:00 | 21:15 | | 27 | 1 | | | 1 | | 29 | 0.8% |
| 21:15 | 21:30 | | 23 | | | 1 | | | 24 | 0.7% |
| 21:30 | 21:45 | | 22 | | | 1 | | | 23 | 0.7% |
| 21:45 | 22:00 | | 17 | | | | | | 17 | 0.5% |
| 21:00 | 22:00 | | 89 | 1 | | 2 | 1 | | 93 | 2.7% |
| 22:00 | 22:15 | | 18 | 1 | | | | | 19 | 0.5% |
| 22:15 | 22:30 | | 14 | 1 | | | | | 15 | 0.4% |
| 22:30 | 22:45 | | 11 | 1 | | | | | 12 | 0.3% |
| 22:45 | 23:00 | | 14 | 1 | | | | | 15 | 0.4% |
| 22:00 | 23:00 | | 57 | 4 | | | | | 61 | 1.7% |
| 23:00 | 23:15 | | 12 | | | | | | 12 | 0.3% |
| 23:15 | 23:30 | | 12 | | | | | | 12 | 0.3% |
| 23:30 | 23:45 | | 9 | 1 | | | | | 10 | 0.3% |
| 23:45 | 00:00 | | 3 | | | 1 | | | 4 | 0.1% |
| 23:00 | 00:00 | | 36 | 1 | | 1 | | | 38 | 1.1% |
| Total | | | 2 | 3140 | 246 | 26 | 81 | 8 | 2 | 3505 |
| | | | 0.1% | 89.6% | 7.0% | 0.7% | 2.3% | 0.2% | 0.1% | |
| AM PEAK | | | 119 | 14 | 4 | 4 | 2 | 1 | | 136 |
| period | | | 8:00 | 8:15 | 7:45 | 8:15 | 8:00 | 8:00 | | 8:00 |
| % of class | | | 3.8% | 5.7% | 15.4% | 4.9% | 25.0% | 50.0% | | 3.9% |
| PM PEAK | | | 1 | 102 | 10 | 8 | 4 | 1 | 1 | 120 |
| period | | | 17:45 | 14:15 | 17:00 | 14:15 | 13:30 | 21:00 | 17:00 | 14:15 |
| % of class | | | 50.0% | 3.2% | 4.1% | 30.8% | 4.9% | 12.5% | 50.0% | 3.4% |

| Report-1.3 | | Location : CAL2019-A2EW Columbia Way - east of Kingsview Dr | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East + West | | | | | Road : | | | | | | | | | |
| | | Dates : 1 2019-12-04 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | | | | | | | | | | | | | | |
| 0:15 | 0:30 | | | | | | | | | | | | | | | |
| 0:30 | 0:45 | | 2 | 1 | | | | | | | | | | | 3 | 0.0% |
| 0:45 | 1:00 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 00:00 | 1:00 | | 4 | 1 | | | | | | | | | | | 5 | 0.1% |
| 1:00 | 1:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 1:15 | 1:30 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 1:30 | 1:45 | | 4 | | | | 1 | | | | | | | | 5 | 0.1% |
| 1:45 | 2:00 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 1:00 | 2:00 | | 12 | | | | 1 | | | | | | | | 13 | 0.2% |
| 2:00 | 2:15 | | 5 | | | | | | | | | | | | 5 | 0.1% |
| 2:15 | 2:30 | | 4 | 1 | | | | | | | | | | | 5 | 0.1% |
| 2:30 | 2:45 | | 3 | | | 1 | | | | | | | | | 4 | 0.1% |
| 2:45 | 3:00 | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | | 12 | 1 | | 1 | | | | | | | | | 14 | 0.2% |
| 3:00 | 3:15 | | 2 | | | | | | | 1 | | | | | 3 | 0.0% |
| 3:15 | 3:30 | | 3 | | | 1 | | | | | | | | | 4 | 0.1% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | | | | | | | | | | | | | |
| 3:00 | 4:00 | | 5 | | | 1 | 1 | | | | | | | | 7 | 0.1% |
| 4:00 | 4:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 4:15 | 4:30 | | 6 | | | | | | | | | | | | 6 | 0.1% |
| 4:30 | 4:45 | | 11 | 3 | | | | | | | | | | | 14 | 0.2% |
| 4:45 | 5:00 | | 20 | | | | | | | | | | | | 20 | 0.3% |
| 4:00 | 5:00 | | 41 | 3 | | | | | | | | | | | 44 | 0.6% |
| 5:00 | 5:15 | | 26 | 1 | | | | | | | | | | | 27 | 0.4% |
| 5:15 | 5:30 | | 33 | 3 | | 1 | | | | | | | | | 37 | 0.5% |
| 5:30 | 5:45 | | 28 | | | | | | | | | | | | 28 | 0.4% |
| 5:45 | 6:00 | | 72 | | | 1 | | | | | | | | | 73 | 1.0% |
| 5:00 | 6:00 | | 159 | 4 | | 2 | | | | | | | | | 165 | 2.3% |
| 6:00 | 6:15 | | 37 | 5 | | | 1 | | | | | | | | 43 | 0.6% |
| 6:15 | 6:30 | | 45 | 2 | | 1 | | | | | | | | | 48 | 0.7% |
| 6:30 | 6:45 | | 75 | 4 | | 2 | 1 | | | | | | | | 82 | 1.1% |
| 6:45 | 7:00 | | 71 | 9 | | 1 | 1 | | | | | | | | 82 | 1.1% |
| 6:00 | 7:00 | | 228 | 20 | | 4 | 3 | | | | | | | | 255 | 3.5% |
| 7:00 | 7:15 | | 71 | 9 | | 1 | | | | | | | | | 81 | 1.1% |
| 7:15 | 7:30 | | 87 | 11 | 2 | 1 | 1 | | | | | | | | 102 | 1.4% |
| 7:30 | 7:45 | | 124 | 12 | 10 | 2 | | | | | | | | | 148 | 2.0% |
| 7:45 | 8:00 | | 210 | 21 | 6 | 3 | 2 | | | | | | | | 242 | 3.3% |
| 7:00 | 8:00 | | 492 | 53 | 18 | 7 | 3 | | | | | | | | 573 | 7.8% |
| 8:00 | 8:15 | | 223 | 17 | 1 | 1 | 2 | 1 | | | | | | | 245 | 3.3% |
| 8:15 | 8:30 | | 143 | 20 | 4 | 4 | 3 | | | | | | | | 174 | 2.4% |
| 8:30 | 8:45 | | 95 | 14 | 2 | 5 | | | | | | | | | 116 | 1.6% |
| 8:45 | 9:00 | | 81 | 7 | 2 | 7 | 1 | | | | | | | | 98 | 1.3% |
| 8:00 | 9:00 | | 542 | 58 | 9 | 17 | 6 | 1 | | | | | | | 633 | 8.6% |
| 9:00 | 9:15 | | 56 | 11 | 1 | 4 | 1 | | | | | | | | 73 | 1.0% |
| 9:15 | 9:30 | | 53 | 19 | | 5 | 1 | | | | | | | | 78 | 1.1% |
| 9:30 | 9:45 | | 68 | 10 | | 1 | 5 | | | | | | | | 84 | 1.1% |
| 9:45 | 10:00 | | 50 | 10 | | 3 | 1 | | | | | | | | 64 | 0.9% |
| 9:00 | 10:00 | | 227 | 50 | 1 | 13 | 8 | | | | | | | | 299 | 4.1% |
| 10:00 | 10:15 | | 69 | 7 | | 1 | | | | | | | | | 77 | 1.1% |
| 10:15 | 10:30 | | 64 | 5 | | 2 | 2 | | | | | | | | 73 | 1.0% |
| 10:30 | 10:45 | | 59 | 7 | | 1 | 1 | | | | | | | | 68 | 0.9% |
| 10:45 | 11:00 | | 80 | 11 | | 4 | 3 | | | | | | | | 98 | 1.3% |
| 10:00 | 11:00 | | 272 | 30 | | 8 | 6 | | | | | | | | 316 | 4.3% |
| 11:00 | 11:15 | | 61 | 8 | | 5 | 3 | | | | | | | | 77 | 1.1% |
| 11:15 | 11:30 | | 59 | | | 7 | 1 | | | | | | | | 67 | 0.9% |
| 11:30 | 11:45 | | 79 | 5 | | 1 | 1 | | | | | | | | 86 | 1.2% |
| 11:45 | 12:00 | | 59 | 6 | | 2 | 2 | | | | | | | | 69 | 0.9% |
| 11:00 | 12:00 | | 258 | 19 | | 15 | 7 | | | | | | | | 299 | 4.1% |

| | | | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|-------|-------|--------|--------|------|
| 12:00 | 12:15 | | 53 | 11 | | 2 | | | | | 66 | 0.9% |
| 12:15 | 12:30 | | 93 | 8 | 1 | 4 | 1 | | | | 107 | 1.5% |
| 12:30 | 12:45 | | 92 | 7 | 1 | 6 | 1 | | | | 107 | 1.5% |
| 12:45 | 13:00 | | 82 | 7 | | 3 | | | | | 92 | 1.3% |
| 12:00 | 13:00 | | 320 | 33 | 2 | 15 | 2 | | | | 372 | 5.1% |
| 13:00 | 13:15 | | 74 | 8 | | 2 | 3 | | | | 87 | 1.2% |
| 13:15 | 13:30 | | 63 | 7 | 1 | 2 | 5 | | | | 78 | 1.1% |
| 13:30 | 13:45 | | 57 | 2 | 1 | 5 | 1 | | | | 66 | 0.9% |
| 13:45 | 14:00 | | 71 | 4 | 4 | 2 | 1 | | | | 82 | 1.1% |
| 13:00 | 14:00 | | 265 | 21 | 6 | 11 | 10 | | | | 313 | 4.3% |
| 14:00 | 14:15 | | 94 | 13 | 3 | 5 | 1 | | | | 116 | 1.6% |
| 14:15 | 14:30 | | 142 | 11 | 8 | 4 | 1 | | | | 166 | 2.3% |
| 14:30 | 14:45 | | 121 | 6 | 1 | 3 | 1 | | | | 132 | 1.8% |
| 14:45 | 15:00 | | 98 | 9 | | 1 | 2 | | | | 110 | 1.5% |
| 14:00 | 15:00 | | 455 | 39 | 12 | 13 | 5 | | | | 524 | 7.2% |
| 15:00 | 15:15 | | 90 | 8 | 3 | 2 | 2 | | | | 105 | 1.4% |
| 15:15 | 15:30 | | 88 | 10 | 3 | 1 | 3 | | | | 105 | 1.4% |
| 15:30 | 15:45 | | 97 | 12 | | 2 | 5 | | | | 116 | 1.6% |
| 15:45 | 16:00 | | 126 | 6 | | 4 | 4 | | | | 140 | 1.9% |
| 15:00 | 16:00 | | 401 | 36 | 6 | 9 | 14 | | | | 466 | 6.4% |
| 16:00 | 16:15 | | 151 | 8 | 2 | 7 | 2 | 1 | | | 171 | 2.3% |
| 16:15 | 16:30 | | 118 | 12 | | | 5 | | | | 135 | 1.8% |
| 16:30 | 16:45 | | 110 | 13 | | 3 | 5 | | | | 131 | 1.8% |
| 16:45 | 17:00 | | 134 | 9 | | 1 | 5 | | | | 149 | 2.0% |
| 16:00 | 17:00 | | 513 | 42 | 2 | 11 | 17 | 1 | | | 586 | 8.0% |
| 17:00 | 17:15 | | 109 | 15 | | 1 | 7 | 1 | | | 133 | 1.8% |
| 17:15 | 17:30 | | 109 | 13 | | 1 | 7 | | | | 130 | 1.8% |
| 17:30 | 17:45 | | 115 | 9 | | 1 | 5 | | | | 130 | 1.8% |
| 17:45 | 18:00 | 1 | 129 | 19 | | 2 | 2 | | | | 153 | 2.1% |
| 17:00 | 18:00 | 1 | 462 | 56 | | 5 | 21 | 1 | | | 546 | 7.5% |
| 18:00 | 18:15 | | 138 | 13 | | 5 | 6 | | | | 162 | 2.2% |
| 18:15 | 18:30 | | 99 | 16 | | 2 | 5 | | | | 122 | 1.7% |
| 18:30 | 18:45 | | 125 | 10 | | 1 | 4 | | | | 140 | 1.9% |
| 18:45 | 19:00 | | 118 | 11 | | 1 | 4 | | | | 134 | 1.8% |
| 18:00 | 19:00 | | 480 | 50 | | 9 | 19 | | | | 558 | 7.6% |
| 19:00 | 19:15 | | 102 | 5 | | 3 | 1 | | | | 111 | 1.5% |
| 19:15 | 19:30 | | 105 | 9 | | 1 | 2 | | | | 117 | 1.6% |
| 19:30 | 19:45 | | 109 | 10 | | 2 | 5 | | | | 126 | 1.7% |
| 19:45 | 20:00 | | 85 | 3 | | | 4 | | | | 92 | 1.3% |
| 19:00 | 20:00 | | 401 | 27 | | 6 | 12 | | | | 446 | 6.1% |
| 20:00 | 20:15 | | 109 | 7 | | | 5 | | | | 121 | 1.7% |
| 20:15 | 20:30 | | 99 | 8 | | | 3 | 1 | | | 111 | 1.5% |
| 20:30 | 20:45 | 1 | 92 | 8 | | | 2 | | | | 103 | 1.4% |
| 20:45 | 21:00 | | 67 | 5 | | 2 | 2 | | | | 76 | 1.0% |
| 20:00 | 21:00 | 1 | 367 | 28 | | 2 | 12 | | 1 | | 411 | 5.6% |
| 21:00 | 21:15 | | 66 | 5 | | | 2 | | | | 73 | 1.0% |
| 21:15 | 21:30 | | 55 | | | 1 | 1 | | | | 57 | 0.8% |
| 21:30 | 21:45 | | 57 | | | 2 | 2 | | | | 61 | 0.8% |
| 21:45 | 22:00 | | 42 | | | 1 | | | | | 43 | 0.6% |
| 21:00 | 22:00 | | 220 | 5 | | 4 | 5 | | | | 234 | 3.2% |
| 22:00 | 22:15 | | 39 | 4 | | | 4 | | | | 47 | 0.6% |
| 22:15 | 22:30 | 1 | 37 | 2 | | | | | | | 40 | 0.5% |
| 22:30 | 22:45 | | 26 | 1 | | | | | | | 27 | 0.4% |
| 22:45 | 23:00 | | 37 | 4 | | | 1 | | | | 42 | 0.6% |
| 22:00 | 23:00 | 1 | 139 | 11 | | | 5 | | | | 156 | 2.1% |
| 23:00 | 23:15 | | 30 | | | | 2 | | | | 32 | 0.4% |
| 23:15 | 23:30 | | 27 | 1 | | | | | | | 28 | 0.4% |
| 23:30 | 23:45 | | 18 | 2 | | | | | | | 20 | 0.3% |
| 23:45 | 00:00 | | 9 | 1 | | 1 | 1 | | | | 12 | 0.2% |
| 23:00 | 00:00 | | 84 | 4 | | 1 | 3 | | | | 92 | 1.3% |
| Total | | | 3 | 6359 | 591 | 56 | 154 | 160 | 2 | 1 | 7327 | |
| | | | 0.0% | 86.8% | 8.1% | 0.8% | 2.1% | 2.2% | 0.0% | 0.0% | | |
| AM PEAK | | | 223 | 21 | 10 | 7 | 5 | 1 | | | 245 | |
| period | | | 8:00 | 7:45 | 7:30 | 8:45 | 9:30 | 8:00 | | | 8:00 | |
| % of class | | | 3.5% | 3.6% | 17.9% | 4.5% | 3.1% | 50.0% | | | 3.3% | |
| PM PEAK | | | 1 | 151 | 19 | 8 | 7 | 7 | 1 | 1 | 171 | |
| period | | | 17:45 | 16:00 | 17:45 | 14:15 | 16:00 | 17:00 | 17:00 | 16:00 | 20:15 | |
| % of class | | | 33.3% | 2.4% | 3.2% | 14.3% | 4.5% | 4.4% | 50.0% | 100.0% | 100.0% | 2.3% |

| Report-2.1 | Location : CAL2019-A2EW Columbia Way - east of Kingsview Dr | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | | | | | | | | | | | | |
| 0:15 0:30 | | | | | | | | | | | | | | | | |
| 0:30 0:45 | | | 1 | | 2 | | | | | | | | | 3 | 38.8-58.8 | 2 |
| 0:45 1:00 | | | | 1 | 1 | | | | | | | | | 2 | 35.0-55.0 | 2 |
| 00:00 1:00 | | | 1 | 1 | 3 | | | | | | | | | 5 | 38.8-58.8 | 2 |
| 1:00 1:15 | | | | 4 | | | | | | | | | | 4 | 28.9-48.9 | 4 |
| 1:15 1:30 | | | | 2 | | | | | | | | | | 2 | 28.9-48.9 | 2 |
| 1:30 1:45 | | | | 1 | | 2 | | | | | | | | 3 | 49.6-69.6 | 2 |
| 1:45 2:00 | | | | | 1 | | | | | | | | | 1 | 35.0-55.0 | 1 |
| 1:00 2:00 | | | | 7 | 1 | 2 | | | | | | | | 10 | 28.9-48.9 | 4 |
| 2:00 2:15 | | | | | 2 | 2 | | | | | | | | 4 | 41.3-61.3 | 4 |
| 2:15 2:30 | | | | | 3 | 1 | | | | | | | | 4 | 40.1-60.1 | 4 |
| 2:30 2:45 | | | | | | 3 | | | | | | | | 3 | 49.3-69.3 | 3 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | | 5 | 6 | | | | | | | | 11 | 41.3-61.3 | 4 |
| 3:00 3:15 | | | 1 | | | 1 | | | | | | | | 2 | 3.7-23.7 | 1 |
| 3:15 3:30 | | | | 1 | | | | | | | | | | 1 | 24.8-44.8 | 1 |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | 1 | 1 | | 1 | | | | | | | | 3 | 3.7-23.7 | 1 |
| 4:00 4:15 | | | | 1 | | | | | | | | | | 1 | 24.8-44.8 | 1 |
| 4:15 4:30 | | | | 3 | 1 | | | | | | | | | 4 | 31.1-51.1 | 4 |
| 4:30 4:45 | | | | 5 | | | | | | | | | | 5 | 27.5-47.5 | 5 |
| 4:45 5:00 | | | | 8 | 1 | | | | | | | | | 9 | 32.7-52.7 | 9 |
| 4:00 5:00 | | | | 17 | 2 | | | | | | | | | 19 | 32.7-52.7 | 9 |
| 5:00 5:15 | | | | 1 | 9 | | | | | | | | | 10 | 30.0-50.0 | 10 |
| 5:15 5:30 | | | 1 | 10 | 4 | 1 | | | | | | | | 16 | 20.6-40.6 | 15 |
| 5:30 5:45 | | | | 6 | | 4 | 1 | | | | | | | 11 | 33.8-53.8 | 9 |
| 5:45 6:00 | | | | 1 | 8 | 21 | | | | | | | | 30 | 33.6-53.6 | 29 |
| 5:00 6:00 | | | 1 | 18 | 21 | 26 | 1 | | | | | | | 67 | 33.6-53.6 | 29 |
| 6:00 6:15 | | | | 9 | 6 | 4 | 1 | | | | | | | 20 | 35.8-55.8 | 17 |
| 6:15 6:30 | | | 1 | 1 | 10 | 3 | 1 | | | | | | | 16 | 32.5-52.5 | 14 |
| 6:30 6:45 | | | | 5 | 15 | 11 | | | | | | | | 31 | 32.5-52.5 | 27 |
| 6:45 7:00 | | | | 10 | 12 | 14 | 2 | | | | | | | 38 | 39.5-59.5 | 26 |
| 6:00 7:00 | | | 1 | 25 | 43 | 32 | 4 | | | | | | | 105 | 32.5-52.5 | 27 |
| 7:00 7:15 | | | | 9 | 17 | 12 | 3 | | | | | | | 41 | 32.3-52.3 | 32 |
| 7:15 7:30 | | | 1 | 10 | 27 | 5 | 1 | | | | | | | 44 | 30.7-50.7 | 38 |
| 7:30 7:45 | | | 5 | 19 | 27 | 16 | | | | | | | | 67 | 29.2-49.2 | 49 |
| 7:45 8:00 | | | 5 | 51 | 39 | 18 | 4 | | | | | | | 117 | 32.6-52.6 | 100 |
| 7:00 8:00 | | | 11 | 89 | 110 | 51 | 8 | | | | | | | 269 | 32.6-52.6 | 100 |
| 8:00 8:15 | | 32 | 37 | 29 | 8 | 3 | | | | | | | | 109 | 12.1-32.1 | 82 |
| 8:15 8:30 | | | 3 | 7 | 22 | 18 | 4 | | | | | | | 54 | 39.1-59.1 | 40 |
| 8:30 8:45 | | | | 14 | 31 | 13 | 3 | | | | | | | 61 | 33.9-53.9 | 55 |
| 8:45 9:00 | | | 1 | 10 | 17 | 10 | 1 | 2 | | | | | | 41 | 36.3-56.3 | 32 |
| 8:00 9:00 | | 32 | 41 | 60 | 78 | 44 | 8 | 2 | | | | | | 265 | 12.1-32.1 | 82 |
| 9:00 9:15 | | | | 6 | 16 | 6 | 6 | 1 | | | | | | 35 | 39.3-59.3 | 24 |
| 9:15 9:30 | | | | 7 | 19 | 14 | 6 | | | | | | | 46 | 41.3-61.3 | 37 |
| 9:30 9:45 | | | 1 | | 4 | 23 | 10 | | | | | | | 38 | 47.0-67.0 | 34 |
| 9:45 10:00 | | | | 5 | 10 | 15 | 5 | | | | | | | 35 | 43.7-63.7 | 29 |
| 9:00 10:00 | | | 1 | 18 | 49 | 58 | 27 | 1 | | | | | | 154 | 41.3-61.3 | 37 |
| 10:00 10:15 | | | | 8 | 19 | 10 | 5 | | | | | | | 42 | 36.9-56.9 | 31 |
| 10:15 10:30 | | | | 1 | 6 | 21 | 6 | 1 | | | | | | 35 | 43.7-63.7 | 30 |
| 10:30 10:45 | | | 1 | 7 | 14 | 16 | 2 | | | | | | | 40 | 38.8-58.8 | 31 |
| 10:45 11:00 | | | | 8 | 11 | 21 | 6 | | | | | | | 46 | 42.6-62.6 | 37 |
| 10:00 11:00 | | | 1 | 24 | 50 | 68 | 19 | 1 | | | | | | 163 | 42.6-62.6 | 37 |
| 11:00 11:15 | | | 2 | 10 | 9 | 7 | 8 | | | | | | | 36 | 32.8-52.8 | 23 |
| 11:15 11:30 | | | 1 | 6 | 4 | 23 | 2 | 1 | | | | | | 37 | 34.4-54.4 | 29 |
| 11:30 11:45 | | | | 3 | 12 | 28 | 4 | | | | | | | 47 | 40.1-60.1 | 41 |
| 11:45 12:00 | | | 1 | 5 | 15 | 16 | 5 | | | | | | | 42 | 39.4-59.4 | 32 |
| 11:00 12:00 | | | 4 | 24 | 40 | 74 | 19 | 1 | | | | | | 162 | 40.1-60.1 | 41 |

| Report-2.2 | Location : CAL2019-A2EW Columbia Way - east of Kingsview Dr | | | | | | | | | | | | | Total | Pace | Number | |
|--------------------|---|----|-----|----|----|----|----|----|----|-----|-----|-----|-----|-------|-----------|--------|--|
| | Direction : West Road : | | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | | |
| 00:00 0:15 | | | | | | | | | | | | | | | | | |
| 0:15 0:30 | | | | | | | | | | | | | | | | | |
| 0:30 0:45 | | | | | | | | | | | | | | | | | |
| 0:45 1:00 | | | | | | | | | | | | | | | | | |
| 00:00 1:00 | | | | | | | | | | | | | | | | | |
| 1:00 1:15 | | | | | | | | | | | | | | | | | |
| 1:15 1:30 | | | | | | | | | | | | | | | | | |
| 1:30 1:45 | | | 1 | | 1 | | | | | | | | | 2 | 0.5-20.5 | 1 | |
| 1:45 2:00 | | | 1 | | | | | | | | | | | 1 | 0.5-20.5 | 1 | |
| 1:00 2:00 | | | 2 | | 1 | | | | | | | | | 3 | 0.5-20.5 | 1 | |
| 2:00 2:15 | | | 1 | | | | | | | | | | | 1 | 0.5-20.5 | 1 | |
| 2:15 2:30 | | | | | 1 | | | | | | | | | 1 | 25.3-45.3 | 1 | |
| 2:30 2:45 | | | | 1 | | | | | | | | | | 1 | 16.4-36.4 | 1 | |
| 2:45 3:00 | | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | 1 | 1 | 1 | | | | | | | | | 3 | 0.5-20.5 | 1 | |
| 3:00 3:15 | | | | 1 | | | | | | | | | | 1 | 14.7-34.7 | 1 | |
| 3:15 3:30 | | | 1 | 1 | 1 | | | | | | | | | 3 | 12.2-32.2 | 2 | |
| 3:30 3:45 | | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | 1 | 2 | 1 | | | | | | | | | 4 | 12.2-32.2 | 2 | |
| 4:00 4:15 | | | | | | 1 | | 1 | 1 | | | | | 3 | 50.5-70.5 | 2 | |
| 4:15 4:30 | | | | | | | 2 | | | | | | | 2 | 43.9-63.9 | 2 | |
| 4:30 4:45 | | | | | 5 | 1 | 2 | 1 | | | | | | 9 | 43.9-63.9 | 8 | |
| 4:45 5:00 | | | | | 8 | 2 | 1 | | | | | | | 11 | 41.6-61.6 | 11 | |
| 4:00 5:00 | | | | | 13 | 4 | 5 | 2 | 1 | | | | | 25 | 41.6-61.6 | 11 | |
| 5:00 5:15 | | | | | | 13 | 4 | | | | | | | 17 | 49.0-69.0 | 17 | |
| 5:15 5:30 | | | 1 | | 11 | 3 | 5 | 1 | | | | | | 21 | 34.9-54.9 | 14 | |
| 5:30 5:45 | | | | 2 | 11 | 2 | 2 | | | | | | | 17 | 28.5-48.5 | 13 | |
| 5:45 6:00 | | | | | 29 | 14 | | | | | | | | 43 | 37.6-57.6 | 43 | |
| 5:00 6:00 | | | 1 | 2 | 51 | 32 | 11 | 1 | | | | | | 98 | 37.6-57.6 | 43 | |
| 6:00 6:15 | | 1 | 3 | 4 | 9 | 6 | | | | | | | | 23 | 32.9-52.9 | 16 | |
| 6:15 6:30 | | | | 6 | 14 | 11 | 1 | | | | | | | 32 | 36.2-56.2 | 28 | |
| 6:30 6:45 | | 1 | 8 | 11 | 21 | 7 | 2 | 1 | | | | | | 51 | 27.7-47.7 | 32 | |
| 6:45 7:00 | | | 4 | 8 | 28 | 4 | | | | | | | | 44 | 35.1-55.1 | 38 | |
| 6:00 7:00 | | 2 | 15 | 29 | 72 | 28 | 3 | 1 | | | | | | 150 | 35.1-55.1 | 38 | |
| 7:00 7:15 | | | 2 | 7 | 18 | 9 | 4 | | | | | | | 40 | 35.5-55.5 | 31 | |
| 7:15 7:30 | | 2 | 6 | 28 | 17 | 4 | 1 | | | | | | | 58 | 27.8-47.8 | 47 | |
| 7:30 7:45 | | 10 | 38 | 23 | 6 | 3 | 1 | | | | | | | 81 | 14.9-34.9 | 64 | |
| 7:45 8:00 | | 6 | 66 | 36 | 13 | 2 | 2 | | | | | | | 125 | 20.7-40.7 | 104 | |
| 7:00 8:00 | | 18 | 112 | 94 | 54 | 18 | 8 | | | | | | | 304 | 20.7-40.7 | 104 | |
| 8:00 8:15 | | 36 | 69 | 21 | 9 | | 1 | | | | | | | 136 | 13.8-33.8 | 116 | |
| 8:15 8:30 | | 10 | 52 | 37 | 17 | 4 | | | | | | | | 120 | 21.4-41.4 | 93 | |
| 8:30 8:45 | | 2 | 9 | 27 | 11 | 2 | 3 | 1 | | | | | | 55 | 23.7-43.7 | 43 | |
| 8:45 9:00 | | 2 | 6 | 8 | 27 | 1 | 10 | 3 | | | | | | 57 | 26.5-46.5 | 38 | |
| 8:00 9:00 | | 50 | 136 | 93 | 64 | 7 | 14 | 4 | | | | | | 368 | 13.8-33.8 | 116 | |
| 9:00 9:15 | | | 6 | 11 | 16 | 4 | 1 | | | | | | | 38 | 30.8-50.8 | 28 | |
| 9:15 9:30 | | | 2 | 14 | 13 | | 2 | 1 | | | | | | 32 | 25.3-45.3 | 28 | |
| 9:30 9:45 | | | 11 | 28 | 7 | | | | | | | | | 46 | 26.8-46.8 | 43 | |
| 9:45 10:00 | | | 4 | 15 | 9 | | 1 | | | | | | | 29 | 27.9-47.9 | 27 | |
| 9:00 10:00 | | | 23 | 68 | 45 | 4 | 4 | 1 | | | | | | 145 | 26.8-46.8 | 43 | |
| 10:00 10:15 | | | 8 | 6 | 21 | | | | | | | | | 35 | 26.0-46.0 | 34 | |
| 10:15 10:30 | | | 1 | 10 | 23 | 4 | | | | | | | | 38 | 31.1-51.1 | 35 | |
| 10:30 10:45 | | | 1 | 10 | 17 | | | | | | | | | 28 | 27.4-47.4 | 28 | |
| 10:45 11:00 | | 1 | 13 | 28 | 8 | 2 | | | | | | | | 52 | 23.3-43.3 | 44 | |
| 10:00 11:00 | | 1 | 23 | 54 | 69 | 6 | | | | | | | | 153 | 23.3-43.3 | 44 | |
| 11:00 11:15 | | 2 | 11 | 16 | 12 | | | | | | | | | 41 | 23.9-43.9 | 34 | |
| 11:15 11:30 | | | 2 | 17 | 11 | | | | | | | | | 30 | 27.5-47.5 | 30 | |
| 11:30 11:45 | | | 2 | 22 | 14 | 1 | | | | | | | | 39 | 28.0-48.0 | 36 | |
| 11:45 12:00 | | | | 20 | 6 | 1 | | | | | | | | 27 | 28.4-48.4 | 26 | |
| 11:00 12:00 | | 2 | 15 | 75 | 43 | 2 | | | | | | | | 137 | 28.0-48.0 | 36 | |

| | | | | | | | | | | | | |
|------------|-------|----|-------|-------|-------|-------|-------|-------|-------|-------|-----------|-------|
| 12:00 | 12:15 | | 5 | 11 | 10 | | | | | 26 | 25.6-45.6 | 22 |
| 12:15 | 12:30 | 1 | 17 | 31 | 12 | 3 | 2 | | | 66 | 24.0-44.0 | 57 |
| 12:30 | 12:45 | | 24 | 17 | 8 | 1 | | 1 | | 51 | 25.9-45.9 | 45 |
| 12:45 | 13:00 | 1 | 11 | 18 | 13 | 1 | | | | 44 | 26.1-46.1 | 35 |
| 12:00 | 13:00 | 2 | 57 | 77 | 43 | 5 | 2 | 1 | | 187 | 24.0-44.0 | 57 |
| 13:00 | 13:15 | | 7 | 26 | 14 | | 1 | | | 48 | 26.6-46.6 | 45 |
| 13:15 | 13:30 | | 1 | 12 | 19 | 1 | 1 | | | 34 | 28.8-48.8 | 31 |
| 13:30 | 13:45 | | | 14 | 16 | 1 | | 2 | | 33 | 29.9-49.9 | 30 |
| 13:45 | 14:00 | | 1 | 3 | 23 | 2 | 2 | | | 31 | 29.6-49.6 | 26 |
| 13:00 | 14:00 | | 9 | 55 | 72 | 4 | 4 | 2 | | 146 | 26.6-46.6 | 45 |
| 14:00 | 14:15 | | 4 | 30 | 16 | | | | | 50 | 27.8-47.8 | 48 |
| 14:15 | 14:30 | 13 | 44 | 51 | 12 | | | | | 120 | 18.8-38.8 | 98 |
| 14:30 | 14:45 | 2 | 17 | 33 | 14 | 1 | 2 | | | 69 | 27.3-47.3 | 58 |
| 14:45 | 15:00 | | 2 | 28 | 20 | | | | | 50 | 26.3-46.3 | 49 |
| 14:00 | 15:00 | 15 | 67 | 142 | 62 | 1 | 2 | | | 289 | 18.8-38.8 | 98 |
| 15:00 | 15:15 | | 14 | 9 | 11 | 9 | | 1 | | 44 | 23.3-43.3 | 32 |
| 15:15 | 15:30 | | 2 | 15 | 24 | 5 | 1 | | | 47 | 31.0-51.0 | 42 |
| 15:30 | 15:45 | | 2 | 16 | 26 | 2 | | | | 46 | 28.0-48.0 | 44 |
| 15:45 | 16:00 | | 6 | 36 | 15 | | 1 | | | 58 | 24.2-44.2 | 53 |
| 15:00 | 16:00 | | 24 | 76 | 76 | 16 | 2 | 1 | | 195 | 24.2-44.2 | 53 |
| 16:00 | 16:15 | 3 | 13 | 47 | 12 | | 3 | 2 | 2 | 82 | 22.1-42.1 | 67 |
| 16:15 | 16:30 | | 12 | 20 | 24 | 1 | 1 | | | 58 | 24.5-44.5 | 54 |
| 16:30 | 16:45 | | 1 | 25 | 17 | 7 | 2 | | | 52 | 32.2-52.2 | 49 |
| 16:45 | 17:00 | | | 21 | 41 | | | | | 62 | 29.8-49.8 | 62 |
| 16:00 | 17:00 | 3 | 26 | 113 | 94 | 8 | 6 | 2 | 2 | 254 | 22.1-42.1 | 67 |
| 17:00 | 17:15 | | 7 | 21 | 25 | 1 | 3 | | | 57 | 28.0-48.0 | 51 |
| 17:15 | 17:30 | 1 | 15 | 29 | 7 | | | | | 52 | 22.7-42.7 | 50 |
| 17:30 | 17:45 | | 12 | 22 | 19 | | 1 | | | 54 | 28.4-48.4 | 49 |
| 17:45 | 18:00 | | 3 | 26 | 33 | | 3 | | 1 | 66 | 25.6-45.6 | 60 |
| 17:00 | 18:00 | 1 | 37 | 98 | 84 | 1 | 7 | | 1 | 229 | 25.6-45.6 | 60 |
| 18:00 | 18:15 | | 4 | 52 | 18 | 4 | 1 | | 1 | 80 | 29.2-49.2 | 71 |
| 18:15 | 18:30 | | 6 | 30 | 15 | 1 | 1 | | | 53 | 25.4-45.4 | 49 |
| 18:30 | 18:45 | | | 17 | 31 | 8 | 1 | 1 | | 58 | 32.6-52.6 | 54 |
| 18:45 | 19:00 | | 3 | 25 | 19 | 5 | | | | 52 | 30.3-50.3 | 46 |
| 18:00 | 19:00 | | 13 | 124 | 83 | 18 | 3 | 1 | 1 | 243 | 29.2-49.2 | 71 |
| 19:00 | 19:15 | | 1 | 34 | 9 | 2 | 1 | | | 47 | 30.6-50.6 | 44 |
| 19:15 | 19:30 | | 12 | 23 | 13 | 10 | 1 | | | 59 | 23.9-43.9 | 44 |
| 19:30 | 19:45 | | 2 | 5 | 38 | 5 | 4 | | | 54 | 35.6-55.6 | 46 |
| 19:45 | 20:00 | | 1 | 20 | 16 | 4 | | 1 | | 42 | 25.8-45.8 | 36 |
| 19:00 | 20:00 | | 16 | 82 | 76 | 21 | 6 | 1 | | 202 | 35.6-55.6 | 46 |
| 20:00 | 20:15 | | | 5 | 38 | | 1 | 1 | | 45 | 26.8-46.8 | 43 |
| 20:15 | 20:30 | | | 5 | 34 | 2 | 1 | | 1 | 43 | 33.0-53.0 | 40 |
| 20:30 | 20:45 | 4 | 13 | 26 | 13 | | 1 | | | 57 | 22.2-42.2 | 49 |
| 20:45 | 21:00 | | 2 | 12 | 17 | 1 | 1 | | | 33 | 28.2-48.2 | 29 |
| 20:00 | 21:00 | 4 | 15 | 48 | 102 | 3 | 4 | 1 | 1 | 178 | 22.2-42.2 | 49 |
| 21:00 | 21:15 | | | 18 | 10 | | 1 | | | 29 | 27.3-47.3 | 28 |
| 21:15 | 21:30 | | 11 | 10 | 3 | | | | | 24 | 22.0-42.0 | 24 |
| 21:30 | 21:45 | | | 12 | 11 | | | | | 23 | 28.2-48.2 | 23 |
| 21:45 | 22:00 | | 1 | 8 | 8 | | | | | 17 | 22.2-42.2 | 17 |
| 21:00 | 22:00 | | 12 | 48 | 32 | | 1 | | | 93 | 27.3-47.3 | 28 |
| 22:00 | 22:15 | | 1 | 11 | 6 | | | 1 | | 19 | 27.0-47.0 | 18 |
| 22:15 | 22:30 | | | 7 | 6 | 1 | | 1 | | 15 | 28.7-48.7 | 13 |
| 22:30 | 22:45 | | | 1 | 11 | | | | | 12 | 28.7-48.7 | 12 |
| 22:45 | 23:00 | | | 9 | 5 | 1 | | | | 15 | 35.3-55.3 | 15 |
| 22:00 | 23:00 | | 1 | 28 | 28 | 2 | | 2 | | 61 | 27.0-47.0 | 18 |
| 23:00 | 23:15 | | | | 12 | | | | | 12 | 27.5-47.5 | 12 |
| 23:15 | 23:30 | | | | 6 | 4 | 2 | | | 12 | 34.0-54.0 | 10 |
| 23:30 | 23:45 | | | | 5 | 4 | 1 | | | 10 | 34.0-54.0 | 9 |
| 23:45 | 00:00 | | | | | 4 | | | | 4 | 35.4-55.4 | 4 |
| 23:00 | 00:00 | | | | 23 | 12 | 3 | | | 38 | 27.5-47.5 | 12 |
| Total | | | 98 | 606 | 1309 | 1189 | 192 | 85 | 20 | 6 | | 3505 |
| AM PEAK | | | 2.8% | 17.3% | 37.3% | 33.9% | 5.5% | 2.4% | 0.6% | 0.2% | | |
| period | | | 36 | 69 | 37 | 29 | 14 | 10 | 3 | 1 | | 136 |
| % of class | | | 8:00 | 8:00 | 8:15 | 5:45 | 5:45 | 8:45 | 8:45 | 4:00 | | 8:00 |
| PM PEAK | | | 36.7% | 11.4% | 2.8% | 2.4% | 7.3% | 11.8% | 15.0% | 16.7% | | 3.9% |
| period | | | 13 | 44 | 52 | 41 | 10 | 4 | 2 | 2 | | 120 |
| % of class | | | 14:15 | 14:15 | 18:00 | 16:45 | 19:15 | 19:30 | 13:30 | 16:00 | | 14:15 |
| | | | 13.3% | 7.3% | 4.0% | 3.4% | 5.2% | 4.7% | 10.0% | 33.3% | | 3.4% |

| | |
|------------------|--------|
| 15% Percentile : | 27 KPH |
| 50% Percentile : | 38 KPH |
| 85% Percentile : | 48 KPH |
| 95% Percentile : | 57 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 28.0-48.0 KPH |
| Number in Pace: | 2620 |
| Percent in Pace: | 74.8 % |
| Number of Vehicles >40 KPH: | 1492 |
| Percent of Vehicles >40 KPH: | 42.6 % |
| Mean Speed(average): | 38 KPH |

| Report-2.3 | Location : CAL2019-A2EW Columbia Way - east of Kingsview Dr | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|-----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East + West Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | | | | | | | | | | | | |
| 0:15 0:30 | | | | | | | | | | | | | | | | |
| 0:30 0:45 | | | 1 | | | 2 | | | | | | | | 3 | 38.8-58.8 | 2 |
| 0:45 1:00 | | | | 1 | 1 | | | | | | | | | 2 | 35.0-55.0 | 2 |
| 00:00 1:00 | | | 1 | | 1 | 3 | | | | | | | | 5 | 38.8-58.8 | 2 |
| 1:00 1:15 | | | | | | 4 | | | | | | | | 4 | 28.9-48.9 | 4 |
| 1:15 1:30 | | | | | 2 | | | | | | | | | 2 | 28.9-48.9 | 2 |
| 1:30 1:45 | | | 1 | | 2 | | 2 | | | | | | | 5 | 25.9-45.9 | 2 |
| 1:45 2:00 | | | 1 | | | 1 | | | | | | | | 2 | 0.5-20.5 | 1 |
| 1:00 2:00 | | | 2 | | 8 | 1 | 2 | | | | | | | 13 | 28.9-48.9 | 4 |
| 2:00 2:15 | | | 1 | | | 2 | 2 | | | | | | | 5 | 41.3-61.3 | 4 |
| 2:15 2:30 | | | | | 1 | 3 | 1 | | | | | | | 5 | 40.1-60.1 | 5 |
| 2:30 2:45 | | | | 1 | | | | 3 | | | | | | 4 | 49.3-69.3 | 3 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | 1 | 1 | 1 | 5 | 6 | | | | | | | 14 | 40.1-60.1 | 5 |
| 3:00 3:15 | | | 1 | 1 | | | | 1 | | | | | | 3 | 14.7-34.7 | 2 |
| 3:15 3:30 | | | 1 | 1 | 2 | | | | | | | | | 4 | 26.0-46.0 | 3 |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | 2 | 2 | 2 | | 1 | | | | | | | 7 | 26.0-46.0 | 3 |
| 4:00 4:15 | | | | | 1 | 1 | | 1 | 1 | | | | | 4 | 37.3-57.3 | 2 |
| 4:15 4:30 | | | | | 3 | 1 | 2 | | | | | | | 6 | 43.9-63.9 | 5 |
| 4:30 4:45 | | | | | 10 | 1 | 2 | 1 | | | | | | 14 | 43.9-63.9 | 13 |
| 4:45 5:00 | | | | | 16 | 3 | 1 | | | | | | | 20 | 41.6-61.6 | 20 |
| 4:00 5:00 | | | | | 30 | 6 | 5 | 2 | 1 | | | | | 44 | 41.6-61.6 | 20 |
| 5:00 5:15 | | | | 1 | 9 | 13 | 4 | | | | | | | 27 | 39.5-59.5 | 22 |
| 5:15 5:30 | | | 2 | 10 | 15 | 4 | 5 | 1 | | | | | | 37 | 26.3-46.3 | 27 |
| 5:30 5:45 | | | | 8 | 11 | 6 | 3 | | | | | | | 28 | 37.6-57.6 | 22 |
| 5:45 6:00 | | | | 1 | 37 | 35 | | | | | | | | 73 | 37.6-57.6 | 72 |
| 5:00 6:00 | | | 2 | 20 | 72 | 58 | 12 | 1 | | | | | | 165 | 37.6-57.6 | 72 |
| 6:00 6:15 | | 1 | 3 | 13 | 15 | 10 | 1 | | | | | | | 43 | 35.8-55.8 | 33 |
| 6:15 6:30 | | | 1 | 7 | 24 | 14 | 2 | | | | | | | 48 | 36.2-56.2 | 42 |
| 6:30 6:45 | | 1 | 8 | 16 | 36 | 18 | 2 | 1 | | | | | | 82 | 40.5-60.5 | 56 |
| 6:45 7:00 | | | 4 | 18 | 40 | 18 | 2 | | | | | | | 82 | 35.1-55.1 | 62 |
| 6:00 7:00 | | 2 | 16 | 54 | 115 | 60 | 7 | 1 | | | | | | 255 | 35.1-55.1 | 62 |
| 7:00 7:15 | | | 2 | 16 | 35 | 21 | 7 | | | | | | | 81 | 35.5-55.5 | 61 |
| 7:15 7:30 | | 2 | 7 | 38 | 44 | 9 | 2 | | | | | | | 102 | 28.8-48.8 | 83 |
| 7:30 7:45 | | 10 | 43 | 42 | 33 | 19 | 1 | | | | | | | 148 | 23.3-43.3 | 95 |
| 7:45 8:00 | | 6 | 71 | 87 | 52 | 20 | 6 | | | | | | | 242 | 23.9-43.9 | 177 |
| 7:00 8:00 | | 18 | 123 | 183 | 164 | 69 | 16 | | | | | | | 573 | 23.9-43.9 | 177 |
| 8:00 8:15 | | 68 | 106 | 50 | 17 | 3 | 1 | | | | | | | 245 | 12.3-32.3 | 197 |
| 8:15 8:30 | | 10 | 55 | 44 | 39 | 22 | 4 | | | | | | | 174 | 25.0-45.0 | 115 |
| 8:30 8:45 | | 2 | 9 | 41 | 42 | 15 | 6 | 1 | | | | | | 116 | 33.3-53.3 | 88 |
| 8:45 9:00 | | 2 | 7 | 18 | 44 | 11 | 11 | 5 | | | | | | 98 | 33.9-53.9 | 66 |
| 8:00 9:00 | | 82 | 177 | 153 | 142 | 51 | 22 | 6 | | | | | | 633 | 12.3-32.3 | 197 |
| 9:00 9:15 | | | 6 | 17 | 32 | 10 | 7 | 1 | | | | | | 73 | 30.9-50.9 | 50 |
| 9:15 9:30 | | | 2 | 21 | 32 | 14 | 8 | 1 | | | | | | 78 | 30.0-50.0 | 53 |
| 9:30 9:45 | | | 12 | 28 | 11 | 23 | 10 | | | | | | | 84 | 26.8-46.8 | 47 |
| 9:45 10:00 | | | 4 | 20 | 19 | 15 | 6 | | | | | | | 64 | 27.9-47.9 | 41 |
| 9:00 10:00 | | | 24 | 86 | 94 | 62 | 31 | 2 | | | | | | 299 | 30.0-50.0 | 53 |
| 10:00 10:15 | | | 8 | 14 | 40 | 10 | 5 | | | | | | | 77 | 26.2-46.2 | 59 |
| 10:15 10:30 | | | 1 | 11 | 29 | 25 | 6 | 1 | | | | | | 73 | 39.3-59.3 | 54 |
| 10:30 10:45 | | | 2 | 17 | 31 | 16 | 2 | | | | | | | 68 | 33.4-53.4 | 51 |
| 10:45 11:00 | | | 1 | 13 | 36 | 19 | 23 | 6 | | | | | | 98 | 28.3-48.3 | 58 |
| 10:00 11:00 | | | 1 | 24 | 78 | 119 | 74 | 19 | 1 | | | | | 316 | 26.2-46.2 | 59 |
| 11:00 11:15 | | | 2 | 13 | 26 | 21 | 7 | 8 | | | | | | 77 | 25.3-45.3 | 52 |
| 11:15 11:30 | | | | 3 | 23 | 15 | 23 | 2 | 1 | | | | | 67 | 32.9-52.9 | 52 |
| 11:30 11:45 | | | | 2 | 25 | 26 | 29 | 4 | | | | | | 86 | 37.7-57.7 | 65 |
| 11:45 12:00 | | | | 1 | 25 | 21 | 17 | 5 | | | | | | 69 | 36.0-56.0 | 53 |
| 11:00 12:00 | | | 2 | 19 | 99 | 83 | 76 | 19 | 1 | | | | | 299 | 37.7-57.7 | 65 |

| | | | | | | | | | | | | |
|------------|-------|----|-------|-------|-------|-------|-------|-------|-------|-------|-----------|-------|
| 12:00 | 12:15 | | 5 | 29 | 23 | 7 | 2 | | | 66 | 33.1-53.1 | 55 |
| 12:15 | 12:30 | 1 | 17 | 33 | 19 | 30 | 7 | | | 107 | 24.0-44.0 | 61 |
| 12:30 | 12:45 | | 24 | 25 | 16 | 33 | 7 | 2 | | 107 | 25.9-45.9 | 55 |
| 12:45 | 13:00 | 1 | 12 | 21 | 39 | 17 | 2 | | | 92 | 29.7-49.7 | 64 |
| 12:00 | 13:00 | 2 | 58 | 108 | 97 | 87 | 18 | 2 | | 372 | 29.7-49.7 | 64 |
| 13:00 | 13:15 | | 7 | 30 | 19 | 21 | 10 | | | 87 | 26.6-46.6 | 52 |
| 13:15 | 13:30 | 1 | 17 | 25 | 21 | 14 | | | | 78 | 35.5-55.5 | 57 |
| 13:30 | 13:45 | | 17 | 25 | 19 | 3 | 2 | | | 66 | 34.2-54.2 | 51 |
| 13:45 | 14:00 | 1 | 8 | 36 | 26 | 11 | | | | 82 | 38.0-58.0 | 66 |
| 13:00 | 14:00 | | 9 | 72 | 105 | 87 | 38 | 2 | | 313 | 38.0-58.0 | 66 |
| 14:00 | 14:15 | | 7 | 52 | 46 | 10 | 1 | | | 116 | 28.5-48.5 | 99 |
| 14:15 | 14:30 | 13 | 44 | 60 | 29 | 18 | 2 | | | 166 | 24.1-44.1 | 110 |
| 14:30 | 14:45 | 2 | 17 | 41 | 32 | 28 | 11 | 1 | | 132 | 32.6-52.6 | 83 |
| 14:45 | 15:00 | | 2 | 31 | 35 | 34 | 8 | | | 110 | 36.6-56.6 | 82 |
| 14:00 | 15:00 | 15 | 70 | 184 | 142 | 90 | 22 | 1 | | 524 | 24.1-44.1 | 110 |
| 15:00 | 15:15 | | 14 | 19 | 27 | 34 | 9 | 2 | | 105 | 35.4-55.4 | 70 |
| 15:15 | 15:30 | | 3 | 18 | 38 | 31 | 13 | 2 | | 105 | 34.2-54.2 | 70 |
| 15:30 | 15:45 | | 2 | 20 | 40 | 40 | 14 | | | 116 | 39.8-59.8 | 80 |
| 15:45 | 16:00 | | 6 | 38 | 32 | 42 | 21 | 1 | | 140 | 38.5-58.5 | 75 |
| 15:00 | 16:00 | | 25 | 95 | 137 | 147 | 57 | 5 | | 466 | 39.8-59.8 | 80 |
| 16:00 | 16:15 | 3 | 13 | 64 | 41 | 26 | 15 | 5 | 4 | 171 | 29.8-49.8 | 105 |
| 16:15 | 16:30 | | 12 | 24 | 34 | 34 | 31 | | | 135 | 39.0-59.0 | 76 |
| 16:30 | 16:45 | | 1 | 28 | 25 | 56 | 20 | 1 | | 131 | 40.7-60.7 | 90 |
| 16:45 | 17:00 | | 24 | 70 | 34 | 21 | | | | 149 | 39.1-59.1 | 121 |
| 16:00 | 17:00 | 3 | 26 | 140 | 170 | 150 | 87 | 6 | 4 | 586 | 39.1-59.1 | 121 |
| 17:00 | 17:15 | | 7 | 25 | 39 | 37 | 25 | | | 133 | 40.8-60.8 | 80 |
| 17:15 | 17:30 | 1 | 15 | 37 | 37 | 27 | 11 | 2 | | 130 | 32.2-52.2 | 77 |
| 17:30 | 17:45 | | 12 | 25 | 42 | 34 | 17 | | | 130 | 34.4-54.4 | 83 |
| 17:45 | 18:00 | | 3 | 37 | 59 | 35 | 18 | | 1 | 153 | 35.9-55.9 | 111 |
| 17:00 | 18:00 | 1 | 37 | 124 | 177 | 133 | 71 | 2 | 1 | 546 | 35.9-55.9 | 111 |
| 18:00 | 18:15 | | 5 | 57 | 41 | 40 | 17 | | 2 | 162 | 32.0-52.0 | 106 |
| 18:15 | 18:30 | | 6 | 31 | 21 | 52 | 12 | | | 122 | 40.4-60.4 | 76 |
| 18:30 | 18:45 | | | 21 | 37 | 48 | 31 | 3 | | 140 | 40.6-60.6 | 88 |
| 18:45 | 19:00 | | 3 | 27 | 31 | 55 | 16 | 2 | | 134 | 40.8-60.8 | 90 |
| 18:00 | 19:00 | | 14 | 136 | 130 | 195 | 76 | 5 | 2 | 558 | 32.0-52.0 | 106 |
| 19:00 | 19:15 | | 1 | 36 | 12 | 48 | 13 | 1 | | 111 | 39.2-59.2 | 74 |
| 19:15 | 19:30 | | 12 | 28 | 41 | 28 | 8 | | | 117 | 37.1-57.1 | 84 |
| 19:30 | 19:45 | | 2 | 10 | 70 | 25 | 19 | | | 126 | 41.6-61.6 | 97 |
| 19:45 | 20:00 | | 1 | 21 | 23 | 16 | 26 | 5 | | 92 | 36.0-56.0 | 52 |
| 19:00 | 20:00 | | 16 | 95 | 146 | 117 | 66 | 6 | | 446 | 41.6-61.6 | 97 |
| 20:00 | 20:15 | | | 8 | 58 | 34 | 18 | 3 | | 121 | 40.1-60.1 | 94 |
| 20:15 | 20:30 | | | 15 | 56 | 21 | 11 | 4 | 4 | 111 | 37.2-57.2 | 83 |
| 20:30 | 20:45 | 4 | 13 | 26 | 14 | 36 | 10 | | | 103 | 40.3-60.3 | 51 |
| 20:45 | 21:00 | | 2 | 14 | 23 | 28 | 9 | | | 76 | 44.2-64.2 | 56 |
| 20:00 | 21:00 | 4 | 15 | 63 | 151 | 119 | 48 | 7 | 4 | 411 | 40.1-60.1 | 94 |
| 21:00 | 21:15 | | | 19 | 13 | 28 | 13 | | | 73 | 37.0-57.0 | 42 |
| 21:15 | 21:30 | | 11 | 10 | 7 | 17 | 12 | | | 57 | 44.1-64.1 | 30 |
| 21:30 | 21:45 | | | 14 | 24 | 19 | 4 | | | 61 | 40.2-60.2 | 44 |
| 21:45 | 22:00 | | 1 | 10 | 18 | 13 | 1 | | | 43 | 40.3-60.3 | 32 |
| 21:00 | 22:00 | | 12 | 53 | 62 | 77 | 30 | | | 234 | 40.2-60.2 | 44 |
| 22:00 | 22:15 | | 1 | 13 | 10 | 15 | 6 | 2 | | 47 | 36.1-56.1 | 29 |
| 22:15 | 22:30 | | | 7 | 10 | 18 | 3 | 1 | 1 | 40 | 39.7-59.7 | 33 |
| 22:30 | 22:45 | | | 1 | 15 | 6 | 5 | | | 27 | 40.1-60.1 | 26 |
| 22:45 | 23:00 | | 1 | 10 | 6 | 14 | 11 | | | 42 | 39.2-59.2 | 28 |
| 22:00 | 23:00 | | 2 | 31 | 41 | 53 | 25 | 3 | 1 | 156 | 39.7-59.7 | 33 |
| 23:00 | 23:15 | | | 1 | 15 | 11 | 5 | | | 32 | 42.6-62.6 | 29 |
| 23:15 | 23:30 | | | 1 | 8 | 12 | 7 | | | 28 | 43.9-63.9 | 23 |
| 23:30 | 23:45 | | | | 10 | 9 | 1 | | | 20 | 35.9-55.9 | 19 |
| 23:45 | 00:00 | | | | 3 | 6 | 2 | 1 | | 12 | 42.7-62.7 | 10 |
| 23:00 | 00:00 | | | 2 | 36 | 38 | 15 | 1 | | 92 | 42.6-62.6 | 29 |
| Total | | | 130 | 675 | 1779 | 2225 | 1758 | 693 | 54 | 13 | | 7327 |
| AM PEAK | | | 1.8% | 9.2% | 24.3% | 30.4% | 24.0% | 9.5% | 0.7% | 0.2% | | |
| period | | | 8:00 | 10:00 | 7:45 | 7:45 | 5:45 | 8:45 | 8:45 | 4:00 | | 245 |
| % of class | | | 52.3% | 15.7% | 4.9% | 2.3% | 2.0% | 1.6% | 9.3% | 7.7% | | 3.3% |
| PM PEAK | | | 13 | 44 | 64 | 70 | 56 | 31 | 5 | 4 | | 171 |
| period | | | 14:15 | 14:15 | 16:00 | 16:45 | 16:30 | 16:15 | 16:00 | 16:00 | | 16:00 |
| % of class | | | 10.0% | 6.5% | 3.6% | 3.1% | 3.2% | 4.5% | 9.3% | 30.8% | | 2.3% |

| | |
|------------------|--------|
| 15% Percentile : | 32 KPH |
| 50% Percentile : | 45 KPH |
| 85% Percentile : | 58 KPH |
| 95% Percentile : | 66 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 35.4-55.4 KPH |
| Number in Pace: | 4208 |
| Percent in Pace: | 57.4 % |
| Number of Vehicles >40 KPH: | 4743 |
| Percent of Vehicles >40 KPH: | 64.7 % |
| Mean Speed(average): | 45 KPH |

| Report-3.1 Directions -----> | Location : CAL2019-A2EW Columbia Way - east of Kingsview Dr | | | | | | | | | |
|---------------------------------|---|--|-------------------|--|------------------|------|------------------|-------|-------------------|------|
| | Dates : 2019-12-04 | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | |
| 00:00 0:15 | | | | | | | | | | |
| 0:15 0:30 | | | | | | | | | | |
| 0:30 0:45 | | | | | 3 | 0.1% | | | 3 | 0.0% |
| 0:45 1:00 | | | | | 2 | 0.1% | | | 2 | 0.0% |
| 00:00 1:00 | | | | | 5 | 0.1% | | | 5 | 0.1% |
| 1:00 1:15 | | | | | 4 | 0.1% | | | 4 | 0.1% |
| 1:15 1:30 | | | | | 2 | 0.1% | | | 2 | 0.0% |
| 1:30 1:45 | | | | | 3 | 0.1% | 2 | 0.1% | 5 | 0.1% |
| 1:45 2:00 | | | | | 1 | 0.0% | 1 | 0.0% | 2 | 0.0% |
| 1:00 2:00 | | | | | 10 | 0.3% | 3 | 0.1% | 13 | 0.2% |
| 2:00 2:15 | | | | | 4 | 0.1% | 1 | 0.0% | 5 | 0.1% |
| 2:15 2:30 | | | | | 4 | 0.1% | 1 | 0.0% | 5 | 0.1% |
| 2:30 2:45 | | | | | 3 | 0.1% | 1 | 0.0% | 4 | 0.1% |
| 2:45 3:00 | | | | | | | | | | |
| 2:00 3:00 | | | | | 11 | 0.3% | 3 | 0.1% | 14 | 0.2% |
| 3:00 3:15 | | | | | 2 | 0.1% | 1 | 0.0% | 3 | 0.0% |
| 3:15 3:30 | | | | | 1 | 0.0% | 3 | 0.1% | 4 | 0.1% |
| 3:30 3:45 | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | |
| 3:00 4:00 | | | | | 3 | 0.1% | 4 | 0.1% | 7 | 0.1% |
| 4:00 4:15 | | | | | 1 | 0.0% | 3 | 0.1% | 4 | 0.1% |
| 4:15 4:30 | | | | | 4 | 0.1% | 2 | 0.1% | 6 | 0.1% |
| 4:30 4:45 | | | | | 5 | 0.1% | 9 | 0.3% | 14 | 0.2% |
| 4:45 5:00 | | | | | 9 | 0.2% | 11 | 0.3% | 20 | 0.3% |
| 4:00 5:00 | | | | | 19 | 0.5% | 25 | 0.7% | 44 | 0.6% |
| 5:00 5:15 | | | | | 10 | 0.3% | 17 | 0.5% | 27 | 0.4% |
| 5:15 5:30 | | | | | 16 | 0.4% | 21 | 0.6% | 37 | 0.5% |
| 5:30 5:45 | | | | | 11 | 0.3% | 17 | 0.5% | 28 | 0.4% |
| 5:45 6:00 | | | | | 30 | 0.8% | 43 | 1.2% | 73 | 1.0% |
| 5:00 6:00 | | | | | 67 | 1.8% | 98 | 2.8% | 165 | 2.3% |
| 6:00 6:15 | | | | | 20 | 0.5% | 23 | 0.7% | 43 | 0.6% |
| 6:15 6:30 | | | | | 16 | 0.4% | 32 | 0.9% | 48 | 0.7% |
| 6:30 6:45 | | | | | 31 | 0.8% | 51 | 1.5% | 82 | 1.1% |
| 6:45 7:00 | | | | | 38 | 1.0% | 44 | 1.3% | 82 | 1.1% |
| 6:00 7:00 | | | | | 105 | 2.7% | 150 | 4.3% | 255 | 3.5% |
| 7:00 7:15 | | | | | 41 | 1.1% | 40 | 1.1% | 81 | 1.1% |
| 7:15 7:30 | | | | | 44 | 1.2% | 58 | 1.7% | 102 | 1.4% |
| 7:30 7:45 | | | | | 67 | 1.8% | 81 | 2.3% | 148 | 2.0% |
| 7:45 8:00 | | | | | 117 | 3.1% | 125 | 3.6% | 242 | 3.3% |
| 7:00 8:00 | | | | | 269 | 7.0% | 304 | 8.7% | 573 | 7.8% |
| 8:00 8:15 | | | | | 109 | 2.9% | 136 | 3.9% | 245 | 3.3% |
| 8:15 8:30 | | | | | 54 | 1.4% | 120 | 3.4% | 174 | 2.4% |
| 8:30 8:45 | | | | | 61 | 1.6% | 55 | 1.6% | 116 | 1.6% |
| 8:45 9:00 | | | | | 41 | 1.1% | 57 | 1.6% | 98 | 1.3% |
| 8:00 9:00 | | | | | 265 | 6.9% | 368 | 10.5% | 633 | 8.6% |
| 9:00 9:15 | | | | | 35 | 0.9% | 38 | 1.1% | 73 | 1.0% |
| 9:15 9:30 | | | | | 46 | 1.2% | 32 | 0.9% | 78 | 1.1% |
| 9:30 9:45 | | | | | 38 | 1.0% | 46 | 1.3% | 84 | 1.1% |
| 9:45 10:00 | | | | | 35 | 0.9% | 29 | 0.8% | 64 | 0.9% |
| 9:00 10:00 | | | | | 154 | 4.0% | 145 | 4.1% | 299 | 4.1% |
| 10:00 10:15 | | | | | 42 | 1.1% | 35 | 1.0% | 77 | 1.1% |
| 10:15 10:30 | | | | | 35 | 0.9% | 38 | 1.1% | 73 | 1.0% |
| 10:30 10:45 | | | | | 40 | 1.0% | 28 | 0.8% | 68 | 0.9% |
| 10:45 11:00 | | | | | 46 | 1.2% | 52 | 1.5% | 98 | 1.3% |
| 10:00 11:00 | | | | | 163 | 4.3% | 153 | 4.4% | 316 | 4.3% |
| 11:00 11:15 | | | | | 36 | 0.9% | 41 | 1.2% | 77 | 1.1% |
| 11:15 11:30 | | | | | 37 | 1.0% | 30 | 0.9% | 67 | 0.9% |
| 11:30 11:45 | | | | | 47 | 1.2% | 39 | 1.1% | 86 | 1.2% |
| 11:45 12:00 | | | | | 42 | 1.1% | 27 | 0.8% | 69 | 0.9% |
| 11:00 12:00 | | | | | 162 | 4.2% | 137 | 3.9% | 299 | 4.1% |

| | | | | | | | | |
|------------|-------|--|-------|------|-------|------|--------|--------|
| 12:00 | 12:15 | | 40 | 1.0% | 26 | 0.7% | 66 | 0.9% |
| 12:15 | 12:30 | | 41 | 1.1% | 66 | 1.9% | 107 | 1.5% |
| 12:30 | 12:45 | | 56 | 1.5% | 51 | 1.5% | 107 | 1.5% |
| 12:45 | 13:00 | | 48 | 1.3% | 44 | 1.3% | 92 | 1.3% |
| 12:00 | 13:00 | | 185 | 4.8% | 187 | 5.3% | 372 | 5.1% |
| 13:00 | 13:15 | | 39 | 1.0% | 48 | 1.4% | 87 | 1.2% |
| 13:15 | 13:30 | | 44 | 1.2% | 34 | 1.0% | 78 | 1.1% |
| 13:30 | 13:45 | | 33 | 0.9% | 33 | 0.9% | 66 | 0.9% |
| 13:45 | 14:00 | | 51 | 1.3% | 31 | 0.9% | 82 | 1.1% |
| 13:00 | 14:00 | | 167 | 4.4% | 146 | 4.2% | 313 | 4.3% |
| 14:00 | 14:15 | | 66 | 1.7% | 50 | 1.4% | 116 | 1.6% |
| 14:15 | 14:30 | | 46 | 1.2% | 120 | 3.4% | 166 | 2.3% |
| 14:30 | 14:45 | | 63 | 1.6% | 69 | 2.0% | 132 | 1.8% |
| 14:45 | 15:00 | | 60 | 1.6% | 50 | 1.4% | 110 | 1.5% |
| 14:00 | 15:00 | | 235 | 6.1% | 289 | 8.2% | 524 | 7.2% |
| 15:00 | 15:15 | | 61 | 1.6% | 44 | 1.3% | 105 | 1.4% |
| 15:15 | 15:30 | | 58 | 1.5% | 47 | 1.3% | 105 | 1.4% |
| 15:30 | 15:45 | | 70 | 1.8% | 46 | 1.3% | 116 | 1.6% |
| 15:45 | 16:00 | | 82 | 2.1% | 58 | 1.7% | 140 | 1.9% |
| 15:00 | 16:00 | | 271 | 7.1% | 195 | 5.6% | 466 | 6.4% |
| 16:00 | 16:15 | | 89 | 2.3% | 82 | 2.3% | 171 | 2.3% |
| 16:15 | 16:30 | | 77 | 2.0% | 58 | 1.7% | 135 | 1.8% |
| 16:30 | 16:45 | | 79 | 2.1% | 52 | 1.5% | 131 | 1.8% |
| 16:45 | 17:00 | | 87 | 2.3% | 62 | 1.8% | 149 | 2.0% |
| 16:00 | 17:00 | | 332 | 8.7% | 254 | 7.2% | 586 | 8.0% |
| 17:00 | 17:15 | | 76 | 2.0% | 57 | 1.6% | 133 | 1.8% |
| 17:15 | 17:30 | | 78 | 2.0% | 52 | 1.5% | 130 | 1.8% |
| 17:30 | 17:45 | | 76 | 2.0% | 54 | 1.5% | 130 | 1.8% |
| 17:45 | 18:00 | | 87 | 2.3% | 66 | 1.9% | 153 | 2.1% |
| 17:00 | 18:00 | | 317 | 8.3% | 229 | 6.5% | 546 | 7.5% |
| 18:00 | 18:15 | | 82 | 2.1% | 80 | 2.3% | 162 | 2.2% |
| 18:15 | 18:30 | | 69 | 1.8% | 53 | 1.5% | 122 | 1.7% |
| 18:30 | 18:45 | | 82 | 2.1% | 58 | 1.7% | 140 | 1.9% |
| 18:45 | 19:00 | | 82 | 2.1% | 52 | 1.5% | 134 | 1.8% |
| 18:00 | 19:00 | | 315 | 8.2% | 243 | 6.9% | 558 | 7.6% |
| 19:00 | 19:15 | | 64 | 1.7% | 47 | 1.3% | 111 | 1.5% |
| 19:15 | 19:30 | | 58 | 1.5% | 59 | 1.7% | 117 | 1.6% |
| 19:30 | 19:45 | | 72 | 1.9% | 54 | 1.5% | 126 | 1.7% |
| 19:45 | 20:00 | | 50 | 1.3% | 42 | 1.2% | 92 | 1.3% |
| 19:00 | 20:00 | | 244 | 6.4% | 202 | 5.8% | 446 | 6.1% |
| 20:00 | 20:15 | | 76 | 2.0% | 45 | 1.3% | 121 | 1.7% |
| 20:15 | 20:30 | | 68 | 1.8% | 43 | 1.2% | 111 | 1.5% |
| 20:30 | 20:45 | | 46 | 1.2% | 57 | 1.6% | 103 | 1.4% |
| 20:45 | 21:00 | | 43 | 1.1% | 33 | 0.9% | 76 | 1.0% |
| 20:00 | 21:00 | | 233 | 6.1% | 178 | 5.1% | 411 | 5.6% |
| 21:00 | 21:15 | | 44 | 1.2% | 29 | 0.8% | 73 | 1.0% |
| 21:15 | 21:30 | | 33 | 0.9% | 24 | 0.7% | 57 | 0.8% |
| 21:30 | 21:45 | | 38 | 1.0% | 23 | 0.7% | 61 | 0.8% |
| 21:45 | 22:00 | | 26 | 0.7% | 17 | 0.5% | 43 | 0.6% |
| 21:00 | 22:00 | | 141 | 3.7% | 93 | 2.7% | 234 | 3.2% |
| 22:00 | 22:15 | | 28 | 0.7% | 19 | 0.5% | 47 | 0.6% |
| 22:15 | 22:30 | | 25 | 0.7% | 15 | 0.4% | 40 | 0.5% |
| 22:30 | 22:45 | | 15 | 0.4% | 12 | 0.3% | 27 | 0.4% |
| 22:45 | 23:00 | | 27 | 0.7% | 15 | 0.4% | 42 | 0.6% |
| 22:00 | 23:00 | | 95 | 2.5% | 61 | 1.7% | 156 | 2.1% |
| 23:00 | 23:15 | | 20 | 0.5% | 12 | 0.3% | 32 | 0.4% |
| 23:15 | 23:30 | | 16 | 0.4% | 12 | 0.3% | 28 | 0.4% |
| 23:30 | 23:45 | | 10 | 0.3% | 10 | 0.3% | 20 | 0.3% |
| 23:45 | 00:00 | | 8 | 0.2% | 4 | 0.1% | 12 | 0.2% |
| 23:00 | 00:00 | | 54 | 1.4% | 38 | 1.1% | 92 | 1.3% |
| Total | | | 3822 | | 3505 | | 7327 | 100.0% |
| | | | 52.2% | | 47.8% | | 100.0% | |
| AM PEAK | | | 117 | | 136 | | 245 | |
| period | | | 7:45 | | 8:00 | | 8:00 | |
| % of class | | | | 3.1% | | 3.9% | | 3.3% |
| PM PEAK | | | 89 | | 120 | | 171 | |
| period | | | 16:00 | | 14:15 | | 16:00 | |
| % of class | | | | 2.3% | | 3.4% | | 2.3% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|--------|-------|-------|
| 12:00 | 12:15 | 18 | 9 | | | | | 27 | 1.2% |
| 12:15 | 12:30 | 25 | 7 | | 2 | | | 34 | 1.5% |
| 12:30 | 12:45 | 19 | 9 | | | | | 28 | 1.3% |
| 12:45 | 13:00 | 17 | 4 | | | | | 21 | 0.9% |
| 12:00 | 13:00 | 79 | 29 | | 2 | | | 110 | 4.9% |
| 13:00 | 13:15 | 15 | 5 | 1 | 2 | | | 23 | 1.0% |
| 13:15 | 13:30 | 9 | 7 | 1 | | | | 17 | 0.8% |
| 13:30 | 13:45 | 22 | 8 | | 3 | | | 33 | 1.5% |
| 13:45 | 14:00 | 25 | 2 | | 1 | | | 28 | 1.3% |
| 13:00 | 14:00 | 71 | 22 | 2 | 6 | | | 101 | 4.5% |
| 14:00 | 14:15 | 20 | 2 | | | | | 22 | 1.0% |
| 14:15 | 14:30 | 54 | 10 | 2 | 1 | | | 67 | 3.0% |
| 14:30 | 14:45 | 38 | 4 | 2 | | | | 44 | 2.0% |
| 14:45 | 15:00 | 39 | 4 | 1 | 2 | | | 46 | 2.1% |
| 14:00 | 15:00 | 151 | 20 | 5 | 3 | | | 179 | 8.0% |
| 15:00 | 15:15 | 45 | 12 | 3 | 1 | | | 61 | 2.7% |
| 15:15 | 15:30 | 45 | 9 | 4 | 3 | | | 61 | 2.7% |
| 15:30 | 15:45 | 35 | 14 | 1 | 2 | | | 52 | 2.3% |
| 15:45 | 16:00 | 28 | 14 | | 3 | | | 45 | 2.0% |
| 15:00 | 16:00 | 153 | 49 | 8 | 9 | | | 219 | 9.8% |
| 16:00 | 16:15 | 31 | 6 | 2 | 3 | | | 42 | 1.9% |
| 16:15 | 16:30 | 35 | 10 | 1 | 1 | | | 47 | 2.1% |
| 16:30 | 16:45 | 39 | 12 | | 2 | | | 53 | 2.4% |
| 16:45 | 17:00 | 44 | 8 | | 1 | | | 53 | 2.4% |
| 16:00 | 17:00 | 149 | 36 | 3 | 7 | | | 195 | 8.8% |
| 17:00 | 17:15 | 58 | 10 | | 1 | | | 69 | 3.1% |
| 17:15 | 17:30 | 42 | 11 | | | | | 53 | 2.4% |
| 17:30 | 17:45 | 39 | 12 | | 1 | | | 52 | 2.3% |
| 17:45 | 18:00 | 45 | 7 | | | | | 52 | 2.3% |
| 17:00 | 18:00 | 184 | 40 | | 2 | | | 226 | 10.2% |
| 18:00 | 18:15 | 34 | 10 | | | | | 44 | 2.0% |
| 18:15 | 18:30 | 36 | 6 | | | | | 42 | 1.9% |
| 18:30 | 18:45 | 30 | 4 | | | | | 34 | 1.5% |
| 18:45 | 19:00 | 25 | 9 | | 1 | | | 35 | 1.6% |
| 18:00 | 19:00 | 125 | 29 | | 1 | | | 155 | 7.0% |
| 19:00 | 19:15 | 22 | 11 | | | | | 33 | 1.5% |
| 19:15 | 19:30 | 31 | 6 | | 1 | | | 38 | 1.7% |
| 19:30 | 19:45 | 25 | 6 | | 1 | | | 32 | 1.4% |
| 19:45 | 20:00 | 19 | 7 | | | | | 26 | 1.2% |
| 19:00 | 20:00 | 97 | 30 | | 2 | | | 129 | 5.8% |
| 20:00 | 20:15 | 28 | 5 | | 3 | | | 36 | 1.6% |
| 20:15 | 20:30 | 22 | 9 | | | | | 31 | 1.4% |
| 20:30 | 20:45 | 22 | 5 | | | | | 27 | 1.2% |
| 20:45 | 21:00 | 19 | 1 | | | | | 20 | 0.9% |
| 20:00 | 21:00 | 91 | 20 | | 3 | | | 114 | 5.1% |
| 21:00 | 21:15 | 21 | 4 | | 1 | | | 26 | 1.2% |
| 21:15 | 21:30 | 32 | 6 | | | | | 38 | 1.7% |
| 21:30 | 21:45 | 15 | 2 | | | | | 17 | 0.8% |
| 21:45 | 22:00 | 19 | 5 | | 1 | | | 25 | 1.1% |
| 21:00 | 22:00 | 87 | 17 | | 2 | | | 106 | 4.8% |
| 22:00 | 22:15 | 18 | 3 | | | | | 21 | 0.9% |
| 22:15 | 22:30 | 12 | 3 | | | | | 15 | 0.7% |
| 22:30 | 22:45 | 12 | 3 | | | | | 15 | 0.7% |
| 22:45 | 23:00 | 9 | 1 | | 1 | | | 11 | 0.5% |
| 22:00 | 23:00 | 51 | 10 | | 1 | | | 62 | 2.8% |
| 23:00 | 23:15 | 10 | 3 | | | | | 13 | 0.6% |
| 23:15 | 23:30 | 8 | 1 | | | | | 9 | 0.4% |
| 23:30 | 23:45 | 7 | | | | | | 7 | 0.3% |
| 23:45 | 00:00 | 3 | | | | | | 3 | 0.1% |
| 23:00 | 00:00 | 28 | 4 | | | | | 32 | 1.4% |
| Total | | 1710 | 429 | 27 | 56 | 1 | 1 | 2224 | |
| | | 76.9% | 19.3% | 1.2% | 2.5% | 0.0% | 0.0% | | |
| AM PEAK | | 52 | 13 | 3 | 2 | | 1 | 65 | |
| period | | 8:00 | 8:15 | 8:15 | 8:00 | | 10:00 | 8:00 | |
| % of class | | 3.0% | 3.0% | 11.1% | 3.6% | | 100.0% | | 2.9% |
| PM PEAK | | 58 | 14 | 4 | 3 | 1 | | 69 | |
| period | | 17:00 | 15:30 | 15:15 | 13:30 | 18:45 | | 17:00 | |
| % of class | | 3.4% | 3.3% | 14.8% | 5.4% | 100.0% | | | 3.1% |

| | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|------|
| 12:00 | 12:15 | 12 | 1 | 1 | | | 14 | 0.7% |
| 12:15 | 12:30 | 23 | 9 | 2 | | | 34 | 1.7% |
| 12:30 | 12:45 | 21 | 1 | | | | 22 | 1.1% |
| 12:45 | 13:00 | 23 | 3 | 1 | | | 27 | 1.4% |
| 12:00 | 13:00 | 79 | 14 | 4 | | | 97 | 5.0% |
| 13:00 | 13:15 | 11 | 2 | 1 | | | 14 | 0.7% |
| 13:15 | 13:30 | 11 | 1 | 1 | | | 13 | 0.7% |
| 13:30 | 13:45 | 17 | 2 | | | | 19 | 1.0% |
| 13:45 | 14:00 | 13 | 2 | | | | 15 | 0.8% |
| 13:00 | 14:00 | 52 | 7 | 2 | | | 61 | 3.1% |
| 14:00 | 14:15 | 22 | 3 | 2 | | | 27 | 1.4% |
| 14:15 | 14:30 | 26 | 3 | 1 | | | 30 | 1.5% |
| 14:30 | 14:45 | 19 | 5 | | 1 | | 25 | 1.3% |
| 14:45 | 15:00 | 17 | 3 | | | | 20 | 1.0% |
| 14:00 | 15:00 | 84 | 14 | 3 | 1 | | 102 | 5.2% |
| 15:00 | 15:15 | 25 | 4 | 1 | 1 | | 31 | 1.6% |
| 15:15 | 15:30 | 30 | 5 | 2 | 3 | | 40 | 2.1% |
| 15:30 | 15:45 | 16 | 4 | | 1 | | 21 | 1.1% |
| 15:45 | 16:00 | 20 | 3 | | 1 | | 24 | 1.2% |
| 15:00 | 16:00 | 91 | 16 | 3 | 6 | | 116 | 6.0% |
| 16:00 | 16:15 | 23 | 8 | 1 | | | 32 | 1.6% |
| 16:15 | 16:30 | 23 | 4 | 2 | 1 | | 30 | 1.5% |
| 16:30 | 16:45 | 21 | 6 | | | | 27 | 1.4% |
| 16:45 | 17:00 | 39 | 2 | | | | 41 | 2.1% |
| 16:00 | 17:00 | 106 | 20 | 3 | 1 | | 130 | 6.7% |
| 17:00 | 17:15 | 36 | 2 | | | | 38 | 2.0% |
| 17:15 | 17:30 | 26 | 4 | | 1 | | 31 | 1.6% |
| 17:30 | 17:45 | 32 | 2 | | | | 34 | 1.7% |
| 17:45 | 18:00 | 45 | 4 | | 2 | | 51 | 2.6% |
| 17:00 | 18:00 | 139 | 12 | | 3 | | 154 | 7.9% |
| 18:00 | 18:15 | 30 | 2 | | 1 | | 33 | 1.7% |
| 18:15 | 18:30 | 36 | 5 | | 1 | | 42 | 2.2% |
| 18:30 | 18:45 | 31 | 5 | | | | 36 | 1.9% |
| 18:45 | 19:00 | 26 | 4 | | | | 30 | 1.5% |
| 18:00 | 19:00 | 123 | 16 | | 2 | | 141 | 7.2% |
| 19:00 | 19:15 | 14 | 7 | | | | 21 | 1.1% |
| 19:15 | 19:30 | 11 | 3 | | | | 14 | 0.7% |
| 19:30 | 19:45 | 19 | 4 | | 1 | | 24 | 1.2% |
| 19:45 | 20:00 | 24 | | | | | 24 | 1.2% |
| 19:00 | 20:00 | 68 | 14 | | 1 | | 83 | 4.3% |
| 20:00 | 20:15 | 14 | 1 | | | | 15 | 0.8% |
| 20:15 | 20:30 | 13 | 2 | | | | 15 | 0.8% |
| 20:30 | 20:45 | 15 | 1 | | | | 16 | 0.8% |
| 20:45 | 21:00 | 9 | 1 | | | | 10 | 0.5% |
| 20:00 | 21:00 | 51 | 5 | | | | 56 | 2.9% |
| 21:00 | 21:15 | 9 | 1 | | | | 10 | 0.5% |
| 21:15 | 21:30 | 13 | 1 | | 1 | | 15 | 0.8% |
| 21:30 | 21:45 | 8 | 2 | | | | 10 | 0.5% |
| 21:45 | 22:00 | 8 | | | | | 8 | 0.4% |
| 21:00 | 22:00 | 38 | 4 | | 1 | | 43 | 2.2% |
| 22:00 | 22:15 | 14 | 3 | | | | 17 | 0.9% |
| 22:15 | 22:30 | 7 | 2 | | | | 9 | 0.5% |
| 22:30 | 22:45 | 6 | | | | | 6 | 0.3% |
| 22:45 | 23:00 | 6 | | | 1 | | 7 | 0.4% |
| 22:00 | 23:00 | 33 | 5 | | 1 | | 39 | 2.0% |
| 23:00 | 23:15 | 9 | 1 | | | | 10 | 0.5% |
| 23:15 | 23:30 | 5 | 1 | | | | 6 | 0.3% |
| 23:30 | 23:45 | 3 | | | 1 | | 4 | 0.2% |
| 23:45 | 00:00 | 4 | | | | | 4 | 0.2% |
| 23:00 | 00:00 | 21 | 2 | | 1 | | 24 | 1.2% |
| Total | | 1657 | 227 | 23 | 37 | 1 | 1945 | |
| | | 85.2% | 11.7% | 1.2% | 1.9% | 0.1% | | |
| AM PEAK | | 108 | 11 | 3 | 5 | 1 | 120 | |
| period | | 8:00 | 8:15 | 7:30 | 8:45 | 8:30 | 8:00 | |
| % of class | | 6.5% | 4.8% | 13.0% | 13.5% | 100.0% | | 6.2% |
| PM PEAK | | 45 | 9 | 2 | 3 | | 51 | |
| period | | 17:45 | 12:15 | 14:00 | 15:15 | | 17:45 | |
| % of class | | 2.7% | 4.0% | 8.7% | 8.1% | | | 2.6% |

| Report-1.3 | | Location : CAL2019-A4EW Columbia Way - east of Westchester | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : East + West | | | | | Road : | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 7 | | | | | | | | | | | | 7 | 0.2% |
| 0:15 | 0:30 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 0:30 | 0:45 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 0:45 | 1:00 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 00:00 | 1:00 | | 14 | | | | | | | | | | | | 14 | 0.3% |
| 1:00 | 1:15 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 1:15 | 1:30 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 1:30 | 1:45 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 9 | 1 | | | | | | | | | | | 10 | 0.2% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:30 | 2:45 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 2:45 | 3:00 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 2:00 | 3:00 | | 6 | | | | | | | | | | | | 6 | 0.1% |
| 3:00 | 3:15 | | 1 | 1 | | | | | | | | | | | 2 | 0.0% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:00 | 4:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 4:00 | 4:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 4:15 | 4:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.0% |
| 4:30 | 4:45 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 4:45 | 5:00 | | 5 | 3 | | | | | | | | | | | 8 | 0.2% |
| 4:00 | 5:00 | | 13 | 5 | | | | | | | | | | | 18 | 0.4% |
| 5:00 | 5:15 | | 16 | 6 | | | | | | | | | | | 22 | 0.5% |
| 5:15 | 5:30 | | 8 | 6 | 1 | | | | | | | | | | 15 | 0.4% |
| 5:30 | 5:45 | | 16 | 3 | 1 | | | | | | | | | | 20 | 0.5% |
| 5:45 | 6:00 | | 12 | 5 | 1 | | | | | | | | | | 18 | 0.4% |
| 5:00 | 6:00 | | 52 | 20 | 3 | | | | | | | | | | 75 | 1.8% |
| 6:00 | 6:15 | | 17 | 7 | | | | | | | | | | | 24 | 0.6% |
| 6:15 | 6:30 | | 22 | 2 | 1 | | | | | | | | | | 25 | 0.6% |
| 6:30 | 6:45 | | 36 | 7 | 1 | 1 | | | | | | | | | 45 | 1.1% |
| 6:45 | 7:00 | | 39 | 4 | 1 | 1 | | | | | | | | | 44 | 1.1% |
| 6:00 | 7:00 | | 114 | 20 | 1 | 3 | | | | | | | | | 138 | 3.3% |
| 7:00 | 7:15 | | 43 | 9 | | | | | | | | | | | 52 | 1.2% |
| 7:15 | 7:30 | | 43 | 9 | 2 | | | | | | | | | | 54 | 1.3% |
| 7:30 | 7:45 | | 50 | 6 | 3 | 1 | | | | | | | | | 60 | 1.4% |
| 7:45 | 8:00 | | 98 | 16 | 4 | 3 | | | | | | | | | 121 | 2.9% |
| 7:00 | 8:00 | | 234 | 40 | 9 | 4 | | | | | | | | | 287 | 6.9% |
| 8:00 | 8:15 | | 160 | 18 | 3 | 4 | | | | | | | | | 185 | 4.4% |
| 8:15 | 8:30 | | 106 | 24 | 4 | | | | | | | | | | 134 | 3.2% |
| 8:30 | 8:45 | | 57 | 11 | 1 | 1 | | | 1 | | | | | | 71 | 1.7% |
| 8:45 | 9:00 | | 38 | 6 | 1 | 5 | | | | | | | | | 50 | 1.2% |
| 8:00 | 9:00 | | 361 | 59 | 9 | 10 | | | 1 | | | | | | 440 | 10.6% |
| 9:00 | 9:15 | | 37 | 5 | | 1 | | | | | | | | | 43 | 1.0% |
| 9:15 | 9:30 | | 37 | 4 | | 3 | | | | | | | | | 44 | 1.1% |
| 9:30 | 9:45 | | 37 | 9 | 1 | | | | | | | | | | 47 | 1.1% |
| 9:45 | 10:00 | | 35 | 4 | 1 | 1 | | | | | | | | | 41 | 1.0% |
| 9:00 | 10:00 | | 146 | 22 | 2 | 5 | | | | | | | | | 175 | 4.2% |
| 10:00 | 10:15 | | 30 | 8 | | | | | 1 | | | | | | 39 | 0.9% |
| 10:15 | 10:30 | | 30 | 8 | 1 | | | | | | | | | | 39 | 0.9% |
| 10:30 | 10:45 | | 30 | 6 | | | | | | | | | | | 36 | 0.9% |
| 10:45 | 11:00 | | 36 | 4 | 3 | | | | | | | | | | 43 | 1.0% |
| 10:00 | 11:00 | | 126 | 26 | 4 | | | | 1 | | | | | | 157 | 3.8% |
| 11:00 | 11:15 | | 38 | 9 | 2 | | | | | | | | | | 49 | 1.2% |
| 11:15 | 11:30 | | 36 | 7 | 1 | | | | | | | | | | 44 | 1.1% |
| 11:30 | 11:45 | | 36 | 6 | 2 | | | | | | | | | | 44 | 1.1% |
| 11:45 | 12:00 | | 29 | 5 | 1 | | | | | | | | | | 35 | 0.8% |
| 11:00 | 12:00 | | 139 | 27 | 6 | | | | | | | | | | 172 | 4.1% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|-------|------|
| 12:00 | 12:15 | 30 | 10 | 1 | | | | 41 | 1.0% |
| 12:15 | 12:30 | 48 | 16 | 4 | | | | 68 | 1.6% |
| 12:30 | 12:45 | 40 | 10 | | | | | 50 | 1.2% |
| 12:45 | 13:00 | 40 | 7 | 1 | | | | 48 | 1.2% |
| 12:00 | 13:00 | 158 | 43 | 6 | | | | 207 | 5.0% |
| 13:00 | 13:15 | 26 | 7 | 2 | 2 | | | 37 | 0.9% |
| 13:15 | 13:30 | 20 | 8 | 2 | | | | 30 | 0.7% |
| 13:30 | 13:45 | 39 | 10 | | 3 | | | 52 | 1.2% |
| 13:45 | 14:00 | 38 | 4 | | 1 | | | 43 | 1.0% |
| 13:00 | 14:00 | 123 | 29 | 4 | 6 | | | 162 | 3.9% |
| 14:00 | 14:15 | 42 | 5 | 2 | | | | 49 | 1.2% |
| 14:15 | 14:30 | 80 | 13 | 3 | 1 | | | 97 | 2.3% |
| 14:30 | 14:45 | 57 | 9 | 2 | 1 | | | 69 | 1.7% |
| 14:45 | 15:00 | 56 | 7 | 1 | 2 | | | 66 | 1.6% |
| 14:00 | 15:00 | 235 | 34 | 8 | 4 | | | 281 | 6.7% |
| 15:00 | 15:15 | 70 | 16 | 4 | 2 | | | 92 | 2.2% |
| 15:15 | 15:30 | 75 | 14 | 6 | 6 | | | 101 | 2.4% |
| 15:30 | 15:45 | 51 | 18 | 1 | 3 | | | 73 | 1.8% |
| 15:45 | 16:00 | 48 | 17 | | 4 | | | 69 | 1.7% |
| 15:00 | 16:00 | 244 | 65 | 11 | 15 | | | 335 | 8.0% |
| 16:00 | 16:15 | 54 | 14 | 3 | 3 | | | 74 | 1.8% |
| 16:15 | 16:30 | 58 | 14 | 3 | 2 | | | 77 | 1.8% |
| 16:30 | 16:45 | 60 | 18 | | 2 | | | 80 | 1.9% |
| 16:45 | 17:00 | 83 | 10 | | 1 | | | 94 | 2.3% |
| 16:00 | 17:00 | 255 | 56 | 6 | 8 | | | 325 | 7.8% |
| 17:00 | 17:15 | 94 | 12 | | 1 | | | 107 | 2.6% |
| 17:15 | 17:30 | 68 | 15 | | 1 | | | 84 | 2.0% |
| 17:30 | 17:45 | 71 | 14 | | 1 | | | 86 | 2.1% |
| 17:45 | 18:00 | 90 | 11 | | 2 | | | 103 | 2.5% |
| 17:00 | 18:00 | 323 | 52 | | 5 | | | 380 | 9.1% |
| 18:00 | 18:15 | 64 | 12 | | 1 | | | 77 | 1.8% |
| 18:15 | 18:30 | 72 | 11 | | 1 | | | 84 | 2.0% |
| 18:30 | 18:45 | 61 | 9 | | | | | 70 | 1.7% |
| 18:45 | 19:00 | 51 | 13 | | | 1 | | 65 | 1.6% |
| 18:00 | 19:00 | 248 | 45 | | 2 | 1 | | 296 | 7.1% |
| 19:00 | 19:15 | 36 | 18 | | | | | 54 | 1.3% |
| 19:15 | 19:30 | 42 | 9 | | 1 | | | 52 | 1.2% |
| 19:30 | 19:45 | 44 | 10 | | 2 | | | 56 | 1.3% |
| 19:45 | 20:00 | 43 | 7 | | | | | 50 | 1.2% |
| 19:00 | 20:00 | 165 | 44 | | 3 | | | 212 | 5.1% |
| 20:00 | 20:15 | 42 | 6 | | 3 | | | 51 | 1.2% |
| 20:15 | 20:30 | 35 | 11 | | | | | 46 | 1.1% |
| 20:30 | 20:45 | 37 | 6 | | | | | 43 | 1.0% |
| 20:45 | 21:00 | 28 | 2 | | | | | 30 | 0.7% |
| 20:00 | 21:00 | 142 | 25 | | 3 | | | 170 | 4.1% |
| 21:00 | 21:15 | 30 | 5 | | 1 | | | 36 | 0.9% |
| 21:15 | 21:30 | 45 | 7 | | 1 | | | 53 | 1.3% |
| 21:30 | 21:45 | 23 | 4 | | | | | 27 | 0.6% |
| 21:45 | 22:00 | 27 | 5 | | 1 | | | 33 | 0.8% |
| 21:00 | 22:00 | 125 | 21 | | 3 | | | 149 | 3.6% |
| 22:00 | 22:15 | 32 | 6 | | | | | 38 | 0.9% |
| 22:15 | 22:30 | 19 | 5 | | | | | 24 | 0.6% |
| 22:30 | 22:45 | 18 | 3 | | | | | 21 | 0.5% |
| 22:45 | 23:00 | 15 | 1 | | 2 | | | 18 | 0.4% |
| 22:00 | 23:00 | 84 | 15 | | 2 | | | 101 | 2.4% |
| 23:00 | 23:15 | 19 | 4 | | | | | 23 | 0.6% |
| 23:15 | 23:30 | 13 | 2 | | | | | 15 | 0.4% |
| 23:30 | 23:45 | 10 | | | 1 | | | 11 | 0.3% |
| 23:45 | 00:00 | 7 | | | | | | 7 | 0.2% |
| 23:00 | 00:00 | 49 | 6 | | 1 | | | 56 | 1.3% |
| Total | | 3367 | 656 | 50 | 93 | 1 | 2 | 4169 | |
| | | 80.8% | 15.7% | 1.2% | 2.2% | 0.0% | 0.0% | | |
| AM PEAK | | 160 | 24 | 4 | 5 | | 1 | 185 | |
| period | | 8:00 | 8:15 | 7:45 | 8:45 | | 8:30 | 8:00 | |
| % of class | | 4.8% | 3.7% | 8.0% | 5.4% | | 50.0% | | 4.4% |
| PM PEAK | | 94 | 18 | 6 | 6 | 1 | | 107 | |
| period | | 17:00 | 15:30 | 15:15 | 15:15 | 18:45 | | 17:00 | |
| % of class | | 2.8% | 2.7% | 12.0% | 6.5% | 100.0% | | | 2.6% |

| Report-2.1 | Location : CAL2019-A4EW Columbia Way - east of Westchester | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 1 | 1 | 2 | | | | | | | | 4 | 41.8-61.8 | 3 |
| 0:15 0:30 | | | | | | | | 1 | | | | | | 1 | 61.5-81.5 | 1 |
| 0:30 0:45 | | | | | | | 2 | | | | | | | 2 | 58.7-78.7 | 2 |
| 0:45 1:00 | | | | | | 1 | | | | | | | | 1 | 45.8-65.8 | 1 |
| 00:00 1:00 | | | | 1 | 1 | 3 | 2 | 1 | | | | | | 8 | 41.8-61.8 | 3 |
| 1:00 1:15 | | | | 1 | | | | | | | | | | 1 | 32.5-52.5 | 1 |
| 1:15 1:30 | | | | | | 1 | 1 | | | | | | | 2 | 56.4-76.4 | 2 |
| 1:30 1:45 | | | | | | 1 | | | | | | | | 1 | 41.8-61.8 | 1 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 1 | 2 | 1 | | | | | | | | 4 | 56.4-76.4 | 2 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | 1 | | | | | | | | 1 | 44.4-64.4 | 1 |
| 2:30 2:45 | | | | | | 1 | | | | | | | | 1 | 44.5-64.5 | 1 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | | | 2 | | | | | | | | 2 | 44.4-64.4 | 1 |
| 3:00 3:15 | | | | | 1 | | 1 | | | | | | | 2 | 33.4-53.4 | 1 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | 1 | | | 1 | | | | | | | 2 | 33.4-53.4 | 1 |
| 4:00 4:15 | | | | | | | | | | | | | | | | |
| 4:15 4:30 | | | | | | | | | | | | | | | | |
| 4:30 4:45 | | | | | | | | | | | | | | | | |
| 4:45 5:00 | | | | | 2 | | 1 | | | | | | | 3 | 38.9-58.9 | 2 |
| 4:00 5:00 | | | | | 2 | | 1 | | | | | | | 3 | 38.9-58.9 | 2 |
| 5:00 5:15 | | | 1 | | 4 | 1 | | 1 | | | | | | 7 | 48.2-68.2 | 5 |
| 5:15 5:30 | | | | | 2 | 1 | 1 | 1 | | | | | | 5 | 53.1-73.1 | 4 |
| 5:30 5:45 | | | | | 1 | 6 | | | | | | | | 7 | 49.1-69.1 | 7 |
| 5:45 6:00 | | | | | 2 | 3 | | 1 | 1 | | | | | 7 | 46.8-66.8 | 5 |
| 5:00 6:00 | | | 1 | | 9 | 11 | 1 | 3 | 1 | | | | | 26 | 49.1-69.1 | 7 |
| 6:00 6:15 | | | | 1 | 5 | 3 | 2 | | | | | | | 11 | 47.4-67.4 | 9 |
| 6:15 6:30 | | | | | 1 | 4 | 3 | | 1 | | | | | 9 | 57.6-77.6 | 7 |
| 6:30 6:45 | | | | 1 | 4 | 5 | 2 | | | | | | | 12 | 50.6-70.6 | 11 |
| 6:45 7:00 | | | | 1 | 5 | 4 | 2 | 1 | 1 | | | | | 14 | 54.0-74.0 | 11 |
| 6:00 7:00 | | | | 3 | 15 | 16 | 9 | 1 | 2 | | | | | 46 | 50.6-70.6 | 11 |
| 7:00 7:15 | | | | 1 | 9 | 6 | 4 | 1 | | | | | | 21 | 50.8-70.8 | 17 |
| 7:15 7:30 | | | | | 4 | 7 | 4 | | | | | | | 15 | 52.9-72.9 | 15 |
| 7:30 7:45 | | | | | 8 | 8 | 4 | | | | | | | 20 | 54.0-74.0 | 19 |
| 7:45 8:00 | | | | 1 | 10 | 18 | 5 | 1 | | | | | | 35 | 51.7-71.7 | 31 |
| 7:00 8:00 | | | | 2 | 31 | 39 | 17 | 2 | | | | | | 91 | 51.7-71.7 | 31 |
| 8:00 8:15 | | | | 3 | 21 | 38 | 3 | | | | | | | 65 | 48.4-68.4 | 60 |
| 8:15 8:30 | | | | | 20 | 21 | 3 | | | | | | | 44 | 47.9-67.9 | 41 |
| 8:30 8:45 | | | | 3 | 9 | 15 | 5 | 1 | | | | | | 33 | 45.5-65.5 | 26 |
| 8:45 9:00 | | | | | 7 | 13 | 3 | | | | | | | 23 | 50.2-70.2 | 22 |
| 8:00 9:00 | | | | 6 | 57 | 87 | 14 | 1 | | | | | | 165 | 48.4-68.4 | 60 |
| 9:00 9:15 | | | | | 4 | 8 | 2 | | | | | | | 14 | 53.7-73.7 | 14 |
| 9:15 9:30 | | | | | 5 | 13 | 2 | | | | | | | 20 | 49.5-69.5 | 18 |
| 9:30 9:45 | | | | 1 | 3 | 11 | 5 | | | | | | | 20 | 54.7-74.7 | 17 |
| 9:45 10:00 | | | | 1 | 6 | 14 | 3 | | | | | | | 24 | 50.4-70.4 | 22 |
| 9:00 10:00 | | | | 2 | 18 | 46 | 12 | | | | | | | 78 | 50.4-70.4 | 22 |
| 10:00 10:15 | | | | 2 | 5 | 6 | 4 | | | | | | | 17 | 53.8-73.8 | 15 |
| 10:15 10:30 | | | | 2 | 7 | 9 | | 2 | 1 | | | | | 21 | 47.5-67.5 | 17 |
| 10:30 10:45 | | | | 2 | 4 | 6 | 5 | | | | | | | 17 | 57.7-77.7 | 14 |
| 10:45 11:00 | | | | 1 | 7 | 9 | 3 | | | | | | | 20 | 47.7-67.7 | 16 |
| 10:00 11:00 | | | | 7 | 23 | 30 | 12 | 2 | 1 | | | | | 75 | 47.5-67.5 | 17 |
| 11:00 11:15 | | | | | 6 | 10 | 7 | 1 | | | | | | 24 | 50.9-70.9 | 20 |
| 11:15 11:30 | | | | | 8 | 11 | 4 | 1 | 1 | | | | | 25 | 50.5-70.5 | 21 |
| 11:30 11:45 | | | | 1 | 10 | 14 | 3 | 1 | | | | | | 29 | 50.6-70.6 | 25 |
| 11:45 12:00 | | | | 1 | 4 | 9 | 4 | | | | | | | 18 | 54.7-74.7 | 17 |
| 11:00 12:00 | | | | 2 | 28 | 44 | 18 | 3 | 1 | | | | | 96 | 50.6-70.6 | 25 |

| | | | | | | | | | | | | | | | |
|------------|-------|--|--------|-------|-------|-------|-------|-------|-------|--------|--------|------|-----------|------|--|
| 12:00 | 12:15 | | | 5 | 17 | 4 | 1 | | | | | 27 | 55.7-75.7 | 25 | |
| 12:15 | 12:30 | | 1 | 10 | 17 | 5 | 1 | | | | | 34 | 51.5-71.5 | 29 | |
| 12:30 | 12:45 | | 1 | 11 | 11 | 4 | 1 | | | | | 28 | 50.9-70.9 | 24 | |
| 12:45 | 13:00 | | | 6 | 9 | 6 | | | | | | 21 | 57.1-77.1 | 18 | |
| 12:00 | 13:00 | | 2 | 32 | 54 | 19 | 3 | | | | | 110 | 51.5-71.5 | 29 | |
| 13:00 | 13:15 | | 1 | 7 | 13 | | 1 | 1 | | | | 23 | 47.6-67.6 | 20 | |
| 13:15 | 13:30 | | | 8 | 5 | 4 | | | | | | 17 | 51.4-71.4 | 15 | |
| 13:30 | 13:45 | | | 14 | 13 | 6 | | | | | | 33 | 51.5-71.5 | 30 | |
| 13:45 | 14:00 | | 2 | 10 | 9 | 6 | 1 | | | | | 28 | 44.4-64.4 | 20 | |
| 13:00 | 14:00 | | 1 | 2 | 39 | 40 | 16 | 2 | 1 | | | 101 | 51.5-71.5 | 30 | |
| 14:00 | 14:15 | | | 6 | 14 | 2 | | | | | | 22 | 50.0-70.0 | 20 | |
| 14:15 | 14:30 | | 3 | 18 | 34 | 12 | | | | | | 67 | 51.3-71.3 | 55 | |
| 14:30 | 14:45 | | 6 | 22 | 9 | 7 | | | | | | 44 | 52.3-72.3 | 34 | |
| 14:45 | 15:00 | | 4 | 20 | 18 | 4 | | | | | | 46 | 46.7-66.7 | 39 | |
| 14:00 | 15:00 | | 13 | 66 | 75 | 25 | | | | | | 179 | 51.3-71.3 | 55 | |
| 15:00 | 15:15 | | 3 | 30 | 26 | 2 | | | | | | 61 | 48.3-68.3 | 57 | |
| 15:15 | 15:30 | | 6 | 27 | 23 | 5 | | | | | | 61 | 50.3-70.3 | 51 | |
| 15:30 | 15:45 | | 5 | 14 | 23 | 9 | | | 1 | | | 52 | 51.7-71.7 | 39 | |
| 15:45 | 16:00 | | 2 | 10 | 24 | 7 | 2 | | | | | 45 | 52.8-72.8 | 38 | |
| 15:00 | 16:00 | | 16 | 81 | 96 | 23 | 2 | 1 | | | | 219 | 48.3-68.3 | 57 | |
| 16:00 | 16:15 | | | 11 | 22 | 7 | 2 | | | | | 42 | 51.1-71.1 | 35 | |
| 16:15 | 16:30 | | | 11 | 23 | 11 | 2 | | | | | 47 | 57.4-77.4 | 40 | |
| 16:30 | 16:45 | | 6 | 10 | 32 | 5 | | | | | | 53 | 48.2-68.2 | 46 | |
| 16:45 | 17:00 | | | 23 | 26 | 4 | | | | | | 53 | 50.6-70.6 | 50 | |
| 16:00 | 17:00 | | 6 | 55 | 103 | 27 | 4 | | | | | 195 | 50.6-70.6 | 50 | |
| 17:00 | 17:15 | | 2 | 7 | 24 | 30 | 5 | 1 | | | | 69 | 51.5-71.5 | 57 | |
| 17:15 | 17:30 | | 1 | 21 | 25 | 6 | | | | | | 53 | 51.6-71.6 | 49 | |
| 17:30 | 17:45 | | | 14 | 32 | 6 | | | | | | 52 | 51.2-71.2 | 49 | |
| 17:45 | 18:00 | | 1 | 17 | 26 | 6 | 2 | | | | | 52 | 50.5-70.5 | 44 | |
| 17:00 | 18:00 | | 2 | 9 | 76 | 113 | 23 | 3 | | | | 226 | 51.5-71.5 | 57 | |
| 18:00 | 18:15 | | | 12 | 28 | 2 | 1 | | 1 | | | 44 | 49.8-69.8 | 40 | |
| 18:15 | 18:30 | | | 12 | 22 | 6 | 2 | | | | | 42 | 51.1-71.1 | 37 | |
| 18:30 | 18:45 | | 1 | 10 | 21 | 1 | 1 | | | | | 34 | 50.8-70.8 | 32 | |
| 18:45 | 19:00 | | 4 | 17 | 12 | 2 | | | | | | 35 | 53.2-73.2 | 30 | |
| 18:00 | 19:00 | | 5 | 51 | 83 | 11 | 4 | | 1 | | | 155 | 49.8-69.8 | 40 | |
| 19:00 | 19:15 | | | 16 | 14 | 3 | | | | | | 33 | 51.8-71.8 | 32 | |
| 19:15 | 19:30 | | 3 | 9 | 24 | 2 | | | | | | 38 | 50.9-70.9 | 34 | |
| 19:30 | 19:45 | | | 12 | 16 | 4 | | | | | | 32 | 53.0-73.0 | 31 | |
| 19:45 | 20:00 | | | 8 | 12 | 6 | | | | | | 26 | 53.9-73.9 | 24 | |
| 19:00 | 20:00 | | 3 | 45 | 66 | 15 | | | | | | 129 | 50.9-70.9 | 34 | |
| 20:00 | 20:15 | | 5 | 14 | 9 | 6 | 1 | 1 | | | | 36 | 48.0-68.0 | 25 | |
| 20:15 | 20:30 | | 9 | 6 | 15 | 1 | | | | | | 31 | 47.2-67.2 | 25 | |
| 20:30 | 20:45 | | 1 | 6 | 12 | 5 | 2 | | | 1 | | 27 | 51.5-71.5 | 22 | |
| 20:45 | 21:00 | | 1 | 5 | 11 | 3 | | | | | | 20 | 52.0-72.0 | 19 | |
| 20:00 | 21:00 | | 2 | 14 | 31 | 47 | 15 | 3 | 1 | 1 | | 114 | 48.0-68.0 | 25 | |
| 21:00 | 21:15 | | | 12 | 10 | 4 | | | | | | 26 | 52.4-72.4 | 23 | |
| 21:15 | 21:30 | | 3 | 11 | 20 | 3 | 1 | | | | | 38 | 47.3-67.3 | 32 | |
| 21:30 | 21:45 | | | 6 | 9 | 2 | | | | | | 17 | 53.2-73.2 | 17 | |
| 21:45 | 22:00 | | | 7 | 13 | 5 | | | | | | 25 | 53.9-73.9 | 25 | |
| 21:00 | 22:00 | | 3 | 36 | 52 | 14 | 1 | | | | | 106 | 47.3-67.3 | 32 | |
| 22:00 | 22:15 | | | 13 | 6 | 1 | 1 | | | | | 21 | 53.7-73.7 | 20 | |
| 22:15 | 22:30 | | | 4 | 8 | 3 | | | | | | 15 | 56.8-76.8 | 14 | |
| 22:30 | 22:45 | | 1 | 5 | 7 | 2 | | | | | | 15 | 50.2-70.2 | 13 | |
| 22:45 | 23:00 | | | 3 | 6 | 2 | | | | | | 11 | 50.5-70.5 | 10 | |
| 22:00 | 23:00 | | 1 | 25 | 27 | 8 | 1 | | | | | 62 | 53.7-73.7 | 20 | |
| 23:00 | 23:15 | | | 4 | 6 | 2 | 1 | | | | | 13 | 51.0-71.0 | 11 | |
| 23:15 | 23:30 | | | 3 | 4 | 2 | | | | | | 9 | 54.6-74.6 | 8 | |
| 23:30 | 23:45 | | | 2 | 2 | 2 | 1 | | | | | 7 | 55.8-75.8 | 6 | |
| 23:45 | 00:00 | | | | 3 | | | | | | | 3 | 47.5-67.5 | 3 | |
| 23:00 | 00:00 | | | 9 | 15 | 6 | 2 | | | | | 32 | 51.0-71.0 | 11 | |
| Total | | | 1 | 5 | 97 | 732 | 1051 | 290 | 38 | 8 | 1 | 1 | 2224 | | |
| AM PEAK | | | 0.0% | 0.2% | 4.4% | 32.9% | 47.3% | 13.0% | 1.7% | 0.4% | 0.0% | 0.0% | | | |
| period | | | 1 | 3 | 21 | 38 | 7 | 2 | 1 | | | | 65 | | |
| % of class | | | 5:00 | 8:00 | 8:00 | 8:00 | 11:00 | 10:15 | 5:45 | | | | 8:00 | | |
| PM PEAK | | | 100.0% | 3.1% | 2.9% | 3.6% | 2.4% | 5.3% | 12.5% | | | | | 2.9% | |
| period | | | 2 | 9 | 30 | 34 | 12 | 2 | 1 | 1 | 1 | | 69 | | |
| % of class | | | 17:00 | 20:15 | 15:00 | 14:15 | 14:15 | 15:45 | 13:00 | 18:00 | 20:30 | | 17:00 | | |
| | | | 40.0% | 9.3% | 4.1% | 3.2% | 4.1% | 5.3% | 12.5% | 100.0% | 100.0% | | | 3.1% | |

| | |
|------------------|--------|
| 15% Percentile : | 53 KPH |
| 50% Percentile : | 63 KPH |
| 85% Percentile : | 70 KPH |
| 95% Percentile : | 78 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 51.5-71.5 KPH |
| Number in Pace: | 1841 |
| Percent in Pace: | 82.8 % |
| Number of Vehicles >60 KPH: | 1389 |
| Percent of Vehicles >60 KPH: | 62.5 % |
| Mean Speed(average): | 62 KPH |

| Report-2.2 | Location : CAL2019-A4EW Columbia Way - east of Westchester | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : West Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 1 | 1 | 1 | | | | | | | | 3 | 48.0-68.0 | 3 |
| 0:15 0:30 | | | | | 2 | | | | | | | | | 2 | 36.2-56.2 | 2 |
| 0:30 0:45 | | | | | | | | | | | | | | | | |
| 0:45 1:00 | | | | | 1 | | | | | | | | | 1 | 35.3-55.3 | 1 |
| 00:00 1:00 | | | | 1 | 4 | 1 | | | | | | | | 6 | 48.0-68.0 | 3 |
| 1:00 1:15 | | | | | | | 2 | | | | | | | 2 | 45.5-65.5 | 2 |
| 1:15 1:30 | | | | 1 | | 1 | | | | | | | | 2 | 43.8-63.8 | 2 |
| 1:30 1:45 | | | 1 | | | 1 | | | | | | | | 2 | 32.2-52.2 | 2 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | 1 | 1 | 1 | 3 | | | | | | | | 6 | 45.5-65.5 | 2 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | 1 | | | | | | | | | | 1 | 29.8-49.8 | 1 |
| 2:30 2:45 | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | | | 3 | | | | | | | | 3 | 35.5-55.5 | 3 |
| 2:00 3:00 | | | | 1 | 3 | | | | | | | | | 4 | 35.5-55.5 | 3 |
| 3:00 3:15 | | | | | | | | | | | | | | | | |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | 1 | | | | | | | | 1 | 37.0-57.0 | 1 |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | | | 1 | | | | | | | | 1 | 37.0-57.0 | 1 |
| 4:00 4:15 | | | | 2 | 1 | 1 | | | | | | | | 4 | 34.0-54.0 | 3 |
| 4:15 4:30 | | | | 1 | 1 | | | | | | | | | 2 | 39.0-59.0 | 2 |
| 4:30 4:45 | | | | 3 | 1 | | | | | | | | | 4 | 33.3-53.3 | 4 |
| 4:45 5:00 | | | | 1 | 4 | | | | | | | | | 5 | 39.1-59.1 | 5 |
| 4:00 5:00 | | | | 7 | 7 | 1 | | | | | | | | 15 | 39.1-59.1 | 5 |
| 5:00 5:15 | | | | 5 | 6 | 3 | 1 | | | | | | | 15 | 38.7-58.7 | 11 |
| 5:15 5:30 | | 1 | 1 | 2 | 1 | 4 | 1 | | | | | | | 10 | 54.0-74.0 | 6 |
| 5:30 5:45 | | | | 4 | 3 | 4 | 2 | | | | | | | 13 | 45.2-65.2 | 10 |
| 5:45 6:00 | | | | 1 | 7 | 2 | 1 | | | | | | | 11 | 49.3-69.3 | 10 |
| 5:00 6:00 | | 1 | 1 | 12 | 17 | 13 | 5 | | | | | | | 49 | 38.7-58.7 | 11 |
| 6:00 6:15 | | | 1 | 2 | 7 | 3 | | | | | | | | 13 | 44.7-64.7 | 11 |
| 6:15 6:30 | | | | 1 | 9 | 6 | | | | | | | | 16 | 46.1-66.1 | 16 |
| 6:30 6:45 | | | 1 | 8 | 18 | 6 | | | | | | | | 33 | 47.4-67.4 | 28 |
| 6:45 7:00 | | | | 4 | 17 | 5 | 3 | 1 | | | | | | 30 | 44.3-64.3 | 25 |
| 6:00 7:00 | | | 2 | 15 | 51 | 20 | 3 | 1 | | | | | | 92 | 47.4-67.4 | 28 |
| 7:00 7:15 | | | | 7 | 16 | 8 | | | | | | | | 31 | 48.4-68.4 | 27 |
| 7:15 7:30 | | | | 1 | 26 | 12 | | | | | | | | 39 | 49.3-69.3 | 38 |
| 7:30 7:45 | | | | 4 | 22 | 10 | 4 | | | | | | | 40 | 44.2-64.2 | 35 |
| 7:45 8:00 | | | | 9 | 43 | 32 | 2 | | | | | | | 86 | 45.9-65.9 | 78 |
| 7:00 8:00 | | | | 21 | 107 | 62 | 6 | | | | | | | 196 | 45.9-65.9 | 78 |
| 8:00 8:15 | | | | 8 | 76 | 35 | 1 | | | | | | | 120 | 45.6-65.6 | 113 |
| 8:15 8:30 | | | | 7 | 47 | 31 | 5 | | | | | | | 90 | 48.6-68.6 | 81 |
| 8:30 8:45 | | | | 2 | 18 | 13 | 5 | | | | | | | 38 | 50.1-70.1 | 32 |
| 8:45 9:00 | | | 1 | 1 | 17 | 7 | | 1 | | | | | | 27 | 45.0-65.0 | 24 |
| 8:00 9:00 | | | 1 | 18 | 158 | 86 | 11 | 1 | | | | | | 275 | 45.6-65.6 | 113 |
| 9:00 9:15 | | | | 5 | 15 | 9 | | | | | | | | 29 | 47.4-67.4 | 27 |
| 9:15 9:30 | | | | 5 | 7 | 10 | 2 | | | | | | | 24 | 45.5-65.5 | 19 |
| 9:30 9:45 | | | | 3 | 19 | 3 | 2 | | | | | | | 27 | 44.2-64.2 | 23 |
| 9:45 10:00 | | | | 4 | 7 | 4 | 2 | | | | | | | 17 | 42.9-62.9 | 13 |
| 9:00 10:00 | | | | 17 | 48 | 26 | 6 | | | | | | | 97 | 47.4-67.4 | 27 |
| 10:00 10:15 | | | 1 | 2 | 9 | 8 | 1 | 1 | | | | | | 22 | 45.1-65.1 | 18 |
| 10:15 10:30 | | | 1 | 6 | 7 | 4 | | | | | | | | 18 | 45.9-65.9 | 14 |
| 10:30 10:45 | | | | 2 | 6 | 8 | 1 | 2 | | | | | | 19 | 47.2-67.2 | 16 |
| 10:45 11:00 | | | | 2 | 15 | 5 | 1 | | | | | | | 23 | 47.1-67.1 | 22 |
| 10:00 11:00 | | | 2 | 12 | 37 | 25 | 3 | 3 | | | | | | 82 | 47.1-67.1 | 22 |
| 11:00 11:15 | | | | 1 | 15 | 7 | 2 | | | | | | | 25 | 49.3-69.3 | 22 |
| 11:15 11:30 | | | | 2 | 10 | 5 | 2 | | | | | | | 19 | 45.4-65.4 | 16 |
| 11:30 11:45 | | | | 1 | 7 | 6 | 1 | | | | | | | 15 | 46.0-66.0 | 13 |
| 11:45 12:00 | | | | 5 | 6 | 5 | 1 | | | | | | | 17 | 45.1-65.1 | 14 |
| 11:00 12:00 | | | | 9 | 38 | 23 | 6 | | | | | | | 76 | 49.3-69.3 | 22 |

| | | | | | | | | | | | | | |
|------------|-------|--|---|-------|-------|-------|-------|-------|-------|-------|--------|-----------|-------|
| 12:00 | 12:15 | | | 2 | 6 | 5 | | 1 | | | 14 | 43.1-63.1 | 12 |
| 12:15 | 12:30 | | | 4 | 18 | 10 | 2 | | | | 34 | 46.7-66.7 | 30 |
| 12:30 | 12:45 | | | 3 | 13 | 6 | | | | | 22 | 44.3-64.3 | 21 |
| 12:45 | 13:00 | | | 2 | 11 | 14 | | | | | 27 | 46.9-66.9 | 26 |
| 12:00 | 13:00 | | | 11 | 48 | 35 | 2 | 1 | | | 97 | 46.7-66.7 | 30 |
| 13:00 | 13:15 | | 1 | 1 | 6 | 6 | | | | | 14 | 46.2-66.2 | 13 |
| 13:15 | 13:30 | | | 1 | 7 | 5 | | | | | 13 | 49.7-69.7 | 12 |
| 13:30 | 13:45 | | | 3 | 7 | 6 | 2 | 1 | | | 19 | 46.2-66.2 | 14 |
| 13:45 | 14:00 | | | 1 | 10 | 4 | | | | | 15 | 43.9-63.9 | 14 |
| 13:00 | 14:00 | | 1 | 6 | 30 | 21 | 2 | 1 | | | 61 | 46.2-66.2 | 14 |
| 14:00 | 14:15 | | | 7 | 11 | 7 | 2 | | | | 27 | 42.7-62.7 | 21 |
| 14:15 | 14:30 | | | 3 | 10 | 16 | 1 | | | | 30 | 48.8-68.8 | 27 |
| 14:30 | 14:45 | | | 1 | 14 | 8 | 1 | | 1 | | 25 | 49.7-69.7 | 22 |
| 14:45 | 15:00 | | | 3 | 11 | 6 | | | | | 20 | 46.3-66.3 | 19 |
| 14:00 | 15:00 | | | 14 | 46 | 37 | 4 | | 1 | | 102 | 48.8-68.8 | 27 |
| 15:00 | 15:15 | | | 4 | 16 | 9 | 2 | | | | 31 | 46.5-66.5 | 28 |
| 15:15 | 15:30 | | 1 | 12 | 22 | 4 | 1 | | | | 40 | 40.3-60.3 | 35 |
| 15:30 | 15:45 | | | 7 | 7 | 6 | 1 | | | | 21 | 43.7-63.7 | 16 |
| 15:45 | 16:00 | | | 1 | 14 | 8 | 1 | | | | 24 | 49.3-69.3 | 22 |
| 15:00 | 16:00 | | 1 | 24 | 59 | 27 | 5 | | | | 116 | 40.3-60.3 | 35 |
| 16:00 | 16:15 | | 1 | 3 | 10 | 16 | 2 | | | | 32 | 47.6-67.6 | 27 |
| 16:15 | 16:30 | | 1 | 6 | 13 | 8 | 2 | | | | 30 | 42.6-62.6 | 24 |
| 16:30 | 16:45 | | | 2 | 14 | 10 | 1 | | | | 27 | 48.9-68.9 | 24 |
| 16:45 | 17:00 | | | 5 | 21 | 15 | | | | | 41 | 48.1-68.1 | 40 |
| 16:00 | 17:00 | | 1 | 1 | 16 | 58 | 49 | 5 | | | 130 | 48.1-68.1 | 40 |
| 17:00 | 17:15 | | | 5 | 19 | 12 | 2 | | | | 38 | 44.7-64.7 | 35 |
| 17:15 | 17:30 | | | 4 | 13 | 12 | 2 | | | | 31 | 43.4-63.4 | 26 |
| 17:30 | 17:45 | | | 3 | 17 | 12 | 2 | | | | 34 | 48.1-68.1 | 30 |
| 17:45 | 18:00 | | | 6 | 24 | 16 | 5 | | | | 51 | 46.9-66.9 | 44 |
| 17:00 | 18:00 | | | 18 | 73 | 52 | 11 | | | | 154 | 46.9-66.9 | 44 |
| 18:00 | 18:15 | | | 4 | 14 | 14 | 1 | | | | 33 | 47.3-67.3 | 29 |
| 18:15 | 18:30 | | 1 | 5 | 22 | 12 | 2 | | | | 42 | 43.4-63.4 | 36 |
| 18:30 | 18:45 | | | | 21 | 12 | 3 | | | | 36 | 49.4-69.4 | 33 |
| 18:45 | 19:00 | | | 2 | 20 | 8 | | | | | 30 | 49.3-69.3 | 28 |
| 18:00 | 19:00 | | 1 | 11 | 77 | 46 | 6 | | | | 141 | 43.4-63.4 | 36 |
| 19:00 | 19:15 | | | 5 | 8 | 8 | | | | | 21 | 44.8-64.8 | 20 |
| 19:15 | 19:30 | | | | 6 | 7 | 1 | | | | 14 | 47.6-67.6 | 13 |
| 19:30 | 19:45 | | | 5 | 14 | 3 | 2 | | | | 24 | 43.8-63.8 | 21 |
| 19:45 | 20:00 | | | 3 | 12 | 7 | 2 | | | | 24 | 44.5-64.5 | 19 |
| 19:00 | 20:00 | | | 13 | 40 | 25 | 5 | | | | 83 | 43.8-63.8 | 21 |
| 20:00 | 20:15 | | | 2 | 9 | 4 | | | | | 15 | 44.1-64.1 | 13 |
| 20:15 | 20:30 | | 1 | 3 | 8 | 3 | | | | | 15 | 35.3-55.3 | 12 |
| 20:30 | 20:45 | | | 1 | 3 | 8 | 3 | 1 | | | 16 | 44.2-64.2 | 14 |
| 20:45 | 21:00 | | 1 | 1 | 2 | 5 | 1 | | | | 10 | 36.7-56.7 | 7 |
| 20:00 | 21:00 | | 1 | 3 | 10 | 30 | 11 | 1 | | | 56 | 44.2-64.2 | 14 |
| 21:00 | 21:15 | | | 1 | 3 | 6 | | | | | 10 | 48.9-68.9 | 9 |
| 21:15 | 21:30 | | | 1 | 8 | 5 | 1 | | | | 15 | 51.0-71.0 | 14 |
| 21:30 | 21:45 | | | 1 | 4 | 4 | 1 | | | | 10 | 50.6-70.6 | 9 |
| 21:45 | 22:00 | | | | 5 | 3 | | | | | 8 | 45.6-65.6 | 8 |
| 21:00 | 22:00 | | | 3 | 20 | 18 | 2 | | | | 43 | 51.0-71.0 | 14 |
| 22:00 | 22:15 | | | 2 | 10 | 5 | | | | | 17 | 49.2-69.2 | 16 |
| 22:15 | 22:30 | | | 1 | 5 | 2 | 1 | | | | 9 | 41.6-61.6 | 8 |
| 22:30 | 22:45 | | | 3 | 3 | | | | | | 6 | 38.5-58.5 | 6 |
| 22:45 | 23:00 | | | 2 | 2 | 3 | | | | | 7 | 45.6-65.6 | 7 |
| 22:00 | 23:00 | | | 8 | 20 | 10 | 1 | | | | 39 | 49.2-69.2 | 16 |
| 23:00 | 23:15 | | | 2 | 2 | 5 | 1 | | | | 10 | 47.7-67.7 | 8 |
| 23:15 | 23:30 | | | 1 | 1 | 4 | | | | | 6 | 45.7-65.7 | 5 |
| 23:30 | 23:45 | | | 1 | 1 | 1 | 1 | | | | 4 | 46.2-66.2 | 3 |
| 23:45 | 00:00 | | | | 2 | 1 | 1 | | | | 4 | 42.4-62.4 | 3 |
| 23:00 | 00:00 | | | 4 | 6 | 11 | 3 | | | | 24 | 47.7-67.7 | 8 |
| Total | | | | 3 | 14 | 252 | 979 | 602 | 87 | 7 | 1 | | 1945 |
| AM PEAK | | | | 0.2% | 0.7% | 13.0% | 50.3% | 31.0% | 4.5% | 0.4% | 0.1% | | |
| period | | | | 1 | 1 | 9 | 76 | 35 | 5 | 2 | | | 120 |
| % of class | | | | 5:15 | 1:30 | 7:45 | 8:00 | 8:00 | 8:15 | 10:30 | | | 8:00 |
| | | | | 33.3% | 7.1% | 3.6% | 7.8% | 5.8% | 5.7% | 28.6% | | | 6.2% |
| PM PEAK | | | | 1 | 1 | 12 | 24 | 16 | 5 | 1 | 1 | | 51 |
| period | | | | 16:00 | 13:00 | 15:15 | 17:45 | 14:15 | 17:45 | 12:00 | 14:30 | | 17:45 |
| % of class | | | | 33.3% | 7.1% | 4.8% | 2.5% | 2.7% | 5.7% | 14.3% | 100.0% | | 2.6% |

| | |
|------------------|--------|
| 15% Percentile : | 50 KPH |
| 50% Percentile : | 57 KPH |
| 85% Percentile : | 67 KPH |
| 95% Percentile : | 70 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 48.2-68.2 KPH |
| Number in Pace: | 1623 |
| Percent in Pace: | 83.4 % |
| Number of Vehicles >60 KPH: | 697 |
| Percent of Vehicles >60 KPH: | 35.8 % |
| Mean Speed(average): | 58 KPH |

| Report-2.3 | Location : CAL2019-A4EW Columbia Way - east of Westchester | | | | | | | | | | | | | Total | Pace Speed | Number in Pace | |
|--------------------|--|----|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|-----|
| | Direction : East + West Road : | | | | | | | | | | | | | | | | |
| | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | | |
| 00:00 0:15 | | | | 2 | 2 | 3 | | | | | | | | | 7 | 48.0-68.0 | 6 |
| 0:15 0:30 | | | | | 2 | | | 1 | | | | | | | 3 | 36.2-56.2 | 2 |
| 0:30 0:45 | | | | | | | 2 | | | | | | | | 2 | 58.7-78.7 | 2 |
| 0:45 1:00 | | | | | 1 | 1 | | | | | | | | | 2 | 45.8-65.8 | 2 |
| 00:00 1:00 | | | | 2 | 5 | 4 | 2 | 1 | | | | | | | 14 | 48.0-68.0 | 6 |
| 1:00 1:15 | | | | | 1 | 2 | | | | | | | | | 3 | 45.5-65.5 | 3 |
| 1:15 1:30 | | | | 1 | | 2 | 1 | | | | | | | | 4 | 46.1-66.1 | 3 |
| 1:30 1:45 | | | 1 | | 1 | 1 | | | | | | | | | 3 | 32.2-52.2 | 2 |
| 1:45 2:00 | | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | 1 | 1 | 2 | 5 | 1 | | | | | | | | 10 | 45.5-65.5 | 3 |
| 2:00 2:15 | | | | | | | | 1 | | | | | | | 1 | 44.4-64.4 | 1 |
| 2:15 2:30 | | | | | | | 1 | | | | | | | | 2 | 44.5-64.5 | 2 |
| 2:30 2:45 | | | | 1 | | | 1 | | | | | | | | 3 | 35.5-55.5 | 3 |
| 2:45 3:00 | | | | | 3 | | | | | | | | | | 3 | 35.5-55.5 | 3 |
| 2:00 3:00 | | | | 1 | 3 | 2 | | | | | | | | | 6 | 35.5-55.5 | 3 |
| 3:00 3:15 | | | | | 1 | | | 1 | | | | | | | 2 | 33.4-53.4 | 1 |
| 3:15 3:30 | | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | 1 | | | | | | | | 1 | 37.0-57.0 | 1 |
| 3:45 4:00 | | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | | 2 | | | 1 | | | | | | | 3 | 33.4-53.4 | 1 |
| 4:00 4:15 | | | | 2 | 1 | 1 | | | | | | | | | 4 | 34.0-54.0 | 3 |
| 4:15 4:30 | | | | 1 | 1 | | | | | | | | | | 2 | 39.0-59.0 | 2 |
| 4:30 4:45 | | | | 3 | 1 | | | | | | | | | | 4 | 33.3-53.3 | 4 |
| 4:45 5:00 | | | | 1 | 6 | | | 1 | | | | | | | 8 | 39.1-59.1 | 7 |
| 4:00 5:00 | | | | 7 | 9 | 1 | 1 | | | | | | | | 18 | 39.1-59.1 | 7 |
| 5:00 5:15 | | | 1 | | 5 | 10 | 4 | 1 | 1 | | | | | | 22 | 39.4-59.4 | 15 |
| 5:15 5:30 | | | 1 | 1 | 2 | 3 | 5 | 2 | 1 | | | | | | 15 | 54.0-74.0 | 10 |
| 5:30 5:45 | | | | | 4 | 4 | 10 | 2 | | | | | | | 20 | 54.3-74.3 | 16 |
| 5:45 6:00 | | | | | 1 | 9 | 5 | 1 | 1 | 1 | | | | | 18 | 49.3-69.3 | 15 |
| 5:00 6:00 | | | 2 | 1 | 12 | 26 | 24 | 6 | 3 | 1 | | | | | 75 | 54.3-74.3 | 16 |
| 6:00 6:15 | | | | 1 | 3 | 12 | 6 | 2 | | | | | | | 24 | 47.4-67.4 | 20 |
| 6:15 6:30 | | | | | 1 | 10 | 10 | 3 | | 1 | | | | | 25 | 46.1-66.1 | 20 |
| 6:30 6:45 | | | | 1 | 9 | 22 | 11 | 2 | | | | | | | 45 | 47.4-67.4 | 36 |
| 6:45 7:00 | | | | | 5 | 22 | 9 | 5 | 2 | 1 | | | | | 44 | 44.3-64.3 | 33 |
| 6:00 7:00 | | | | 2 | 18 | 66 | 36 | 12 | 2 | 2 | | | | | 138 | 47.4-67.4 | 36 |
| 7:00 7:15 | | | | | 8 | 25 | 14 | 4 | 1 | | | | | | 52 | 48.4-68.4 | 43 |
| 7:15 7:30 | | | | | 1 | 30 | 19 | 4 | | | | | | | 54 | 50.9-70.9 | 50 |
| 7:30 7:45 | | | | | 4 | 30 | 18 | 8 | | | | | | | 60 | 48.0-68.0 | 51 |
| 7:45 8:00 | | | | | 10 | 53 | 50 | 7 | 1 | | | | | | 121 | 49.6-69.6 | 103 |
| 7:00 8:00 | | | | | 23 | 138 | 101 | 23 | 2 | | | | | | 287 | 49.6-69.6 | 103 |
| 8:00 8:15 | | | | | 11 | 97 | 73 | 4 | | | | | | | 185 | 48.2-68.2 | 172 |
| 8:15 8:30 | | | | | 7 | 67 | 52 | 8 | | | | | | | 134 | 48.6-68.6 | 122 |
| 8:30 8:45 | | | | | 5 | 27 | 28 | 10 | 1 | | | | | | 71 | 47.3-67.3 | 57 |
| 8:45 9:00 | | | | 1 | 1 | 24 | 20 | 3 | 1 | | | | | | 50 | 50.2-70.2 | 46 |
| 8:00 9:00 | | | | 1 | 24 | 215 | 173 | 25 | 2 | | | | | | 440 | 48.2-68.2 | 172 |
| 9:00 9:15 | | | | | 5 | 19 | 17 | 2 | | | | | | | 43 | 47.4-67.4 | 38 |
| 9:15 9:30 | | | | | 5 | 12 | 23 | 4 | | | | | | | 44 | 48.1-68.1 | 35 |
| 9:30 9:45 | | | | | 4 | 22 | 14 | 7 | | | | | | | 47 | 49.9-69.9 | 36 |
| 9:45 10:00 | | | | | 5 | 13 | 18 | 5 | | | | | | | 41 | 50.4-70.4 | 34 |
| 9:00 10:00 | | | | | 19 | 66 | 72 | 18 | | | | | | | 175 | 47.4-67.4 | 38 |
| 10:00 10:15 | | | | 1 | 4 | 14 | 14 | 5 | 1 | | | | | | 39 | 46.1-66.1 | 29 |
| 10:15 10:30 | | | | 1 | 8 | 14 | 13 | | 2 | 1 | | | | | 39 | 45.9-65.9 | 30 |
| 10:30 10:45 | | | | | 4 | 10 | 14 | 6 | 2 | | | | | | 36 | 47.2-67.2 | 25 |
| 10:45 11:00 | | | | | 3 | 22 | 14 | 4 | | | | | | | 43 | 47.7-67.7 | 38 |
| 10:00 11:00 | | | | 2 | 19 | 60 | 55 | 15 | 5 | 1 | | | | | 157 | 47.7-67.7 | 38 |
| 11:00 11:15 | | | | | 1 | 21 | 17 | 9 | 1 | | | | | | 49 | 50.9-70.9 | 40 |
| 11:15 11:30 | | | | | 2 | 18 | 16 | 6 | 1 | 1 | | | | | 44 | 50.2-70.2 | 35 |
| 11:30 11:45 | | | | | 2 | 17 | 20 | 4 | 1 | | | | | | 44 | 50.6-70.6 | 38 |
| 11:45 12:00 | | | | | 6 | 10 | 14 | 5 | | | | | | | 35 | 47.3-67.3 | 25 |
| 11:00 12:00 | | | | | 11 | 66 | 67 | 24 | 3 | 1 | | | | | 172 | 50.9-70.9 | 40 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|------------|-------|--|---|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--|--|--|--|--|--|--|-------|-----------|----|
| 12:00 | 12:15 | | | 2 | 11 | 22 | 4 | 2 | | | | | | | | | | | | | 41 | 51.6-71.6 | 35 |
| 12:15 | 12:30 | | | 5 | 28 | 27 | 7 | 1 | | | | | | | | | | | | | 68 | 51.5-71.5 | 57 |
| 12:30 | 12:45 | | | 4 | 24 | 17 | 4 | 1 | | | | | | | | | | | | | 50 | 50.9-70.9 | 43 |
| 12:45 | 13:00 | | | 2 | 17 | 23 | 6 | | | | | | | | | | | | | | 48 | 49.7-69.7 | 40 |
| 12:00 | 13:00 | | | 13 | 80 | 89 | 21 | 4 | | | | | | | | | | | | | 207 | 51.5-71.5 | 57 |
| 13:00 | 13:15 | | 2 | 1 | 13 | 19 | | 1 | 1 | | | | | | | | | | | | 37 | 47.6-67.6 | 33 |
| 13:15 | 13:30 | | | 1 | 15 | 10 | 4 | | | | | | | | | | | | | | 30 | 51.4-71.4 | 27 |
| 13:30 | 13:45 | | | 3 | 21 | 19 | 8 | 1 | | | | | | | | | | | | | 52 | 51.5-71.5 | 44 |
| 13:45 | 14:00 | | | 3 | 20 | 13 | 6 | 1 | | | | | | | | | | | | | 43 | 44.4-64.4 | 34 |
| 13:00 | 14:00 | | 2 | 8 | 69 | 61 | 18 | 3 | 1 | | | | | | | | | | | | 162 | 51.5-71.5 | 44 |
| 14:00 | 14:15 | | | 7 | 17 | 21 | 4 | | | | | | | | | | | | | | 49 | 50.7-70.7 | 39 |
| 14:15 | 14:30 | | | 6 | 28 | 50 | 13 | | | | | | | | | | | | | | 97 | 51.3-71.3 | 80 |
| 14:30 | 14:45 | | | 7 | 36 | 17 | 8 | | 1 | | | | | | | | | | | | 69 | 48.9-68.9 | 54 |
| 14:45 | 15:00 | | | 7 | 31 | 24 | 4 | | | | | | | | | | | | | | 66 | 46.3-66.3 | 57 |
| 14:00 | 15:00 | | | 27 | 112 | 112 | 29 | | 1 | | | | | | | | | | | | 281 | 51.3-71.3 | 80 |
| 15:00 | 15:15 | | | 7 | 46 | 35 | 4 | | | | | | | | | | | | | | 92 | 48.3-68.3 | 84 |
| 15:15 | 15:30 | | 1 | 18 | 49 | 27 | 6 | | | | | | | | | | | | | | 101 | 44.4-64.4 | 79 |
| 15:30 | 15:45 | | | 12 | 21 | 29 | 10 | | 1 | | | | | | | | | | | | 73 | 45.9-65.9 | 51 |
| 15:45 | 16:00 | | | 3 | 24 | 32 | 8 | 2 | | | | | | | | | | | | | 69 | 51.2-71.2 | 58 |
| 15:00 | 16:00 | | 1 | 40 | 140 | 123 | 28 | 2 | 1 | | | | | | | | | | | | 335 | 48.3-68.3 | 84 |
| 16:00 | 16:15 | | 1 | 3 | 21 | 38 | 9 | 2 | | | | | | | | | | | | | 74 | 49.3-69.3 | 60 |
| 16:15 | 16:30 | | 1 | 6 | 24 | 31 | 13 | 2 | | | | | | | | | | | | | 77 | 51.6-71.6 | 57 |
| 16:30 | 16:45 | | | 8 | 24 | 42 | 6 | | | | | | | | | | | | | | 80 | 48.2-68.2 | 69 |
| 16:45 | 17:00 | | | 5 | 44 | 41 | 4 | | | | | | | | | | | | | | 94 | 48.2-68.2 | 86 |
| 16:00 | 17:00 | | 1 | 1 | 22 | 113 | 152 | 32 | 4 | | | | | | | | | | | | 325 | 48.2-68.2 | 86 |
| 17:00 | 17:15 | | 2 | 12 | 43 | 42 | 7 | 1 | | | | | | | | | | | | | 107 | 48.3-68.3 | 87 |
| 17:15 | 17:30 | | | 5 | 34 | 37 | 8 | | | | | | | | | | | | | | 84 | 51.6-71.6 | 73 |
| 17:30 | 17:45 | | | 3 | 31 | 44 | 8 | | | | | | | | | | | | | | 86 | 51.2-71.2 | 77 |
| 17:45 | 18:00 | | | 7 | 41 | 42 | 11 | 2 | | | | | | | | | | | | | 103 | 51.3-71.3 | 87 |
| 17:00 | 18:00 | | 2 | 27 | 149 | 165 | 34 | 3 | | | | | | | | | | | | | 380 | 48.3-68.3 | 87 |
| 18:00 | 18:15 | | | 4 | 26 | 42 | 3 | 1 | | 1 | | | | | | | | | | | 77 | 52.2-72.2 | 69 |
| 18:15 | 18:30 | | 1 | 5 | 34 | 34 | 8 | 2 | | | | | | | | | | | | | 84 | 50.2-70.2 | 69 |
| 18:30 | 18:45 | | | 1 | 31 | 33 | 4 | 1 | | | | | | | | | | | | | 70 | 49.4-69.4 | 64 |
| 18:45 | 19:00 | | | 6 | 37 | 20 | 2 | | | | | | | | | | | | | | 65 | 49.3-69.3 | 57 |
| 18:00 | 19:00 | | 1 | 16 | 128 | 129 | 17 | 4 | | 1 | | | | | | | | | | | 296 | 52.2-72.2 | 69 |
| 19:00 | 19:15 | | | 5 | 24 | 22 | 3 | | | | | | | | | | | | | | 54 | 51.8-71.8 | 48 |
| 19:15 | 19:30 | | | 3 | 15 | 31 | 3 | | | | | | | | | | | | | | 52 | 48.1-68.1 | 46 |
| 19:30 | 19:45 | | | 5 | 26 | 19 | 6 | | | | | | | | | | | | | | 56 | 47.8-67.8 | 47 |
| 19:45 | 20:00 | | | 3 | 20 | 19 | 8 | | | | | | | | | | | | | | 50 | 51.4-71.4 | 42 |
| 19:00 | 20:00 | | | 16 | 85 | 91 | 20 | | | | | | | | | | | | | | 212 | 51.8-71.8 | 48 |
| 20:00 | 20:15 | | | 7 | 23 | 13 | 6 | 1 | 1 | | | | | | | | | | | | 51 | 48.0-68.0 | 37 |
| 20:15 | 20:30 | | 1 | 12 | 14 | 18 | 1 | | | | | | | | | | | | | | 46 | 46.4-66.4 | 35 |
| 20:30 | 20:45 | | | 2 | 3 | 14 | 15 | 6 | 2 | | | | 1 | | | | | | | | 43 | 51.5-71.5 | 31 |
| 20:45 | 21:00 | | 1 | 2 | 2 | 10 | 12 | 3 | | | | | | | | | | | | | 30 | 51.0-71.0 | 24 |
| 20:00 | 21:00 | | 1 | 5 | 24 | 61 | 58 | 16 | 3 | 1 | | | 1 | | | | | | | | 170 | 48.0-68.0 | 37 |
| 21:00 | 21:15 | | | 1 | 15 | 16 | 4 | | | | | | | | | | | | | | 36 | 52.4-72.4 | 32 |
| 21:15 | 21:30 | | | 4 | 19 | 25 | 4 | 1 | | | | | | | | | | | | | 53 | 47.3-67.3 | 45 |
| 21:30 | 21:45 | | | 1 | 10 | 13 | 3 | | | | | | | | | | | | | | 27 | 53.2-73.2 | 26 |
| 21:45 | 22:00 | | | | 12 | 16 | 5 | | | | | | | | | | | | | | 33 | 52.8-72.8 | 31 |
| 21:00 | 22:00 | | | 6 | 56 | 70 | 16 | 1 | | | | | | | | | | | | | 149 | 47.3-67.3 | 45 |
| 22:00 | 22:15 | | | 2 | 23 | 11 | 1 | 1 | | | | | | | | | | | | | 38 | 49.2-69.2 | 35 |
| 22:15 | 22:30 | | | 1 | 9 | 10 | 4 | | | | | | | | | | | | | | 24 | 51.1-71.1 | 20 |
| 22:30 | 22:45 | | | 4 | 8 | 7 | 2 | | | | | | | | | | | | | | 21 | 46.4-66.4 | 16 |
| 22:45 | 23:00 | | | 2 | 5 | 9 | 2 | | | | | | | | | | | | | | 18 | 47.3-67.3 | 16 |
| 22:00 | 23:00 | | | 9 | 45 | 37 | 9 | 1 | | | | | | | | | | | | | 101 | 49.2-69.2 | 35 |
| 23:00 | 23:15 | | | 2 | 6 | 11 | 3 | 1 | | | | | | | | | | | | | 23 | 52.3-72.3 | 19 |
| 23:15 | 23:30 | | | 1 | 4 | 8 | 2 | | | | | | | | | | | | | | 15 | 45.7-65.7 | 12 |
| 23:30 | 23:45 | | | 1 | 3 | 3 | 3 | 1 | | | | | | | | | | | | | 11 | 53.4-73.4 | 8 |
| 23:45 | 00:00 | | | | 2 | 4 | 1 | | | | | | | | | | | | | | 7 | 47.5-67.5 | 6 |
| 23:00 | 00:00 | | | 4 | 15 | 26 | 9 | 2 | | | | | | | | | | | | | 56 | 52.3-72.3 | 19 |
| Total | | | | 4 | 19 | 349 | 1711 | 1653 | 377 | 45 | 9 | 1 | 1 | | | | | | | | 4169 | | |
| AM PEAK | | | | 0.1% | 0.5% | 8.4% | 41.0% | 39.6% | 9.0% | 1.1% | 0.2% | 0.0% | 0.0% | | | | | | | | | | |
| period | | | | 1 | 1 | 11 | 97 | 73 | 10 | 2 | 1 | | | | | | | | | | 185 | | |
| % of class | | | | 5:00 | 1:30 | 8:00 | 8:00 | 8:00 | 8:30 | 6:45 | 5:45 | | | | | | | | | | 8:00 | | |
| | | | | 25.0% | 5.3% | 3.2% | 5.7% | 4.4% | 2.7% | 4.4% | 11.1% | | | | | | | | | | | 4.4% | |
| PM PEAK | | | | 1 | 2 | 18 | 49 | 50 | 13 | 2 | 1 | 1 | 1 | | | | | | | | 107 | | |
| period | | | | 16:00 | 13:00 | 15:15 | 15:15 | 14:15 | 14:15 | 12:00 | 13:00 | 18:00 | 20:30 | | | | | | | | 17:00 | | |
| % of class | | | | 25.0% | 10.5% | 5.2% | 2.9% | 3.0% | 3.4% | 4.4% | 11.1% | 100.0% | 100.0% | | | | | | | | | 2.6% | |

| | |
|------------------|--------|
| 15% Percentile : | 51 KPH |
| 50% Percentile : | 60 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 76 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 49.9-69.9 KPH |
| Number in Pace: | 3367 |
| Percent in Pace: | 80.8 % |
| Number of Vehicles >60 KPH: | 2086 |
| Percent of Vehicles >60 KPH: | 50.0 % |
| Mean Speed(average): | 60 KPH |

| Report-3.1 Directions -----> | Location : CAL2019-A4EW Columbia Way - east of Westchester | | | | | | | | | |
|---------------------------------|--|--|-------------------|------|------------------|-------|------------------|-------|-------------------|--|
| | Dates : 2019-12-12 | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | |
| 00:00 0:15 | | | 4 | 0.2% | 3 | 0.2% | 7 | 0.2% | | |
| 0:15 0:30 | | | 1 | 0.0% | 2 | 0.1% | 3 | 0.1% | | |
| 0:30 0:45 | | | 2 | 0.1% | | | 2 | 0.0% | | |
| 0:45 1:00 | | | 1 | 0.0% | 1 | 0.1% | 2 | 0.0% | | |
| 00:00 1:00 | | | 8 | 0.4% | 6 | 0.3% | 14 | 0.3% | | |
| 1:00 1:15 | | | 1 | 0.0% | 2 | 0.1% | 3 | 0.1% | | |
| 1:15 1:30 | | | 2 | 0.1% | 2 | 0.1% | 4 | 0.1% | | |
| 1:30 1:45 | | | 1 | 0.0% | 2 | 0.1% | 3 | 0.1% | | |
| 1:45 2:00 | | | | | | | | | | |
| 1:00 2:00 | | | 4 | 0.2% | 6 | 0.3% | 10 | 0.2% | | |
| 2:00 2:15 | | | | | | | | | | |
| 2:15 2:30 | | | 1 | 0.0% | | | 1 | 0.0% | | |
| 2:30 2:45 | | | 1 | 0.0% | 1 | 0.1% | 2 | 0.0% | | |
| 2:45 3:00 | | | | | 3 | 0.2% | 3 | 0.1% | | |
| 2:00 3:00 | | | 2 | 0.1% | 4 | 0.2% | 6 | 0.1% | | |
| 3:00 3:15 | | | 2 | 0.1% | | | 2 | 0.0% | | |
| 3:15 3:30 | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | |
| 3:45 4:00 | | | | | 1 | 0.1% | 1 | 0.0% | | |
| 3:00 4:00 | | | 2 | 0.1% | 1 | 0.1% | 3 | 0.1% | | |
| 4:00 4:15 | | | | | 4 | 0.2% | 4 | 0.1% | | |
| 4:15 4:30 | | | | | 2 | 0.1% | 2 | 0.0% | | |
| 4:30 4:45 | | | | | 4 | 0.2% | 4 | 0.1% | | |
| 4:45 5:00 | | | 3 | 0.1% | 5 | 0.3% | 8 | 0.2% | | |
| 4:00 5:00 | | | 3 | 0.1% | 15 | 0.8% | 18 | 0.4% | | |
| 5:00 5:15 | | | 7 | 0.3% | 15 | 0.8% | 22 | 0.5% | | |
| 5:15 5:30 | | | 5 | 0.2% | 10 | 0.5% | 15 | 0.4% | | |
| 5:30 5:45 | | | 7 | 0.3% | 13 | 0.7% | 20 | 0.5% | | |
| 5:45 6:00 | | | 7 | 0.3% | 11 | 0.6% | 18 | 0.4% | | |
| 5:00 6:00 | | | 26 | 1.2% | 49 | 2.5% | 75 | 1.8% | | |
| 6:00 6:15 | | | 11 | 0.5% | 13 | 0.7% | 24 | 0.6% | | |
| 6:15 6:30 | | | 9 | 0.4% | 16 | 0.8% | 25 | 0.6% | | |
| 6:30 6:45 | | | 12 | 0.5% | 33 | 1.7% | 45 | 1.1% | | |
| 6:45 7:00 | | | 14 | 0.6% | 30 | 1.5% | 44 | 1.1% | | |
| 6:00 7:00 | | | 46 | 2.1% | 92 | 4.7% | 138 | 3.3% | | |
| 7:00 7:15 | | | 21 | 0.9% | 31 | 1.6% | 52 | 1.2% | | |
| 7:15 7:30 | | | 15 | 0.7% | 39 | 2.0% | 54 | 1.3% | | |
| 7:30 7:45 | | | 20 | 0.9% | 40 | 2.1% | 60 | 1.4% | | |
| 7:45 8:00 | | | 35 | 1.6% | 86 | 4.4% | 121 | 2.9% | | |
| 7:00 8:00 | | | 91 | 4.1% | 196 | 10.1% | 287 | 6.9% | | |
| 8:00 8:15 | | | 65 | 2.9% | 120 | 6.2% | 185 | 4.4% | | |
| 8:15 8:30 | | | 44 | 2.0% | 90 | 4.6% | 134 | 3.2% | | |
| 8:30 8:45 | | | 33 | 1.5% | 38 | 2.0% | 71 | 1.7% | | |
| 8:45 9:00 | | | 23 | 1.0% | 27 | 1.4% | 50 | 1.2% | | |
| 8:00 9:00 | | | 165 | 7.4% | 275 | 14.1% | 440 | 10.6% | | |
| 9:00 9:15 | | | 14 | 0.6% | 29 | 1.5% | 43 | 1.0% | | |
| 9:15 9:30 | | | 20 | 0.9% | 24 | 1.2% | 44 | 1.1% | | |
| 9:30 9:45 | | | 20 | 0.9% | 27 | 1.4% | 47 | 1.1% | | |
| 9:45 10:00 | | | 24 | 1.1% | 17 | 0.9% | 41 | 1.0% | | |
| 9:00 10:00 | | | 78 | 3.5% | 97 | 5.0% | 175 | 4.2% | | |
| 10:00 10:15 | | | 17 | 0.8% | 22 | 1.1% | 39 | 0.9% | | |
| 10:15 10:30 | | | 21 | 0.9% | 18 | 0.9% | 39 | 0.9% | | |
| 10:30 10:45 | | | 17 | 0.8% | 19 | 1.0% | 36 | 0.9% | | |
| 10:45 11:00 | | | 20 | 0.9% | 23 | 1.2% | 43 | 1.0% | | |
| 10:00 11:00 | | | 75 | 3.4% | 82 | 4.2% | 157 | 3.8% | | |
| 11:00 11:15 | | | 24 | 1.1% | 25 | 1.3% | 49 | 1.2% | | |
| 11:15 11:30 | | | 25 | 1.1% | 19 | 1.0% | 44 | 1.1% | | |
| 11:30 11:45 | | | 29 | 1.3% | 15 | 0.8% | 44 | 1.1% | | |
| 11:45 12:00 | | | 18 | 0.8% | 17 | 0.9% | 35 | 0.8% | | |
| 11:00 12:00 | | | 96 | 4.3% | 76 | 3.9% | 172 | 4.1% | | |

| | | | | | | | | |
|---------------------------------|-------|--|-------------|-------|-------------|-------|--------------|--------|
| 12:00 | 12:15 | | 27 | 1.2% | 14 | 0.7% | 41 | 1.0% |
| 12:15 | 12:30 | | 34 | 1.5% | 34 | 1.7% | 68 | 1.6% |
| 12:30 | 12:45 | | 28 | 1.3% | 22 | 1.1% | 50 | 1.2% |
| 12:45 | 13:00 | | 21 | 0.9% | 27 | 1.4% | 48 | 1.2% |
| 12:00 | 13:00 | | 110 | 4.9% | 97 | 5.0% | 207 | 5.0% |
| 13:00 | 13:15 | | 23 | 1.0% | 14 | 0.7% | 37 | 0.9% |
| 13:15 | 13:30 | | 17 | 0.8% | 13 | 0.7% | 30 | 0.7% |
| 13:30 | 13:45 | | 33 | 1.5% | 19 | 1.0% | 52 | 1.2% |
| 13:45 | 14:00 | | 28 | 1.3% | 15 | 0.8% | 43 | 1.0% |
| 13:00 | 14:00 | | 101 | 4.5% | 61 | 3.1% | 162 | 3.9% |
| 14:00 | 14:15 | | 22 | 1.0% | 27 | 1.4% | 49 | 1.2% |
| 14:15 | 14:30 | | 67 | 3.0% | 30 | 1.5% | 97 | 2.3% |
| 14:30 | 14:45 | | 44 | 2.0% | 25 | 1.3% | 69 | 1.7% |
| 14:45 | 15:00 | | 46 | 2.1% | 20 | 1.0% | 66 | 1.6% |
| 14:00 | 15:00 | | 179 | 8.0% | 102 | 5.2% | 281 | 6.7% |
| 15:00 | 15:15 | | 61 | 2.7% | 31 | 1.6% | 92 | 2.2% |
| 15:15 | 15:30 | | 61 | 2.7% | 40 | 2.1% | 101 | 2.4% |
| 15:30 | 15:45 | | 52 | 2.3% | 21 | 1.1% | 73 | 1.8% |
| 15:45 | 16:00 | | 45 | 2.0% | 24 | 1.2% | 69 | 1.7% |
| 15:00 | 16:00 | | 219 | 9.8% | 116 | 6.0% | 335 | 8.0% |
| 16:00 | 16:15 | | 42 | 1.9% | 32 | 1.6% | 74 | 1.8% |
| 16:15 | 16:30 | | 47 | 2.1% | 30 | 1.5% | 77 | 1.8% |
| 16:30 | 16:45 | | 53 | 2.4% | 27 | 1.4% | 80 | 1.9% |
| 16:45 | 17:00 | | 53 | 2.4% | 41 | 2.1% | 94 | 2.3% |
| 16:00 | 17:00 | | 195 | 8.8% | 130 | 6.7% | 325 | 7.8% |
| 17:00 | 17:15 | | 69 | 3.1% | 38 | 2.0% | 107 | 2.6% |
| 17:15 | 17:30 | | 53 | 2.4% | 31 | 1.6% | 84 | 2.0% |
| 17:30 | 17:45 | | 52 | 2.3% | 34 | 1.7% | 86 | 2.1% |
| 17:45 | 18:00 | | 52 | 2.3% | 51 | 2.6% | 103 | 2.5% |
| 17:00 | 18:00 | | 226 | 10.2% | 154 | 7.9% | 380 | 9.1% |
| 18:00 | 18:15 | | 44 | 2.0% | 33 | 1.7% | 77 | 1.8% |
| 18:15 | 18:30 | | 42 | 1.9% | 42 | 2.2% | 84 | 2.0% |
| 18:30 | 18:45 | | 34 | 1.5% | 36 | 1.9% | 70 | 1.7% |
| 18:45 | 19:00 | | 35 | 1.6% | 30 | 1.5% | 65 | 1.6% |
| 18:00 | 19:00 | | 155 | 7.0% | 141 | 7.2% | 296 | 7.1% |
| 19:00 | 19:15 | | 33 | 1.5% | 21 | 1.1% | 54 | 1.3% |
| 19:15 | 19:30 | | 38 | 1.7% | 14 | 0.7% | 52 | 1.2% |
| 19:30 | 19:45 | | 32 | 1.4% | 24 | 1.2% | 56 | 1.3% |
| 19:45 | 20:00 | | 26 | 1.2% | 24 | 1.2% | 50 | 1.2% |
| 19:00 | 20:00 | | 129 | 5.8% | 83 | 4.3% | 212 | 5.1% |
| 20:00 | 20:15 | | 36 | 1.6% | 15 | 0.8% | 51 | 1.2% |
| 20:15 | 20:30 | | 31 | 1.4% | 15 | 0.8% | 46 | 1.1% |
| 20:30 | 20:45 | | 27 | 1.2% | 16 | 0.8% | 43 | 1.0% |
| 20:45 | 21:00 | | 20 | 0.9% | 10 | 0.5% | 30 | 0.7% |
| 20:00 | 21:00 | | 114 | 5.1% | 56 | 2.9% | 170 | 4.1% |
| 21:00 | 21:15 | | 26 | 1.2% | 10 | 0.5% | 36 | 0.9% |
| 21:15 | 21:30 | | 38 | 1.7% | 15 | 0.8% | 53 | 1.3% |
| 21:30 | 21:45 | | 17 | 0.8% | 10 | 0.5% | 27 | 0.6% |
| 21:45 | 22:00 | | 25 | 1.1% | 8 | 0.4% | 33 | 0.8% |
| 21:00 | 22:00 | | 106 | 4.8% | 43 | 2.2% | 149 | 3.6% |
| 22:00 | 22:15 | | 21 | 0.9% | 17 | 0.9% | 38 | 0.9% |
| 22:15 | 22:30 | | 15 | 0.7% | 9 | 0.5% | 24 | 0.6% |
| 22:30 | 22:45 | | 15 | 0.7% | 6 | 0.3% | 21 | 0.5% |
| 22:45 | 23:00 | | 11 | 0.5% | 7 | 0.4% | 18 | 0.4% |
| 22:00 | 23:00 | | 62 | 2.8% | 39 | 2.0% | 101 | 2.4% |
| 23:00 | 23:15 | | 13 | 0.6% | 10 | 0.5% | 23 | 0.6% |
| 23:15 | 23:30 | | 9 | 0.4% | 6 | 0.3% | 15 | 0.4% |
| 23:30 | 23:45 | | 7 | 0.3% | 4 | 0.2% | 11 | 0.3% |
| 23:45 | 00:00 | | 3 | 0.1% | 4 | 0.2% | 7 | 0.2% |
| 23:00 | 00:00 | | 32 | 1.4% | 24 | 1.2% | 56 | 1.3% |
| Total | | | 2224 | 53.3% | 1945 | 46.7% | 4169 | 100.0% |
| AM PEAK period % of class | | | 65 8:00 | 2.9% | 120 8:00 | 6.2% | 185 8:00 | 4.4% |
| PM PEAK period % of class | | | 69 17:00 | 3.1% | 51 17:45 | 2.6% | 107 17:00 | 2.6% |

| Report-1.1 | | Location : CAL2019-A8EW Columbia Way - west of Caledon King Town Line | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : East Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 0:15 | 0:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 0:30 | 0:45 | | | | | | | | | | | | | | | |
| 0:45 | 1:00 | | | | | | | | | | | | | | | |
| 00:00 | 1:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 1:00 | 1:15 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:15 | 1:30 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 1:30 | 1:45 | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 2:45 | 3:00 | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 3:15 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | 2 | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 4:00 | | 1 | 3 | | | | | | | | | | | 4 | 0.3% |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 4:15 | 4:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 4:30 | 4:45 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 4:45 | 5:00 | | 3 | 3 | | | | | | | | | | | 6 | 0.4% |
| 4:00 | 5:00 | | 8 | 4 | | | | | | | | | | | 12 | 0.8% |
| 5:00 | 5:15 | | 7 | 5 | | 1 | | | | | | | | | 13 | 0.8% |
| 5:15 | 5:30 | | 16 | 8 | | | | | | | | | | | 24 | 1.6% |
| 5:30 | 5:45 | | 11 | 5 | | 1 | | | | | | | | | 17 | 1.1% |
| 5:45 | 6:00 | | 10 | 7 | | 2 | | | | | | | | | 19 | 1.2% |
| 5:00 | 6:00 | | 44 | 25 | | 4 | | | | | | | | | 73 | 4.7% |
| 6:00 | 6:15 | | 19 | 9 | | 1 | | | 1 | | | | | | 30 | 1.9% |
| 6:15 | 6:30 | | 25 | 3 | | | | | | | | | | | 28 | 1.8% |
| 6:30 | 6:45 | | 23 | 3 | | | | | | | | | | | 26 | 1.7% |
| 6:45 | 7:00 | | 24 | 9 | | 1 | | | | | | | | | 34 | 2.2% |
| 6:00 | 7:00 | | 91 | 24 | | 2 | | | 1 | | | | | | 118 | 7.6% |
| 7:00 | 7:15 | | 32 | 7 | | | | | | | | | | | 39 | 2.5% |
| 7:15 | 7:30 | | 34 | 9 | | 1 | 1 | | | | | | | | 45 | 2.9% |
| 7:30 | 7:45 | | 30 | 6 | | 1 | | | | | | | | | 37 | 2.4% |
| 7:45 | 8:00 | | 36 | 8 | | 2 | 1 | | | | | | | | 47 | 3.0% |
| 7:00 | 8:00 | | 132 | 30 | | 4 | 2 | | | | | | | | 168 | 10.9% |
| 8:00 | 8:15 | | 58 | 5 | | 2 | | | | | | | | | 65 | 4.2% |
| 8:15 | 8:30 | | 33 | 8 | | 2 | 1 | | | | | | | | 44 | 2.8% |
| 8:30 | 8:45 | | 31 | 9 | | | 1 | | | | | | | | 41 | 2.7% |
| 8:45 | 9:00 | | 23 | 8 | | | 4 | | | | | | | | 35 | 2.3% |
| 8:00 | 9:00 | | 145 | 30 | | 2 | 8 | | | | | | | | 185 | 12.0% |
| 9:00 | 9:15 | | 12 | 4 | | | | | | | | | | | 16 | 1.0% |
| 9:15 | 9:30 | | 15 | 1 | | | 3 | | | | | | | | 19 | 1.2% |
| 9:30 | 9:45 | | 16 | 5 | | | | | | | | | | | 21 | 1.4% |
| 9:45 | 10:00 | | 23 | 3 | | | 1 | | | | | | | | 27 | 1.7% |
| 9:00 | 10:00 | | 66 | 13 | | | 4 | | | | | | | | 83 | 5.4% |
| 10:00 | 10:15 | | 18 | 2 | | | 1 | | | | | | | | 21 | 1.4% |
| 10:15 | 10:30 | | 20 | 6 | | | | | | | | | | | 26 | 1.7% |
| 10:30 | 10:45 | | 19 | 2 | | | 3 | | | | | | | | 24 | 1.6% |
| 10:45 | 11:00 | | 19 | 2 | | | | | | | | | | | 21 | 1.4% |
| 10:00 | 11:00 | | 76 | 12 | | | 4 | | | | | | | | 92 | 6.0% |
| 11:00 | 11:15 | | 17 | 4 | | | | | | | | | | | 21 | 1.4% |
| 11:15 | 11:30 | | 19 | 6 | | | | | | | | | | | 25 | 1.6% |
| 11:30 | 11:45 | | 15 | | | | | | | | | | | | 15 | 1.0% |
| 11:45 | 12:00 | | 9 | 3 | | | 1 | | | | | | | | 13 | 0.8% |
| 11:00 | 12:00 | | 60 | 13 | | | 1 | | | | | | | | 74 | 4.8% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|-------|------|
| 12:00 | 12:15 | 18 | 1 | 1 | | | | 20 | 1.3% |
| 12:15 | 12:30 | 15 | 2 | 1 | | | | 18 | 1.2% |
| 12:30 | 12:45 | 10 | 3 | | | | | 13 | 0.8% |
| 12:45 | 13:00 | 12 | 5 | 1 | | | | 18 | 1.2% |
| 12:00 | 13:00 | 55 | 11 | 3 | | | | 69 | 4.5% |
| 13:00 | 13:15 | 12 | 1 | 1 | | | | 14 | 0.9% |
| 13:15 | 13:30 | 12 | 3 | 1 | 1 | | | 17 | 1.1% |
| 13:30 | 13:45 | 21 | 5 | | 1 | | | 27 | 1.7% |
| 13:45 | 14:00 | 15 | 3 | | 1 | | | 19 | 1.2% |
| 13:00 | 14:00 | 60 | 12 | 1 | 4 | | | 77 | 5.0% |
| 14:00 | 14:15 | 14 | 5 | | | | | 19 | 1.2% |
| 14:15 | 14:30 | 30 | 4 | | | | | 34 | 2.2% |
| 14:30 | 14:45 | 25 | 3 | 3 | | | | 31 | 2.0% |
| 14:45 | 15:00 | 23 | 3 | 1 | | | | 27 | 1.7% |
| 14:00 | 15:00 | 92 | 15 | 4 | | | | 111 | 7.2% |
| 15:00 | 15:15 | 11 | 2 | 1 | | | | 14 | 0.9% |
| 15:15 | 15:30 | 17 | 4 | | 1 | | | 22 | 1.4% |
| 15:30 | 15:45 | 19 | 1 | 1 | | | | 21 | 1.4% |
| 15:45 | 16:00 | 18 | 8 | | 1 | | | 27 | 1.7% |
| 15:00 | 16:00 | 65 | 15 | 2 | 2 | | | 84 | 5.4% |
| 16:00 | 16:15 | 19 | 2 | | 2 | | | 23 | 1.5% |
| 16:15 | 16:30 | 13 | 4 | | 1 | | | 18 | 1.2% |
| 16:30 | 16:45 | 15 | 7 | | 1 | | | 23 | 1.5% |
| 16:45 | 17:00 | 22 | 2 | | | | | 24 | 1.6% |
| 16:00 | 17:00 | 69 | 15 | | 4 | | | 88 | 5.7% |
| 17:00 | 17:15 | 15 | 4 | | 1 | | | 20 | 1.3% |
| 17:15 | 17:30 | 19 | 3 | | | | | 22 | 1.4% |
| 17:30 | 17:45 | 16 | 3 | | | | | 19 | 1.2% |
| 17:45 | 18:00 | 19 | 4 | | | 1 | | 24 | 1.6% |
| 17:00 | 18:00 | 69 | 14 | | 1 | 1 | | 85 | 5.5% |
| 18:00 | 18:15 | 13 | 1 | | | | | 14 | 0.9% |
| 18:15 | 18:30 | 18 | 3 | | | | | 21 | 1.4% |
| 18:30 | 18:45 | 20 | 1 | | | | | 21 | 1.4% |
| 18:45 | 19:00 | 10 | 1 | | | | | 11 | 0.7% |
| 18:00 | 19:00 | 61 | 6 | | | | | 67 | 4.3% |
| 19:00 | 19:15 | 13 | 3 | | | 1 | | 17 | 1.1% |
| 19:15 | 19:30 | 10 | 4 | | | | | 14 | 0.9% |
| 19:30 | 19:45 | 13 | 3 | | 1 | | | 17 | 1.1% |
| 19:45 | 20:00 | 7 | 3 | | | | | 10 | 0.6% |
| 19:00 | 20:00 | 43 | 13 | | 1 | 1 | | 58 | 3.8% |
| 20:00 | 20:15 | 8 | 2 | | 1 | | | 11 | 0.7% |
| 20:15 | 20:30 | 8 | 1 | | | | | 9 | 0.6% |
| 20:30 | 20:45 | 6 | 1 | | | | | 7 | 0.5% |
| 20:45 | 21:00 | 4 | 1 | | 1 | | | 6 | 0.4% |
| 20:00 | 21:00 | 26 | 5 | | 2 | | | 33 | 2.1% |
| 21:00 | 21:15 | 6 | 3 | | | | | 9 | 0.6% |
| 21:15 | 21:30 | 11 | | | | | | 11 | 0.7% |
| 21:30 | 21:45 | 3 | | | 1 | | | 4 | 0.3% |
| 21:45 | 22:00 | 8 | | | 1 | | | 9 | 0.6% |
| 21:00 | 22:00 | 28 | 3 | | 2 | | | 33 | 2.1% |
| 22:00 | 22:15 | 6 | 1 | | | | | 7 | 0.5% |
| 22:15 | 22:30 | 1 | 1 | | | | | 2 | 0.1% |
| 22:30 | 22:45 | 3 | 1 | | | | | 4 | 0.3% |
| 22:45 | 23:00 | 1 | | | | | | 1 | 0.1% |
| 22:00 | 23:00 | 11 | 3 | | | | | 14 | 0.9% |
| 23:00 | 23:15 | 3 | | | | | | 3 | 0.2% |
| 23:15 | 23:30 | 1 | 1 | | | | | 2 | 0.1% |
| 23:30 | 23:45 | 5 | | | | | | 5 | 0.3% |
| 23:45 | 00:00 | 1 | | | | | | 1 | 0.1% |
| 23:00 | 00:00 | 10 | 1 | | | | | 11 | 0.7% |
| Total | | 1216 | 269 | 13 | 44 | 1 | 2 | 1545 | |
| | | 78.7% | 17.4% | 0.8% | 2.8% | 0.1% | 0.1% | | |
| AM PEAK | | 58 | 9 | 2 | 4 | | 1 | 65 | |
| period | | 8:00 | 6:00 | 7:45 | 8:45 | | 6:00 | 8:00 | |
| % of class | | 4.8% | 3.3% | 15.4% | 9.1% | | 50.0% | | 4.2% |
| PM PEAK | | 30 | 8 | 3 | 2 | 1 | 1 | 34 | |
| period | | 14:15 | 15:45 | 14:30 | 16:00 | 19:00 | 17:45 | 14:15 | |
| % of class | | 2.5% | 3.0% | 23.1% | 4.5% | 100.0% | 50.0% | | 2.2% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|---|-------|-------|-------|
| 12:00 | 12:15 | 8 | 4 | 1 | | | | 13 | 1.1% |
| 12:15 | 12:30 | 9 | 8 | 1 | | | | 18 | 1.5% |
| 12:30 | 12:45 | 13 | 2 | | | | | 15 | 1.3% |
| 12:45 | 13:00 | 13 | 3 | | | | | 16 | 1.3% |
| 12:00 | 13:00 | 43 | 17 | 2 | | | | 62 | 5.2% |
| 13:00 | 13:15 | 9 | 1 | | | | | 10 | 0.8% |
| 13:15 | 13:30 | 9 | 1 | 1 | | | | 11 | 0.9% |
| 13:30 | 13:45 | 10 | 7 | | | | | 17 | 1.4% |
| 13:45 | 14:00 | 7 | 3 | | | | | 10 | 0.8% |
| 13:00 | 14:00 | 35 | 12 | 1 | | | | 48 | 4.0% |
| 14:00 | 14:15 | 11 | 4 | 2 | | | | 17 | 1.4% |
| 14:15 | 14:30 | 16 | 6 | | 1 | | | 23 | 1.9% |
| 14:30 | 14:45 | 15 | 3 | | | | | 18 | 1.5% |
| 14:45 | 15:00 | 13 | 3 | | | | | 16 | 1.3% |
| 14:00 | 15:00 | 55 | 16 | 2 | 1 | | | 74 | 6.2% |
| 15:00 | 15:15 | 16 | 6 | | | | | 22 | 1.8% |
| 15:15 | 15:30 | 20 | 4 | | 1 | | | 25 | 2.1% |
| 15:30 | 15:45 | 18 | 4 | | 2 | | | 24 | 2.0% |
| 15:45 | 16:00 | 18 | 5 | | | 1 | | 24 | 2.0% |
| 15:00 | 16:00 | 72 | 19 | | 3 | 1 | | 95 | 7.9% |
| 16:00 | 16:15 | 23 | 3 | 1 | 1 | | | 28 | 2.3% |
| 16:15 | 16:30 | 19 | 3 | 1 | 3 | | | 26 | 2.2% |
| 16:30 | 16:45 | 14 | 5 | | | | | 19 | 1.6% |
| 16:45 | 17:00 | 28 | 4 | | 1 | | | 33 | 2.8% |
| 16:00 | 17:00 | 84 | 15 | 2 | 5 | | | 106 | 8.9% |
| 17:00 | 17:15 | 29 | 4 | | | | | 33 | 2.8% |
| 17:15 | 17:30 | 29 | 10 | | | | | 39 | 3.3% |
| 17:30 | 17:45 | 26 | 4 | | | | | 30 | 2.5% |
| 17:45 | 18:00 | 35 | 4 | | | | | 39 | 3.3% |
| 17:00 | 18:00 | 119 | 22 | | | | | 141 | 11.8% |
| 18:00 | 18:15 | 23 | 7 | | 2 | | | 32 | 2.7% |
| 18:15 | 18:30 | 33 | 2 | | 2 | | | 37 | 3.1% |
| 18:30 | 18:45 | 23 | 7 | | 1 | | | 31 | 2.6% |
| 18:45 | 19:00 | 25 | 6 | | | | | 31 | 2.6% |
| 18:00 | 19:00 | 104 | 22 | | 5 | | | 131 | 10.9% |
| 19:00 | 19:15 | 11 | 2 | | | | | 13 | 1.1% |
| 19:15 | 19:30 | 17 | 1 | | | | | 18 | 1.5% |
| 19:30 | 19:45 | 15 | 1 | | | | | 16 | 1.3% |
| 19:45 | 20:00 | 20 | | | | | | 20 | 1.7% |
| 19:00 | 20:00 | 63 | 4 | | | | | 67 | 5.6% |
| 20:00 | 20:15 | 11 | 1 | | | | | 12 | 1.0% |
| 20:15 | 20:30 | 13 | 1 | | | | | 14 | 1.2% |
| 20:30 | 20:45 | 14 | 2 | | 1 | | | 17 | 1.4% |
| 20:45 | 21:00 | 9 | 2 | | | | | 11 | 0.9% |
| 20:00 | 21:00 | 47 | 6 | | 1 | | | 54 | 4.5% |
| 21:00 | 21:15 | 11 | | | | | | 11 | 0.9% |
| 21:15 | 21:30 | 17 | 4 | | | | | 21 | 1.8% |
| 21:30 | 21:45 | 13 | 3 | | | | | 16 | 1.3% |
| 21:45 | 22:00 | 10 | 2 | | | | | 12 | 1.0% |
| 21:00 | 22:00 | 51 | 9 | | | | | 60 | 5.0% |
| 22:00 | 22:15 | 13 | 4 | | | | | 17 | 1.4% |
| 22:15 | 22:30 | 10 | 5 | | | | | 15 | 1.3% |
| 22:30 | 22:45 | 6 | 1 | | 1 | | | 8 | 0.7% |
| 22:45 | 23:00 | 7 | 1 | | | | | 8 | 0.7% |
| 22:00 | 23:00 | 36 | 11 | | 1 | | | 48 | 4.0% |
| 23:00 | 23:15 | 9 | 2 | | | | | 11 | 0.9% |
| 23:15 | 23:30 | 4 | 1 | | | | | 5 | 0.4% |
| 23:30 | 23:45 | 4 | 1 | | 1 | | | 6 | 0.5% |
| 23:45 | 00:00 | 4 | | | | | | 4 | 0.3% |
| 23:00 | 00:00 | 21 | 4 | | 1 | | | 26 | 2.2% |
| Total | | 954 | 198 | 11 | 32 | | 2 | 1197 | |
| | | 79.7% | 16.5% | 0.9% | 2.7% | | 0.2% | | |
| AM PEAK | | 32 | 5 | 2 | 2 | | 1 | 39 | |
| period | | 8:00 | 8:00 | 7:30 | 9:15 | | 0:30 | 8:00 | |
| % of class | | 3.4% | 2.5% | 18.2% | 6.3% | | 50.0% | | 3.3% |
| PM PEAK | | 35 | 10 | 2 | 3 | | 1 | 39 | |
| period | | 17:45 | 17:15 | 14:00 | 16:15 | | 15:45 | 17:15 | |
| % of class | | 3.7% | 5.1% | 18.2% | 9.4% | | 50.0% | | 3.3% |

| Report-1.3 | | Location : CAL2019-A8EW Columbia Way - west of Caledon King Town Line | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East + West | | | | | | | | | | | Road : | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 0:15 | 0:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 0:30 | 0:45 | | 1 | | | | | | 1 | | | | | | 2 | 0.1% |
| 0:45 | 1:00 | | 1 | | | 1 | | | | | | | | | 2 | 0.1% |
| 00:00 | 1:00 | | 6 | 2 | | 1 | | | 1 | | | | | | 10 | 0.4% |
| 1:00 | 1:15 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 1:15 | 1:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 1:30 | 1:45 | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:00 | 2:00 | | 4 | 2 | | | | | | | | | | | 6 | 0.2% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:45 | 3:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:00 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 3:15 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | 2 | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 4:00 | | 3 | 3 | | | | | | | | | | | 6 | 0.2% |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 4:15 | 4:30 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 4:30 | 4:45 | | 3 | 1 | | | | | | | | | | | 4 | 0.1% |
| 4:45 | 5:00 | | 3 | 3 | | | | | | | | | | | 6 | 0.2% |
| 4:00 | 5:00 | | 10 | 5 | | | | | | | | | | | 15 | 0.5% |
| 5:00 | 5:15 | | 7 | 5 | | 1 | | | | | | | | | 13 | 0.5% |
| 5:15 | 5:30 | | 16 | 8 | | | | | | | | | | | 24 | 0.9% |
| 5:30 | 5:45 | | 12 | 5 | | 1 | | | | | | | | | 18 | 0.7% |
| 5:45 | 6:00 | | 12 | 8 | | 2 | | | | | | | | | 22 | 0.8% |
| 5:00 | 6:00 | | 47 | 26 | | 4 | | | | | | | | | 77 | 2.8% |
| 6:00 | 6:15 | | 20 | 9 | | 1 | | | 1 | | | | | | 31 | 1.1% |
| 6:15 | 6:30 | | 27 | 3 | | 1 | | | | | | | | | 31 | 1.1% |
| 6:30 | 6:45 | | 23 | 4 | | | | | | | | | | | 27 | 1.0% |
| 6:45 | 7:00 | | 28 | 9 | | 1 | | | | | | | | | 38 | 1.4% |
| 6:00 | 7:00 | | 98 | 25 | | 3 | | | 1 | | | | | | 127 | 4.6% |
| 7:00 | 7:15 | | 37 | 8 | | | | | | | | | | | 45 | 1.6% |
| 7:15 | 7:30 | | 40 | 9 | 2 | 2 | | | | | | | | | 53 | 1.9% |
| 7:30 | 7:45 | | 41 | 8 | 3 | | | | | | | | | | 52 | 1.9% |
| 7:45 | 8:00 | | 65 | 10 | 2 | 1 | | | | | | | | | 78 | 2.8% |
| 7:00 | 8:00 | | 183 | 35 | 7 | 3 | | | | | | | | | 228 | 8.3% |
| 8:00 | 8:15 | | 90 | 10 | 1 | 3 | | | | | | | | | 104 | 3.8% |
| 8:15 | 8:30 | | 51 | 12 | 2 | 2 | | | | | | | | | 67 | 2.4% |
| 8:30 | 8:45 | | 42 | 11 | | 2 | | | | | | | | | 55 | 2.0% |
| 8:45 | 9:00 | | 28 | 11 | | 5 | | | | | | | | | 44 | 1.6% |
| 8:00 | 9:00 | | 211 | 44 | 3 | 12 | | | | | | | | | 270 | 9.8% |
| 9:00 | 9:15 | | 19 | 6 | | | | | | | | | | | 25 | 0.9% |
| 9:15 | 9:30 | | 20 | 1 | 1 | 5 | | | | | | | | | 27 | 1.0% |
| 9:30 | 9:45 | | 20 | 6 | | | | | | | | | | | 26 | 0.9% |
| 9:45 | 10:00 | | 26 | 6 | 1 | 2 | | | | | | | | | 35 | 1.3% |
| 9:00 | 10:00 | | 85 | 19 | 2 | 7 | | | | | | | | | 113 | 4.1% |
| 10:00 | 10:15 | | 25 | 3 | | 1 | | | | | | | | | 29 | 1.1% |
| 10:15 | 10:30 | | 28 | 7 | | | | | | | | | | | 35 | 1.3% |
| 10:30 | 10:45 | | 25 | 6 | | 4 | | | | | | | | | 35 | 1.3% |
| 10:45 | 11:00 | | 28 | 3 | | | | | | | | | | | 31 | 1.1% |
| 10:00 | 11:00 | | 106 | 19 | | 5 | | | | | | | | | 130 | 4.7% |
| 11:00 | 11:15 | | 26 | 6 | | 1 | | | | | | | | | 33 | 1.2% |
| 11:15 | 11:30 | | 28 | 6 | | | | | | | | | | | 34 | 1.2% |
| 11:30 | 11:45 | | 28 | 1 | | 1 | | | | | | | | | 30 | 1.1% |
| 11:45 | 12:00 | | 14 | 4 | | 1 | | | | | | | | | 19 | 0.7% |
| 11:00 | 12:00 | | 96 | 17 | | 3 | | | | | | | | | 116 | 4.2% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|-------|------|
| 12:00 | 12:15 | 26 | 5 | 2 | | | | 33 | 1.2% |
| 12:15 | 12:30 | 24 | 10 | 2 | | | | 36 | 1.3% |
| 12:30 | 12:45 | 23 | 5 | | | | | 28 | 1.0% |
| 12:45 | 13:00 | 25 | 8 | 1 | | | | 34 | 1.2% |
| 12:00 | 13:00 | 98 | 28 | 5 | | | | 131 | 4.8% |
| 13:00 | 13:15 | 21 | 2 | 1 | | | | 24 | 0.9% |
| 13:15 | 13:30 | 21 | 4 | 2 | 1 | | | 28 | 1.0% |
| 13:30 | 13:45 | 31 | 12 | | 1 | | | 44 | 1.6% |
| 13:45 | 14:00 | 22 | 6 | | 1 | | | 29 | 1.1% |
| 13:00 | 14:00 | 95 | 24 | 2 | 4 | | | 125 | 4.6% |
| 14:00 | 14:15 | 25 | 9 | 2 | | | | 36 | 1.3% |
| 14:15 | 14:30 | 46 | 10 | | 1 | | | 57 | 2.1% |
| 14:30 | 14:45 | 40 | 6 | 3 | | | | 49 | 1.8% |
| 14:45 | 15:00 | 36 | 6 | 1 | | | | 43 | 1.6% |
| 14:00 | 15:00 | 147 | 31 | 6 | 1 | | | 185 | 6.7% |
| 15:00 | 15:15 | 27 | 8 | 1 | | | | 36 | 1.3% |
| 15:15 | 15:30 | 37 | 8 | | 2 | | | 47 | 1.7% |
| 15:30 | 15:45 | 37 | 5 | 1 | 2 | | | 45 | 1.6% |
| 15:45 | 16:00 | 36 | 13 | | 1 | 1 | | 51 | 1.9% |
| 15:00 | 16:00 | 137 | 34 | 2 | 5 | 1 | | 179 | 6.5% |
| 16:00 | 16:15 | 42 | 5 | 1 | 3 | | | 51 | 1.9% |
| 16:15 | 16:30 | 32 | 7 | 1 | 4 | | | 44 | 1.6% |
| 16:30 | 16:45 | 29 | 12 | | 1 | | | 42 | 1.5% |
| 16:45 | 17:00 | 50 | 6 | | 1 | | | 57 | 2.1% |
| 16:00 | 17:00 | 153 | 30 | 2 | 9 | | | 194 | 7.1% |
| 17:00 | 17:15 | 44 | 8 | | 1 | | | 53 | 1.9% |
| 17:15 | 17:30 | 48 | 13 | | | | | 61 | 2.2% |
| 17:30 | 17:45 | 42 | 7 | | | | | 49 | 1.8% |
| 17:45 | 18:00 | 54 | 8 | | | 1 | | 63 | 2.3% |
| 17:00 | 18:00 | 188 | 36 | | 1 | 1 | | 226 | 8.2% |
| 18:00 | 18:15 | 36 | 8 | | 2 | | | 46 | 1.7% |
| 18:15 | 18:30 | 51 | 5 | | 2 | | | 58 | 2.1% |
| 18:30 | 18:45 | 43 | 8 | | 1 | | | 52 | 1.9% |
| 18:45 | 19:00 | 35 | 7 | | | | | 42 | 1.5% |
| 18:00 | 19:00 | 165 | 28 | | 5 | | | 198 | 7.2% |
| 19:00 | 19:15 | 24 | 5 | | | 1 | | 30 | 1.1% |
| 19:15 | 19:30 | 27 | 5 | | | | | 32 | 1.2% |
| 19:30 | 19:45 | 28 | 4 | | 1 | | | 33 | 1.2% |
| 19:45 | 20:00 | 27 | 3 | | | | | 30 | 1.1% |
| 19:00 | 20:00 | 106 | 17 | | 1 | 1 | | 125 | 4.6% |
| 20:00 | 20:15 | 19 | 3 | | 1 | | | 23 | 0.8% |
| 20:15 | 20:30 | 21 | 2 | | | | | 23 | 0.8% |
| 20:30 | 20:45 | 20 | 3 | | 1 | | | 24 | 0.9% |
| 20:45 | 21:00 | 13 | 3 | | 1 | | | 17 | 0.6% |
| 20:00 | 21:00 | 73 | 11 | | 3 | | | 87 | 3.2% |
| 21:00 | 21:15 | 17 | 3 | | | | | 20 | 0.7% |
| 21:15 | 21:30 | 28 | 4 | | | | | 32 | 1.2% |
| 21:30 | 21:45 | 16 | 3 | | 1 | | | 20 | 0.7% |
| 21:45 | 22:00 | 18 | 2 | | 1 | | | 21 | 0.8% |
| 21:00 | 22:00 | 79 | 12 | | 2 | | | 93 | 3.4% |
| 22:00 | 22:15 | 19 | 5 | | | | | 24 | 0.9% |
| 22:15 | 22:30 | 11 | 6 | | | | | 17 | 0.6% |
| 22:30 | 22:45 | 9 | 2 | | 1 | | | 12 | 0.4% |
| 22:45 | 23:00 | 8 | 1 | | | | | 9 | 0.3% |
| 22:00 | 23:00 | 47 | 14 | | 1 | | | 62 | 2.3% |
| 23:00 | 23:15 | 12 | 2 | | | | | 14 | 0.5% |
| 23:15 | 23:30 | 5 | 2 | | | | | 7 | 0.3% |
| 23:30 | 23:45 | 9 | 1 | | 1 | | | 11 | 0.4% |
| 23:45 | 00:00 | 5 | | | | | | 5 | 0.2% |
| 23:00 | 00:00 | 31 | 5 | | 1 | | | 37 | 1.3% |
| Total | | 2170 | 467 | 24 | 76 | 1 | 4 | 2742 | |
| | | 79.1% | 17.0% | 0.9% | 2.8% | 0.0% | 0.1% | | |
| AM PEAK | | 90 | 12 | 3 | 5 | | 1 | 104 | |
| period | | 8:00 | 8:15 | 7:30 | 8:45 | | 0:30 | 8:00 | |
| % of class | | 4.1% | 2.6% | 12.5% | 6.6% | | 25.0% | | 3.8% |
| PM PEAK | | 54 | 13 | 3 | 4 | 1 | 1 | 63 | |
| period | | 17:45 | 15:45 | 14:30 | 16:15 | 19:00 | 15:45 | 17:45 | |
| % of class | | 2.5% | 2.8% | 12.5% | 5.3% | 100.0% | 25.0% | | 2.3% |

| Report-2.1 | Location : CAL2019-A8EW Columbia Way - west of Caledon King Town Line | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-------|------------|----------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 1 | | | | | | | | | | 1 | 15.7-35.7 | 1 |
| 0:15 0:30 | | | | 2 | | | | | | | | | | 2 | 15.2-35.2 | 2 |
| 0:30 0:45 | | | | | | | | | | | | | | | | |
| 0:45 1:00 | | | | | | | | | | | | | | | | |
| 00:00 1:00 | | | | 3 | | | | | | | | | | 3 | 15.2-35.2 | 2 |
| 1:00 1:15 | | | | | | | 1 | | | | | | | 1 | 46.4-66.4 | 1 |
| 1:15 1:30 | | | | | 1 | | | | | | | | | 1 | 21.7-41.7 | 1 |
| 1:30 1:45 | | | | | | | | | | | | | | | | |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 1 | | | 1 | | | | | | | 2 | 46.4-66.4 | 1 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | 1 | | | | | | | | | | 1 | 15.4-35.4 | 1 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | 1 | | | | | | | | | | 1 | 15.4-35.4 | 1 |
| 3:00 3:15 | | | | | 2 | | | | | | | | | 2 | 24.1-44.1 | 2 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | 1 | | 1 | | | | | | | | 2 | 35.5-55.5 | 2 |
| 3:00 4:00 | | | | 1 | 2 | 1 | | | | | | | | 4 | 24.1-44.1 | 2 |
| 4:00 4:15 | | | | 1 | 1 | | | | | | | | | 2 | 21.5-41.5 | 2 |
| 4:15 4:30 | | | | | 1 | | | | | | | | | 1 | 26.4-46.4 | 1 |
| 4:30 4:45 | | | | | 3 | | | | | | | | | 3 | 28.2-48.2 | 3 |
| 4:45 5:00 | | | 1 | 3 | 2 | | | | | | | | | 6 | 25.2-45.2 | 6 |
| 4:00 5:00 | | | 1 | 4 | 7 | | | | | | | | | 12 | 25.2-45.2 | 6 |
| 5:00 5:15 | | | | 3 | 8 | 2 | | | | | | | | 13 | 34.8-54.8 | 12 |
| 5:15 5:30 | | | | 7 | 8 | 9 | | | | | | | | 24 | 33.1-53.1 | 19 |
| 5:30 5:45 | | | | 6 | 9 | 2 | | | | | | | | 17 | 35.4-55.4 | 16 |
| 5:45 6:00 | | | | 3 | 12 | 3 | 1 | | | | | | | 19 | 31.3-51.3 | 17 |
| 5:00 6:00 | | | | 19 | 37 | 16 | 1 | | | | | | | 73 | 33.1-53.1 | 19 |
| 6:00 6:15 | | | 1 | 17 | 11 | 1 | | | | | | | | 30 | 25.1-45.1 | 29 |
| 6:15 6:30 | | | 6 | 13 | 9 | | | | | | | | | 28 | 24.2-44.2 | 25 |
| 6:30 6:45 | | | 7 | 14 | 5 | | | | | | | | | 26 | 24.3-44.3 | 25 |
| 6:45 7:00 | | | 2 | 8 | 19 | 5 | | | | | | | | 34 | 30.6-50.6 | 28 |
| 6:00 7:00 | | | 16 | 52 | 44 | 6 | | | | | | | | 118 | 25.1-45.1 | 29 |
| 7:00 7:15 | | | 4 | 12 | 20 | 3 | | | | | | | | 39 | 27.4-47.4 | 33 |
| 7:15 7:30 | | | 2 | 6 | 15 | 20 | 2 | | | | | | | 45 | 28.5-48.5 | 37 |
| 7:30 7:45 | | | 1 | 1 | 16 | 18 | 1 | | | | | | | 37 | 30.8-50.8 | 35 |
| 7:45 8:00 | | | 3 | 21 | 19 | 4 | | | | | | | | 47 | 31.7-51.7 | 43 |
| 7:00 8:00 | | | 3 | 14 | 64 | 77 | 10 | | | | | | | 168 | 31.7-51.7 | 43 |
| 8:00 8:15 | | | 2 | 29 | 33 | 1 | | | | | | | | 65 | 28.6-48.6 | 62 |
| 8:15 8:30 | | | | 24 | 19 | 1 | | | | | | | | 44 | 30.1-50.1 | 44 |
| 8:30 8:45 | | | | 9 | 28 | 4 | | | | | | | | 41 | 30.6-50.6 | 39 |
| 8:45 9:00 | | | 1 | 9 | 23 | 2 | | | | | | | | 35 | 30.6-50.6 | 34 |
| 8:00 9:00 | | | 3 | 71 | 103 | 8 | | | | | | | | 185 | 28.6-48.6 | 62 |
| 9:00 9:15 | | | | 3 | 9 | 4 | | | | | | | | 16 | 35.9-55.9 | 16 |
| 9:15 9:30 | | | 1 | 4 | 9 | 5 | | | | | | | | 19 | 35.5-55.5 | 16 |
| 9:30 9:45 | | | | 5 | 12 | 4 | | | | | | | | 21 | 30.4-50.4 | 19 |
| 9:45 10:00 | | | | 12 | 9 | 6 | | | | | | | | 27 | 30.3-50.3 | 24 |
| 9:00 10:00 | | | 1 | 24 | 39 | 19 | | | | | | | | 83 | 30.3-50.3 | 24 |
| 10:00 10:15 | | | | 5 | 11 | 4 | 1 | | | | | | | 21 | 35.5-55.5 | 20 |
| 10:15 10:30 | | | | 5 | 15 | 6 | | | | | | | | 26 | 33.2-53.2 | 25 |
| 10:30 10:45 | | | | 6 | 11 | 7 | | | | | | | | 24 | 35.7-55.7 | 22 |
| 10:45 11:00 | | | | 3 | 15 | 3 | | | | | | | | 21 | 30.6-50.6 | 19 |
| 10:00 11:00 | | | | 19 | 52 | 20 | 1 | | | | | | | 92 | 33.2-53.2 | 25 |
| 11:00 11:15 | | | | 3 | 12 | 6 | | | | | | | | 21 | 36.6-56.6 | 21 |
| 11:15 11:30 | | | | 10 | 9 | 6 | | | | | | | | 25 | 33.5-53.5 | 21 |
| 11:30 11:45 | | | 1 | 4 | 9 | 1 | | | | | | | | 15 | 31.5-51.5 | 14 |
| 11:45 12:00 | | | 1 | 2 | 7 | 3 | | | | | | | | 13 | 32.5-52.5 | 12 |
| 11:00 12:00 | | | 2 | 19 | 37 | 16 | | | | | | | | 74 | 36.6-56.6 | 21 |

| | | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|---|-------|-----------|----|
| 12:00 | 12:15 | | 1 | 15 | 4 | | | | 20 | 35.7-55.7 | 20 |
| 12:15 | 12:30 | | 9 | 5 | 4 | | | | 18 | 31.7-51.7 | 15 |
| 12:30 | 12:45 | | 5 | 7 | 1 | | | | 13 | 25.9-45.9 | 12 |
| 12:45 | 13:00 | | 2 | 11 | 5 | | | | 18 | 35.7-55.7 | 17 |
| 12:00 | 13:00 | | 17 | 38 | 14 | | | | 69 | 35.7-55.7 | 20 |
| 13:00 | 13:15 | 1 | 4 | 5 | 4 | | | | 14 | 31.8-51.8 | 12 |
| 13:15 | 13:30 | | 2 | 14 | 1 | | | | 17 | 33.7-53.7 | 17 |
| 13:30 | 13:45 | | 7 | 15 | 5 | | | | 27 | 34.1-54.1 | 26 |
| 13:45 | 14:00 | | 7 | 10 | 2 | | | | 19 | 31.9-51.9 | 19 |
| 13:00 | 14:00 | 1 | 20 | 44 | 12 | | | | 77 | 34.1-54.1 | 26 |
| 14:00 | 14:15 | | 6 | 9 | 4 | | | | 19 | 33.3-53.3 | 17 |
| 14:15 | 14:30 | | 10 | 20 | 4 | | | | 34 | 32.7-52.7 | 33 |
| 14:30 | 14:45 | 2 | 6 | 16 | 7 | | | | 31 | 33.4-53.4 | 24 |
| 14:45 | 15:00 | | 4 | 17 | 6 | | | | 27 | 35.6-55.6 | 23 |
| 14:00 | 15:00 | 2 | 26 | 62 | 21 | | | | 111 | 32.7-52.7 | 33 |
| 15:00 | 15:15 | | 5 | 8 | 1 | | | | 14 | 30.7-50.7 | 14 |
| 15:15 | 15:30 | | 5 | 12 | 5 | | | | 22 | 34.2-54.2 | 22 |
| 15:30 | 15:45 | 1 | 4 | 14 | 1 | 1 | | | 21 | 31.6-51.6 | 19 |
| 15:45 | 16:00 | 3 | 6 | 12 | 5 | 1 | | | 27 | 32.0-52.0 | 23 |
| 15:00 | 16:00 | 4 | 20 | 46 | 12 | 2 | | | 84 | 32.0-52.0 | 23 |
| 16:00 | 16:15 | | 10 | 8 | 4 | 1 | | | 23 | 34.4-54.4 | 20 |
| 16:15 | 16:30 | 1 | 2 | 8 | 7 | | | | 18 | 37.9-57.9 | 15 |
| 16:30 | 16:45 | | 2 | 19 | 2 | | | | 23 | 35.4-55.4 | 23 |
| 16:45 | 17:00 | | 4 | 13 | 7 | | | | 24 | 32.3-52.3 | 22 |
| 16:00 | 17:00 | 1 | 18 | 48 | 20 | 1 | | | 88 | 35.4-55.4 | 23 |
| 17:00 | 17:15 | | 2 | 18 | | | | | 20 | 29.2-49.2 | 20 |
| 17:15 | 17:30 | | 6 | 14 | 2 | | | | 22 | 32.1-52.1 | 22 |
| 17:30 | 17:45 | | 6 | 12 | 1 | | | | 19 | 26.9-46.9 | 18 |
| 17:45 | 18:00 | | 10 | 12 | 2 | | | | 24 | 29.4-49.4 | 22 |
| 17:00 | 18:00 | | 24 | 56 | 5 | | | | 85 | 32.1-52.1 | 22 |
| 18:00 | 18:15 | | 7 | 6 | 1 | | | | 14 | 35.0-55.0 | 14 |
| 18:15 | 18:30 | | 7 | 12 | 2 | | | | 21 | 33.8-53.8 | 21 |
| 18:30 | 18:45 | | 6 | 14 | 1 | | | | 21 | 28.9-48.9 | 20 |
| 18:45 | 19:00 | | 3 | 7 | 1 | | | | 11 | 37.3-57.3 | 11 |
| 18:00 | 19:00 | | 23 | 39 | 5 | | | | 67 | 33.8-53.8 | 21 |
| 19:00 | 19:15 | 1 | 3 | 11 | 2 | | | | 17 | 34.6-54.6 | 16 |
| 19:15 | 19:30 | | 2 | 10 | 2 | | | | 14 | 31.7-51.7 | 14 |
| 19:30 | 19:45 | | 5 | 12 | | | | | 17 | 26.8-46.8 | 17 |
| 19:45 | 20:00 | | 3 | 7 | | | | | 10 | 27.8-47.8 | 10 |
| 19:00 | 20:00 | 1 | 13 | 40 | 4 | | | | 58 | 26.8-46.8 | 17 |
| 20:00 | 20:15 | | 2 | 6 | 3 | | | | 11 | 36.7-56.7 | 11 |
| 20:15 | 20:30 | | 5 | 4 | | | | | 9 | 28.1-48.1 | 9 |
| 20:30 | 20:45 | | 2 | 2 | 3 | | | | 7 | 33.6-53.6 | 7 |
| 20:45 | 21:00 | | 1 | 5 | | | | | 6 | 28.1-48.1 | 6 |
| 20:00 | 21:00 | | 10 | 17 | 6 | | | | 33 | 36.7-56.7 | 11 |
| 21:00 | 21:15 | | 5 | 3 | 1 | | | | 9 | 22.4-42.4 | 8 |
| 21:15 | 21:30 | | 4 | 6 | 1 | | | | 11 | 29.1-49.1 | 10 |
| 21:30 | 21:45 | | 1 | 2 | 1 | | | | 4 | 29.6-49.6 | 3 |
| 21:45 | 22:00 | | 2 | 5 | 2 | | | | 9 | 33.6-53.6 | 9 |
| 21:00 | 22:00 | | 12 | 16 | 5 | | | | 33 | 29.1-49.1 | 10 |
| 22:00 | 22:15 | | 6 | | 1 | | | | 7 | 29.3-49.3 | 6 |
| 22:15 | 22:30 | | 1 | 1 | | | | | 2 | 31.9-51.9 | 2 |
| 22:30 | 22:45 | 1 | 3 | | | | | | 4 | 24.0-44.0 | 4 |
| 22:45 | 23:00 | | 1 | | | | | | 1 | 22.2-42.2 | 1 |
| 22:00 | 23:00 | 1 | 11 | 1 | 1 | | | | 14 | 29.3-49.3 | 6 |
| 23:00 | 23:15 | | 3 | | | | | | 3 | 26.6-46.6 | 3 |
| 23:15 | 23:30 | 2 | | | | | | | 2 | 18.5-38.5 | 2 |
| 23:30 | 23:45 | 1 | 3 | 1 | | | | | 5 | 35.5-55.5 | 5 |
| 23:45 | 00:00 | | 1 | | | | | | 1 | 22.8-42.8 | 1 |
| 23:00 | 00:00 | | 3 | 7 | 1 | | | | 11 | 35.5-55.5 | 5 |
| Total | | | 3 | 46 | 464 | 823 | 202 | 7 | | 1545 | |
| AM PEAK | | 0.2% | 3.0% | 30.0% | 53.3% | 13.1% | 0.5% | | | | |
| period | | 2 | 7 | 29 | 33 | 9 | 1 | | 65 | | |
| % of class | 7:15 | 6:30 | 8:00 | 8:00 | 5:15 | 1:00 | | | 8:00 | | |
| | | 66.7% | 15.2% | 6.3% | 4.0% | 4.5% | 14.3% | | | 4.2% | |
| PM PEAK | | 3 | 10 | 20 | 7 | 1 | | | 34 | | |
| period | | 15:45 | 14:15 | 14:15 | 14:30 | 15:30 | | | 14:15 | | |
| % of class | | 6.5% | 2.2% | 2.4% | 3.5% | 14.3% | | | | 2.2% | |

| | |
|------------------|--------|
| 15% Percentile : | 34 KPH |
| 50% Percentile : | 43 KPH |
| 85% Percentile : | 50 KPH |
| 95% Percentile : | 57 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 32.7-52.7 KPH |
| Number in Pace: | 1335 |
| Percent in Pace: | 86.4 % |
| Number of Vehicles >60 KPH: | 7 |
| Percent of Vehicles >60 KPH: | 0.5 % |
| Mean Speed(average): | 43 KPH |

| Report-2.2 | | Location : CAL2019-A8EW Columbia Way - west of Caledon King Town Line | | | | | | | | | | | | | | | |
|--------------------|-------|---|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|------------|----------------|
| | | Direction : West | | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | Total | Pace Speed | Number in Pace |
| 00:00 | 0:15 | | 1 | 2 | | | | | | | | | | | 3 | 12.0-32.0 | 3 |
| 0:15 | 0:30 | | | | | 1 | 1 | | | | | | | | 2 | 33.6-53.6 | 2 |
| 0:30 | 0:45 | | | | | | | | | | | | | | 2 | 23.7-43.7 | 2 |
| 0:45 | 1:00 | | 1 | | 1 | | | | | | | | | | 2 | | |
| 00:00 | 1:00 | | 2 | 2 | 2 | 1 | | | | | | | | | 7 | 12.0-32.0 | 3 |
| 1:00 | 1:15 | | | | | | 2 | | | | | | | | 2 | 35.1-55.1 | 2 |
| 1:15 | 1:30 | | | 1 | | | | | | | | | | | 1 | 18.5-38.5 | 1 |
| 1:30 | 1:45 | | | | | | | | | | | | | | | | |
| 1:45 | 2:00 | | | 1 | | | | | | | | | | | 1 | 17.8-37.8 | 1 |
| 1:00 | 2:00 | | | 2 | | 2 | | | | | | | | | 4 | 35.1-55.1 | 2 |
| 2:00 | 2:15 | | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | | | | | | | | | | | | | | | |
| 2:45 | 3:00 | | | | | | 1 | | | | | | | | 1 | 30.3-50.3 | 1 |
| 2:00 | 3:00 | | | | | | 1 | | | | | | | | 1 | 30.3-50.3 | 1 |
| 3:00 | 3:15 | | | | | | 2 | | | | | | | | 2 | 34.3-54.3 | 2 |
| 3:15 | 3:30 | | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | | | | | | | | | | | | | | |
| 3:00 | 4:00 | | | | | | 2 | | | | | | | | 2 | 34.3-54.3 | 2 |
| 4:00 | 4:15 | | | | | | | | | | | | | | | | |
| 4:15 | 4:30 | | | | 2 | | | | | | | | | | 2 | 21.8-41.8 | 2 |
| 4:30 | 4:45 | | | | 1 | | | | | | | | | | 1 | 23.1-43.1 | 1 |
| 4:45 | 5:00 | | | | | | | | | | | | | | | | |
| 4:00 | 5:00 | | | | 3 | | | | | | | | | | 3 | 21.8-41.8 | 2 |
| 5:00 | 5:15 | | | | | | | | | | | | | | | | |
| 5:15 | 5:30 | | | | | | | | | | | | | | | | |
| 5:30 | 5:45 | | | | | 1 | | | | | | | | | 1 | 25.3-45.3 | 1 |
| 5:45 | 6:00 | | | | | 2 | 1 | | | | | | | | 3 | 35.4-55.4 | 3 |
| 5:00 | 6:00 | | | | | 3 | 1 | | | | | | | | 4 | 35.4-55.4 | 3 |
| 6:00 | 6:15 | | | 1 | | | | | | | | | | | 1 | 16.8-36.8 | 1 |
| 6:15 | 6:30 | | | 1 | 2 | | | | | | | | | | 3 | 24.9-44.9 | 3 |
| 6:30 | 6:45 | | | 1 | | | | | | | | | | | 1 | 19.6-39.6 | 1 |
| 6:45 | 7:00 | | | | 3 | 1 | | | | | | | | | 4 | 37.5-57.5 | 4 |
| 6:00 | 7:00 | | | 3 | 5 | 1 | | | | | | | | | 9 | 37.5-57.5 | 4 |
| 7:00 | 7:15 | | | | 1 | 3 | 2 | | | | | | | | 6 | 39.3-59.3 | 6 |
| 7:15 | 7:30 | | | | 6 | 2 | | | | | | | | | 8 | 36.7-56.7 | 8 |
| 7:30 | 7:45 | | 1 | 2 | 5 | 6 | 1 | | | | | | | | 15 | 35.2-55.2 | 13 |
| 7:45 | 8:00 | | | 2 | 22 | 7 | | | | | | | | | 31 | 37.0-57.0 | 30 |
| 7:00 | 8:00 | | 1 | 5 | 36 | 17 | 1 | | | | | | | | 60 | 37.0-57.0 | 30 |
| 8:00 | 8:15 | | | 2 | 22 | 14 | 1 | | | | | | | | 39 | 38.6-58.6 | 38 |
| 8:15 | 8:30 | | | 1 | 10 | 9 | 3 | | | | | | | | 23 | 36.0-56.0 | 20 |
| 8:30 | 8:45 | | | | 6 | 8 | | | | | | | | | 14 | 34.0-54.0 | 14 |
| 8:45 | 9:00 | | | 3 | 4 | 2 | | | | | | | | | 9 | 30.1-50.1 | 8 |
| 8:00 | 9:00 | | | 6 | 42 | 33 | 4 | | | | | | | | 85 | 38.6-58.6 | 38 |
| 9:00 | 9:15 | | | | 6 | 2 | 1 | | | | | | | | 9 | 32.1-52.1 | 8 |
| 9:15 | 9:30 | | | 2 | 2 | 3 | 1 | | | | | | | | 8 | 36.4-56.4 | 6 |
| 9:30 | 9:45 | | | | 3 | 2 | | | | | | | | | 5 | 38.0-58.0 | 5 |
| 9:45 | 10:00 | | 1 | 1 | 3 | 3 | | | | | | | | | 8 | 33.3-53.3 | 6 |
| 9:00 | 10:00 | | 1 | 3 | 14 | 10 | 2 | | | | | | | | 30 | 32.1-52.1 | 8 |
| 10:00 | 10:15 | | | | 5 | 3 | | | | | | | | | 8 | 35.7-55.7 | 8 |
| 10:15 | 10:30 | | 1 | | 5 | 3 | | | | | | | | | 9 | 32.7-52.7 | 8 |
| 10:30 | 10:45 | | | | 9 | 2 | | | | | | | | | 11 | 35.7-55.7 | 11 |
| 10:45 | 11:00 | | | 2 | 5 | 2 | 1 | | | | | | | | 10 | 31.6-51.6 | 9 |
| 10:00 | 11:00 | | 1 | 2 | 24 | 10 | 1 | | | | | | | | 38 | 35.7-55.7 | 11 |
| 11:00 | 11:15 | | | 2 | 5 | 4 | 1 | | | | | | | | 12 | 36.4-56.4 | 10 |
| 11:15 | 11:30 | | | 1 | 5 | 3 | | | | | | | | | 9 | 31.9-51.9 | 8 |
| 11:30 | 11:45 | | | 1 | 9 | 5 | | | | | | | | | 15 | 37.3-57.3 | 15 |
| 11:45 | 12:00 | | | 3 | 3 | | | | | | | | | | 6 | 29.8-49.8 | 6 |
| 11:00 | 12:00 | | | 7 | 22 | 12 | 1 | | | | | | | | 42 | 37.3-57.3 | 15 |

| Report-2.3 | Location : CAL2019-A8EW Columbia Way - west of Caledon King Town Line | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East + West Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | 1 | 3 | | | | | | | | | | 4 | 15.7-35.7 | 4 |
| 0:15 0:30 | | | | 2 | | | | | | | | | | 2 | 15.2-35.2 | 2 |
| 0:30 0:45 | | | | | 1 | 1 | | | | | | | | 2 | 33.6-53.6 | 2 |
| 0:45 1:00 | | | 1 | | 1 | | | | | | | | | 2 | 23.7-43.7 | 2 |
| 00:00 1:00 | | | 2 | 5 | 2 | 1 | | | | | | | | 10 | 15.7-35.7 | 4 |
| 1:00 1:15 | | | | | | 2 | 1 | | | | | | | 3 | 46.4-66.4 | 3 |
| 1:15 1:30 | | | | 1 | 1 | | | | | | | | | 2 | 21.7-41.7 | 2 |
| 1:30 1:45 | | | | | | | | | | | | | | | | |
| 1:45 2:00 | | | | 1 | | | | | | | | | | 1 | 17.8-37.8 | 1 |
| 1:00 2:00 | | | | 2 | 1 | 2 | 1 | | | | | | | 6 | 46.4-66.4 | 3 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | 1 | | | | | | | | | | 1 | 15.4-35.4 | 1 |
| 2:45 3:00 | | | | | | 1 | | | | | | | | 1 | 30.3-50.3 | 1 |
| 2:00 3:00 | | | | 1 | | 1 | | | | | | | | 2 | 15.4-35.4 | 1 |
| 3:00 3:15 | | | | | 2 | 2 | | | | | | | | 4 | 34.3-54.3 | 4 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | 1 | | 1 | | | | | | | | 2 | 35.5-55.5 | 2 |
| 3:00 4:00 | | | | 1 | 2 | 3 | | | | | | | | 6 | 34.3-54.3 | 4 |
| 4:00 4:15 | | | | 1 | 1 | | | | | | | | | 2 | 21.5-41.5 | 2 |
| 4:15 4:30 | | | | | | 3 | | | | | | | | 3 | 26.4-46.4 | 3 |
| 4:30 4:45 | | | | | | 4 | | | | | | | | 4 | 28.2-48.2 | 4 |
| 4:45 5:00 | | | 1 | 3 | 2 | | | | | | | | | 6 | 25.2-45.2 | 6 |
| 4:00 5:00 | | | 1 | 4 | 10 | | | | | | | | | 15 | 25.2-45.2 | 6 |
| 5:00 5:15 | | | | 3 | 8 | 2 | | | | | | | | 13 | 34.8-54.8 | 12 |
| 5:15 5:30 | | | | 7 | 8 | 9 | | | | | | | | 24 | 33.1-53.1 | 19 |
| 5:30 5:45 | | | | 6 | 10 | 2 | | | | | | | | 18 | 35.4-55.4 | 17 |
| 5:45 6:00 | | | | 3 | 14 | 4 | 1 | | | | | | | 22 | 36.4-56.4 | 20 |
| 5:00 6:00 | | | | 19 | 40 | 17 | 1 | | | | | | | 77 | 36.4-56.4 | 20 |
| 6:00 6:15 | | | 1 | 18 | 11 | 1 | | | | | | | | 31 | 25.1-45.1 | 30 |
| 6:15 6:30 | | | 6 | 14 | 11 | | | | | | | | | 31 | 24.9-44.9 | 28 |
| 6:30 6:45 | | | 7 | 15 | 5 | | | | | | | | | 27 | 24.3-44.3 | 26 |
| 6:45 7:00 | | | 2 | 8 | 22 | 6 | | | | | | | | 38 | 30.6-50.6 | 31 |
| 6:00 7:00 | | | 16 | 55 | 49 | 7 | | | | | | | | 127 | 30.6-50.6 | 31 |
| 7:00 7:15 | | | 4 | 13 | 23 | 5 | | | | | | | | 45 | 32.1-52.1 | 38 |
| 7:15 7:30 | | 2 | 6 | 15 | 26 | 4 | | | | | | | | 53 | 29.0-49.0 | 42 |
| 7:30 7:45 | | 1 | 2 | 18 | 23 | 7 | 1 | | | | | | | 52 | 32.6-52.6 | 44 |
| 7:45 8:00 | | | 3 | 23 | 41 | 11 | | | | | | | | 78 | 31.7-51.7 | 70 |
| 7:00 8:00 | | 3 | 15 | 69 | 113 | 27 | 1 | | | | | | | 228 | 31.7-51.7 | 70 |
| 8:00 8:15 | | | 2 | 31 | 55 | 15 | 1 | | | | | | | 104 | 32.9-52.9 | 93 |
| 8:15 8:30 | | | | 25 | 29 | 10 | 3 | | | | | | | 67 | 31.8-51.8 | 58 |
| 8:30 8:45 | | | | 9 | 34 | 12 | | | | | | | | 55 | 34.0-54.0 | 52 |
| 8:45 9:00 | | | 1 | 12 | 27 | 4 | | | | | | | | 44 | 30.6-50.6 | 42 |
| 8:00 9:00 | | | 3 | 77 | 145 | 41 | 4 | | | | | | | 270 | 32.9-52.9 | 93 |
| 9:00 9:15 | | | | 3 | 15 | 6 | 1 | | | | | | | 25 | 35.9-55.9 | 24 |
| 9:15 9:30 | | | 1 | 6 | 11 | 8 | 1 | | | | | | | 27 | 36.4-56.4 | 22 |
| 9:30 9:45 | | | | 5 | 15 | 6 | | | | | | | | 26 | 32.7-52.7 | 23 |
| 9:45 10:00 | | | 1 | 13 | 12 | 9 | | | | | | | | 35 | 31.7-51.7 | 29 |
| 9:00 10:00 | | | 2 | 27 | 53 | 29 | 2 | | | | | | | 113 | 31.7-51.7 | 29 |
| 10:00 10:15 | | | | 5 | 16 | 7 | 1 | | | | | | | 29 | 35.7-55.7 | 28 |
| 10:15 10:30 | | | 1 | 5 | 20 | 9 | | | | | | | | 35 | 33.2-53.2 | 33 |
| 10:30 10:45 | | | | 6 | 20 | 9 | | | | | | | | 35 | 35.7-55.7 | 33 |
| 10:45 11:00 | | | | 5 | 20 | 5 | 1 | | | | | | | 31 | 31.6-51.6 | 28 |
| 10:00 11:00 | | | 1 | 21 | 76 | 30 | 2 | | | | | | | 130 | 33.2-53.2 | 33 |
| 11:00 11:15 | | | | 5 | 17 | 10 | 1 | | | | | | | 33 | 36.4-56.4 | 30 |
| 11:15 11:30 | | | | 11 | 14 | 9 | | | | | | | | 34 | 33.5-53.5 | 29 |
| 11:30 11:45 | | | 1 | 5 | 18 | 6 | | | | | | | | 30 | 32.5-52.5 | 26 |
| 11:45 12:00 | | | 1 | 5 | 10 | 3 | | | | | | | | 19 | 32.5-52.5 | 18 |
| 11:00 12:00 | | | 2 | 26 | 59 | 28 | 1 | | | | | | | 116 | 36.4-56.4 | 30 |

| Report-3.1 Directions -----> | Location : CAL2019-A8EW Columbia Way - west of Caledon King Town Line | | | | | | | | | | |
|---------------------------------|---|--|-------------------|-----|------------------|--|------------------|----|-------------------|-----|------|
| | Dates : 2019-12-12 | | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | | |
| 00:00 0:15 | | | | 1 | 0.1% | | | 3 | 0.3% | 4 | 0.1% |
| 0:15 0:30 | | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 0:30 0:45 | | | | | | | | 2 | 0.2% | 2 | 0.1% |
| 0:45 1:00 | | | | | | | | 2 | 0.2% | 2 | 0.1% |
| 00:00 1:00 | | | | 3 | 0.2% | | | 7 | 0.6% | 10 | 0.4% |
| 1:00 1:15 | | | | 1 | 0.1% | | | 2 | 0.2% | 3 | 0.1% |
| 1:15 1:30 | | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 1:30 1:45 | | | | | | | | | | | |
| 1:45 2:00 | | | | | | | | 1 | 0.1% | 1 | 0.0% |
| 1:00 2:00 | | | | 2 | 0.1% | | | 4 | 0.3% | 6 | 0.2% |
| 2:00 2:15 | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | |
| 2:30 2:45 | | | | 1 | 0.1% | | | | | 1 | 0.0% |
| 2:45 3:00 | | | | | | | | 1 | 0.1% | 1 | 0.0% |
| 2:00 3:00 | | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 3:00 3:15 | | | | 2 | 0.1% | | | 2 | 0.2% | 4 | 0.1% |
| 3:15 3:30 | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | |
| 3:45 4:00 | | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 3:00 4:00 | | | | 4 | 0.3% | | | 2 | 0.2% | 6 | 0.2% |
| 4:00 4:15 | | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 4:15 4:30 | | | | 1 | 0.1% | | | 2 | 0.2% | 3 | 0.1% |
| 4:30 4:45 | | | | 3 | 0.2% | | | 1 | 0.1% | 4 | 0.1% |
| 4:45 5:00 | | | | 6 | 0.4% | | | | | 6 | 0.2% |
| 4:00 5:00 | | | | 12 | 0.8% | | | 3 | 0.3% | 15 | 0.5% |
| 5:00 5:15 | | | | 13 | 0.8% | | | | | 13 | 0.5% |
| 5:15 5:30 | | | | 24 | 1.6% | | | | | 24 | 0.9% |
| 5:30 5:45 | | | | 17 | 1.1% | | | 1 | 0.1% | 18 | 0.7% |
| 5:45 6:00 | | | | 19 | 1.2% | | | 3 | 0.3% | 22 | 0.8% |
| 5:00 6:00 | | | | 73 | 4.7% | | | 4 | 0.3% | 77 | 2.8% |
| 6:00 6:15 | | | | 30 | 1.9% | | | 1 | 0.1% | 31 | 1.1% |
| 6:15 6:30 | | | | 28 | 1.8% | | | 3 | 0.3% | 31 | 1.1% |
| 6:30 6:45 | | | | 26 | 1.7% | | | 1 | 0.1% | 27 | 1.0% |
| 6:45 7:00 | | | | 34 | 2.2% | | | 4 | 0.3% | 38 | 1.4% |
| 6:00 7:00 | | | | 118 | 7.6% | | | 9 | 0.8% | 127 | 4.6% |
| 7:00 7:15 | | | | 39 | 2.5% | | | 6 | 0.5% | 45 | 1.6% |
| 7:15 7:30 | | | | 45 | 2.9% | | | 8 | 0.7% | 53 | 1.9% |
| 7:30 7:45 | | | | 37 | 2.4% | | | 15 | 1.3% | 52 | 1.9% |
| 7:45 8:00 | | | | 47 | 3.0% | | | 31 | 2.6% | 78 | 2.8% |
| 7:00 8:00 | | | | 168 | 10.9% | | | 60 | 5.0% | 228 | 8.3% |
| 8:00 8:15 | | | | 65 | 4.2% | | | 39 | 3.3% | 104 | 3.8% |
| 8:15 8:30 | | | | 44 | 2.8% | | | 23 | 1.9% | 67 | 2.4% |
| 8:30 8:45 | | | | 41 | 2.7% | | | 14 | 1.2% | 55 | 2.0% |
| 8:45 9:00 | | | | 35 | 2.3% | | | 9 | 0.8% | 44 | 1.6% |
| 8:00 9:00 | | | | 185 | 12.0% | | | 85 | 7.1% | 270 | 9.8% |
| 9:00 9:15 | | | | 16 | 1.0% | | | 9 | 0.8% | 25 | 0.9% |
| 9:15 9:30 | | | | 19 | 1.2% | | | 8 | 0.7% | 27 | 1.0% |
| 9:30 9:45 | | | | 21 | 1.4% | | | 5 | 0.4% | 26 | 0.9% |
| 9:45 10:00 | | | | 27 | 1.7% | | | 8 | 0.7% | 35 | 1.3% |
| 9:00 10:00 | | | | 83 | 5.4% | | | 30 | 2.5% | 113 | 4.1% |
| 10:00 10:15 | | | | 21 | 1.4% | | | 8 | 0.7% | 29 | 1.1% |
| 10:15 10:30 | | | | 26 | 1.7% | | | 9 | 0.8% | 35 | 1.3% |
| 10:30 10:45 | | | | 24 | 1.6% | | | 11 | 0.9% | 35 | 1.3% |
| 10:45 11:00 | | | | 21 | 1.4% | | | 10 | 0.8% | 31 | 1.1% |
| 10:00 11:00 | | | | 92 | 6.0% | | | 38 | 3.2% | 130 | 4.7% |
| 11:00 11:15 | | | | 21 | 1.4% | | | 12 | 1.0% | 33 | 1.2% |
| 11:15 11:30 | | | | 25 | 1.6% | | | 9 | 0.8% | 34 | 1.2% |
| 11:30 11:45 | | | | 15 | 1.0% | | | 15 | 1.3% | 30 | 1.1% |
| 11:45 12:00 | | | | 13 | 0.8% | | | 6 | 0.5% | 19 | 0.7% |
| 11:00 12:00 | | | | 74 | 4.8% | | | 42 | 3.5% | 116 | 4.2% |

| | | | | | | | | |
|------------|-------|--|-------|------|-------|-------|--------|--------|
| 12:00 | 12:15 | | 20 | 1.3% | 13 | 1.1% | 33 | 1.2% |
| 12:15 | 12:30 | | 18 | 1.2% | 18 | 1.5% | 36 | 1.3% |
| 12:30 | 12:45 | | 13 | 0.8% | 15 | 1.3% | 28 | 1.0% |
| 12:45 | 13:00 | | 18 | 1.2% | 16 | 1.3% | 34 | 1.2% |
| 12:00 | 13:00 | | 69 | 4.5% | 62 | 5.2% | 131 | 4.8% |
| 13:00 | 13:15 | | 14 | 0.9% | 10 | 0.8% | 24 | 0.9% |
| 13:15 | 13:30 | | 17 | 1.1% | 11 | 0.9% | 28 | 1.0% |
| 13:30 | 13:45 | | 27 | 1.7% | 17 | 1.4% | 44 | 1.6% |
| 13:45 | 14:00 | | 19 | 1.2% | 10 | 0.8% | 29 | 1.1% |
| 13:00 | 14:00 | | 77 | 5.0% | 48 | 4.0% | 125 | 4.6% |
| 14:00 | 14:15 | | 19 | 1.2% | 17 | 1.4% | 36 | 1.3% |
| 14:15 | 14:30 | | 34 | 2.2% | 23 | 1.9% | 57 | 2.1% |
| 14:30 | 14:45 | | 31 | 2.0% | 18 | 1.5% | 49 | 1.8% |
| 14:45 | 15:00 | | 27 | 1.7% | 16 | 1.3% | 43 | 1.6% |
| 14:00 | 15:00 | | 111 | 7.2% | 74 | 6.2% | 185 | 6.7% |
| 15:00 | 15:15 | | 14 | 0.9% | 22 | 1.8% | 36 | 1.3% |
| 15:15 | 15:30 | | 22 | 1.4% | 25 | 2.1% | 47 | 1.7% |
| 15:30 | 15:45 | | 21 | 1.4% | 24 | 2.0% | 45 | 1.6% |
| 15:45 | 16:00 | | 27 | 1.7% | 24 | 2.0% | 51 | 1.9% |
| 15:00 | 16:00 | | 84 | 5.4% | 95 | 7.9% | 179 | 6.5% |
| 16:00 | 16:15 | | 23 | 1.5% | 28 | 2.3% | 51 | 1.9% |
| 16:15 | 16:30 | | 18 | 1.2% | 26 | 2.2% | 44 | 1.6% |
| 16:30 | 16:45 | | 23 | 1.5% | 19 | 1.6% | 42 | 1.5% |
| 16:45 | 17:00 | | 24 | 1.6% | 33 | 2.8% | 57 | 2.1% |
| 16:00 | 17:00 | | 88 | 5.7% | 106 | 8.9% | 194 | 7.1% |
| 17:00 | 17:15 | | 20 | 1.3% | 33 | 2.8% | 53 | 1.9% |
| 17:15 | 17:30 | | 22 | 1.4% | 39 | 3.3% | 61 | 2.2% |
| 17:30 | 17:45 | | 19 | 1.2% | 30 | 2.5% | 49 | 1.8% |
| 17:45 | 18:00 | | 24 | 1.6% | 39 | 3.3% | 63 | 2.3% |
| 17:00 | 18:00 | | 85 | 5.5% | 141 | 11.8% | 226 | 8.2% |
| 18:00 | 18:15 | | 14 | 0.9% | 32 | 2.7% | 46 | 1.7% |
| 18:15 | 18:30 | | 21 | 1.4% | 37 | 3.1% | 58 | 2.1% |
| 18:30 | 18:45 | | 21 | 1.4% | 31 | 2.6% | 52 | 1.9% |
| 18:45 | 19:00 | | 11 | 0.7% | 31 | 2.6% | 42 | 1.5% |
| 18:00 | 19:00 | | 67 | 4.3% | 131 | 10.9% | 198 | 7.2% |
| 19:00 | 19:15 | | 17 | 1.1% | 13 | 1.1% | 30 | 1.1% |
| 19:15 | 19:30 | | 14 | 0.9% | 18 | 1.5% | 32 | 1.2% |
| 19:30 | 19:45 | | 17 | 1.1% | 16 | 1.3% | 33 | 1.2% |
| 19:45 | 20:00 | | 10 | 0.6% | 20 | 1.7% | 30 | 1.1% |
| 19:00 | 20:00 | | 58 | 3.8% | 67 | 5.6% | 125 | 4.6% |
| 20:00 | 20:15 | | 11 | 0.7% | 12 | 1.0% | 23 | 0.8% |
| 20:15 | 20:30 | | 9 | 0.6% | 14 | 1.2% | 23 | 0.8% |
| 20:30 | 20:45 | | 7 | 0.5% | 17 | 1.4% | 24 | 0.9% |
| 20:45 | 21:00 | | 6 | 0.4% | 11 | 0.9% | 17 | 0.6% |
| 20:00 | 21:00 | | 33 | 2.1% | 54 | 4.5% | 87 | 3.2% |
| 21:00 | 21:15 | | 9 | 0.6% | 11 | 0.9% | 20 | 0.7% |
| 21:15 | 21:30 | | 11 | 0.7% | 21 | 1.8% | 32 | 1.2% |
| 21:30 | 21:45 | | 4 | 0.3% | 16 | 1.3% | 20 | 0.7% |
| 21:45 | 22:00 | | 9 | 0.6% | 12 | 1.0% | 21 | 0.8% |
| 21:00 | 22:00 | | 33 | 2.1% | 60 | 5.0% | 93 | 3.4% |
| 22:00 | 22:15 | | 7 | 0.5% | 17 | 1.4% | 24 | 0.9% |
| 22:15 | 22:30 | | 2 | 0.1% | 15 | 1.3% | 17 | 0.6% |
| 22:30 | 22:45 | | 4 | 0.3% | 8 | 0.7% | 12 | 0.4% |
| 22:45 | 23:00 | | 1 | 0.1% | 8 | 0.7% | 9 | 0.3% |
| 22:00 | 23:00 | | 14 | 0.9% | 48 | 4.0% | 62 | 2.3% |
| 23:00 | 23:15 | | 3 | 0.2% | 11 | 0.9% | 14 | 0.5% |
| 23:15 | 23:30 | | 2 | 0.1% | 5 | 0.4% | 7 | 0.3% |
| 23:30 | 23:45 | | 5 | 0.3% | 6 | 0.5% | 11 | 0.4% |
| 23:45 | 00:00 | | 1 | 0.1% | 4 | 0.3% | 5 | 0.2% |
| 23:00 | 00:00 | | 11 | 0.7% | 26 | 2.2% | 37 | 1.3% |
| Total | | | 1545 | | 1197 | | 2742 | 100.0% |
| | | | 56.3% | | 43.7% | | 100.0% | |
| AM PEAK | | | 65 | | 39 | | 104 | |
| period | | | 8:00 | | 8:00 | | 8:00 | |
| % of class | | | 4.2% | | 3.3% | | 3.8% | |
| PM PEAK | | | 34 | | 39 | | 63 | |
| period | | | 14:15 | | 17:15 | | 17:45 | |
| % of class | | | 2.2% | | 3.3% | | 2.3% | |

| Report-1.1 | | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 4 | | | | | | | | | | | | 4 | 0.2% |
| 0:15 | 0:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 0:30 | 0:45 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 0:45 | 1:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 00:00 | 1:00 | | 8 | | | | | | | | | | | | 8 | 0.5% |
| 1:00 | 1:15 | | | | | | | | | | | | | | | |
| 1:15 | 1:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 1:30 | 1:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 2:45 | 3:00 | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 3:15 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 4:00 | | 1 | 2 | | | | | | | | | | | 3 | 0.2% |
| 4:00 | 4:15 | | | | | | | | | | | | | | | |
| 4:15 | 4:30 | | | | | | | | | | | | | | | |
| 4:30 | 4:45 | | | | | | | | | | | | | | | |
| 4:45 | 5:00 | | 2 | 2 | | | | | | | | | | | 4 | 0.2% |
| 4:00 | 5:00 | | 2 | 2 | | | | | | | | | | | 4 | 0.2% |
| 5:00 | 5:15 | | 6 | 1 | | | | | | | | | | | 7 | 0.4% |
| 5:15 | 5:30 | | 3 | 7 | | | | | | | | | | | 10 | 0.6% |
| 5:30 | 5:45 | | 6 | 2 | | 2 | | | | | | | | | 10 | 0.6% |
| 5:45 | 6:00 | | 6 | 4 | | 1 | | | | | | | | | 11 | 0.6% |
| 5:00 | 6:00 | | 21 | 14 | | 3 | | | | | | | | | 38 | 2.2% |
| 6:00 | 6:15 | | 11 | 5 | | | | | 1 | | | | | | 17 | 1.0% |
| 6:15 | 6:30 | | 10 | 3 | | | | | | | | | | | 13 | 0.7% |
| 6:30 | 6:45 | | 10 | 4 | 1 | | | | | | | | | | 15 | 0.9% |
| 6:45 | 7:00 | | 12 | 4 | | 1 | | | | | | | | | 17 | 1.0% |
| 6:00 | 7:00 | | 43 | 16 | 1 | 1 | | | 1 | | | | | | 62 | 3.5% |
| 7:00 | 7:15 | | 16 | 4 | | | | | | | | | | | 20 | 1.1% |
| 7:15 | 7:30 | | 14 | 5 | 2 | | | | | | | | | | 21 | 1.2% |
| 7:30 | 7:45 | | 23 | 8 | | | | | | | | | | | 31 | 1.8% |
| 7:45 | 8:00 | | 27 | 6 | 1 | 1 | | | | | | | | | 35 | 2.0% |
| 7:00 | 8:00 | | 80 | 23 | 3 | 1 | | | | | | | | | 107 | 6.1% |
| 8:00 | 8:15 | | 52 | 5 | | | | | | | | | | | 57 | 3.2% |
| 8:15 | 8:30 | | 25 | 9 | 3 | | | | | | | | | | 37 | 2.1% |
| 8:30 | 8:45 | | 23 | 6 | | 3 | | | | | | | | | 32 | 1.8% |
| 8:45 | 9:00 | | 15 | 6 | 1 | | | | | | | | | | 22 | 1.2% |
| 8:00 | 9:00 | | 115 | 26 | 4 | 3 | | | | | | | | | 148 | 8.4% |
| 9:00 | 9:15 | | 7 | 4 | | 1 | | | | | | | | | 12 | 0.7% |
| 9:15 | 9:30 | | 14 | 1 | | 2 | | | | | | | | | 17 | 1.0% |
| 9:30 | 9:45 | | 14 | 6 | | | | | | | | | | | 20 | 1.1% |
| 9:45 | 10:00 | | 21 | 2 | | 1 | | | | | | | | | 24 | 1.4% |
| 9:00 | 10:00 | | 56 | 13 | | 4 | | | | | | | | | 73 | 4.1% |
| 10:00 | 10:15 | | 9 | 4 | | 1 | | | 1 | | | | | | 15 | 0.9% |
| 10:15 | 10:30 | | 10 | 5 | | | | | | | | | | | 15 | 0.9% |
| 10:30 | 10:45 | | 15 | 4 | | | | | | | | | | | 19 | 1.1% |
| 10:45 | 11:00 | | 15 | 2 | | | | | | | | | | | 17 | 1.0% |
| 10:00 | 11:00 | | 49 | 15 | | 1 | | | 1 | | | | | | 66 | 3.7% |
| 11:00 | 11:15 | | 16 | 5 | | | | | | | | | | | 21 | 1.2% |
| 11:15 | 11:30 | | 17 | 4 | | | | | | | | | | | 21 | 1.2% |
| 11:30 | 11:45 | | 18 | 2 | | 2 | | | | | | | | | 22 | 1.2% |
| 11:45 | 12:00 | | 11 | 2 | | 2 | | | | | | | | | 15 | 0.9% |
| 11:00 | 12:00 | | 62 | 13 | | 4 | | | | | | | | | 79 | 4.5% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|-------|------|
| 12:00 | 12:15 | 18 | 3 | | | | | 21 | 1.2% |
| 12:15 | 12:30 | 16 | 4 | | 1 | | | 21 | 1.2% |
| 12:30 | 12:45 | 11 | 4 | | | | | 15 | 0.9% |
| 12:45 | 13:00 | 10 | 4 | | 1 | | | 15 | 0.9% |
| 12:00 | 13:00 | 55 | 15 | | 2 | | | 72 | 4.1% |
| 13:00 | 13:15 | 10 | 2 | | 1 | | | 13 | 0.7% |
| 13:15 | 13:30 | 11 | 5 | 1 | 1 | | | 18 | 1.0% |
| 13:30 | 13:45 | 23 | 9 | | 3 | | | 35 | 2.0% |
| 13:45 | 14:00 | 18 | | | | | | 18 | 1.0% |
| 13:00 | 14:00 | 62 | 16 | 1 | 5 | | | 84 | 4.8% |
| 14:00 | 14:15 | 15 | 3 | | | | | 18 | 1.0% |
| 14:15 | 14:30 | 41 | 4 | 1 | | | | 46 | 2.6% |
| 14:30 | 14:45 | 28 | 3 | 2 | | | | 33 | 1.9% |
| 14:45 | 15:00 | 28 | 2 | 1 | 2 | | | 33 | 1.9% |
| 14:00 | 15:00 | 112 | 12 | 4 | 2 | | | 130 | 7.4% |
| 15:00 | 15:15 | 27 | 6 | | 1 | | | 34 | 1.9% |
| 15:15 | 15:30 | 27 | 8 | | 3 | | | 38 | 2.2% |
| 15:30 | 15:45 | 26 | 8 | 1 | | | | 35 | 2.0% |
| 15:45 | 16:00 | 30 | 8 | | 1 | | | 39 | 2.2% |
| 15:00 | 16:00 | 110 | 30 | 1 | 5 | | | 146 | 8.3% |
| 16:00 | 16:15 | 23 | 6 | 1 | 2 | | | 32 | 1.8% |
| 16:15 | 16:30 | 30 | 6 | | 1 | | | 37 | 2.1% |
| 16:30 | 16:45 | 27 | 9 | | 2 | | | 38 | 2.2% |
| 16:45 | 17:00 | 34 | 6 | | | | | 40 | 2.3% |
| 16:00 | 17:00 | 114 | 27 | 1 | 5 | | | 147 | 8.3% |
| 17:00 | 17:15 | 45 | 4 | | | | | 49 | 2.8% |
| 17:15 | 17:30 | 31 | 6 | | | | | 37 | 2.1% |
| 17:30 | 17:45 | 33 | 7 | | | | | 40 | 2.3% |
| 17:45 | 18:00 | 34 | 5 | | | 1 | | 40 | 2.3% |
| 17:00 | 18:00 | 143 | 22 | | | 1 | | 166 | 9.4% |
| 18:00 | 18:15 | 27 | 4 | | | | | 31 | 1.8% |
| 18:15 | 18:30 | 31 | 3 | | | | | 34 | 1.9% |
| 18:30 | 18:45 | 22 | 4 | | | | | 26 | 1.5% |
| 18:45 | 19:00 | 19 | 3 | | 1 | | | 23 | 1.3% |
| 18:00 | 19:00 | 99 | 14 | | 1 | | | 114 | 6.5% |
| 19:00 | 19:15 | 17 | 6 | | | | | 23 | 1.3% |
| 19:15 | 19:30 | 26 | 4 | | | | | 30 | 1.7% |
| 19:30 | 19:45 | 19 | 3 | | 1 | | | 23 | 1.3% |
| 19:45 | 20:00 | 17 | 6 | | | | | 23 | 1.3% |
| 19:00 | 20:00 | 79 | 19 | | 1 | | | 99 | 5.6% |
| 20:00 | 20:15 | 22 | 3 | | 2 | | | 27 | 1.5% |
| 20:15 | 20:30 | 14 | 4 | | | | | 18 | 1.0% |
| 20:30 | 20:45 | 16 | 2 | | | | | 18 | 1.0% |
| 20:45 | 21:00 | 16 | 1 | | | | | 17 | 1.0% |
| 20:00 | 21:00 | 68 | 10 | | 2 | | | 80 | 4.5% |
| 21:00 | 21:15 | 14 | 1 | | | | | 15 | 0.9% |
| 21:15 | 21:30 | 20 | 3 | | 1 | | | 24 | 1.4% |
| 21:30 | 21:45 | 9 | | | | | | 9 | 0.5% |
| 21:45 | 22:00 | 11 | 3 | | 1 | | | 15 | 0.9% |
| 21:00 | 22:00 | 54 | 7 | | 2 | | | 63 | 3.6% |
| 22:00 | 22:15 | 11 | 2 | | | | | 13 | 0.7% |
| 22:15 | 22:30 | 10 | 2 | | | | | 12 | 0.7% |
| 22:30 | 22:45 | 9 | 2 | | | | | 11 | 0.6% |
| 22:45 | 23:00 | 6 | 2 | | 1 | | | 9 | 0.5% |
| 22:00 | 23:00 | 36 | 8 | | 1 | | | 45 | 2.6% |
| 23:00 | 23:15 | 9 | 2 | | | | | 11 | 0.6% |
| 23:15 | 23:30 | 5 | | | | | | 5 | 0.3% |
| 23:30 | 23:45 | 6 | | | | | | 6 | 0.3% |
| 23:45 | 00:00 | 3 | | | | | | 3 | 0.2% |
| 23:00 | 00:00 | 23 | 2 | | | | | 25 | 1.4% |
| Total | | 1396 | 307 | 15 | 42 | 1 | 3 | 1764 | |
| | | 79.1% | 17.4% | 0.9% | 2.4% | 0.1% | 0.2% | | |
| AM PEAK | | 52 | 9 | 3 | 3 | | 1 | 57 | |
| period | | 8:00 | 8:15 | 8:15 | 8:30 | | 6:00 | 8:00 | |
| % of class | | 3.7% | 2.9% | 20.0% | 7.1% | | 33.3% | 3.2% | |
| PM PEAK | | 45 | 9 | 2 | 3 | 1 | 1 | 49 | |
| period | | 17:00 | 13:30 | 14:30 | 13:30 | 18:45 | 17:45 | 17:00 | |
| % of class | | 3.2% | 2.9% | 13.3% | 7.1% | 100.0% | 33.3% | 2.8% | |

| Report-1.2 | | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : West Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 3 | 1 | | | | | | | | | | | 4 | 0.3% |
| 0:15 | 0:30 | | | | | | | | | | | | | | | |
| 0:30 | 0:45 | | | | | | | | | | | | | | | |
| 0:45 | 1:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 00:00 | 1:00 | | 4 | 1 | | | | | | | | | | | 5 | 0.3% |
| 1:00 | 1:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:15 | 1:30 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 1:30 | 1:45 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 5 | 1 | | | | | | | | | | | 6 | 0.4% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 2:45 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 2:00 | 3:00 | | 3 | | | | | | | | | | | | 3 | 0.2% |
| 3:00 | 3:15 | | | 1 | | | | | | | | | | | 1 | 0.1% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 1 | | | | | | | | | | | | 1 | 0.1% |
| 3:00 | 4:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 4:15 | 4:30 | | 1 | 2 | | | | | | | | | | | 3 | 0.2% |
| 4:30 | 4:45 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 4:45 | 5:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.2% |
| 4:00 | 5:00 | | 6 | 4 | | | | | | | | | | | 10 | 0.7% |
| 5:00 | 5:15 | | 8 | 4 | | | | | | | | | | | 12 | 0.8% |
| 5:15 | 5:30 | | 3 | | | | | | | | | | | | 3 | 0.2% |
| 5:30 | 5:45 | | 8 | 3 | | | | | | | | | | | 11 | 0.8% |
| 5:45 | 6:00 | | 6 | 3 | | | | | | | | | | | 9 | 0.6% |
| 5:00 | 6:00 | | 25 | 10 | | | | | | | | | | | 35 | 2.4% |
| 6:00 | 6:15 | | 6 | 4 | | | | | | | | | | | 10 | 0.7% |
| 6:15 | 6:30 | | 10 | | | 1 | | | | | | | | | 11 | 0.8% |
| 6:30 | 6:45 | | 17 | 4 | | | | | | | | | | | 21 | 1.4% |
| 6:45 | 7:00 | | 17 | 1 | | | | | | | | | | | 18 | 1.2% |
| 6:00 | 7:00 | | 50 | 9 | | 1 | | | | | | | | | 60 | 4.1% |
| 7:00 | 7:15 | | 18 | 3 | | | | | | | | | | | 21 | 1.4% |
| 7:15 | 7:30 | | 24 | 3 | 1 | | | | | | | | | | 28 | 1.9% |
| 7:30 | 7:45 | | 17 | 5 | 2 | | | | | | | | | | 24 | 1.7% |
| 7:45 | 8:00 | | 52 | 5 | | 1 | | | | | | | | | 58 | 4.0% |
| 7:00 | 8:00 | | 111 | 16 | 3 | 1 | | | | | | | | | 131 | 9.0% |
| 8:00 | 8:15 | | 75 | 5 | | 3 | | | | | | | | | 83 | 5.7% |
| 8:15 | 8:30 | | 38 | 7 | 4 | | | | | | | | | | 49 | 3.4% |
| 8:30 | 8:45 | | 21 | 7 | | | | | | | | | | | 28 | 1.9% |
| 8:45 | 9:00 | | 12 | 6 | | 3 | | | | | | | | | 21 | 1.4% |
| 8:00 | 9:00 | | 146 | 25 | 4 | 6 | | | | | | | | | 181 | 12.4% |
| 9:00 | 9:15 | | 17 | 3 | | | | | | | | | | | 20 | 1.4% |
| 9:15 | 9:30 | | 16 | 2 | | 1 | | | | | | | | | 19 | 1.3% |
| 9:30 | 9:45 | | 7 | 1 | 1 | | | | | | | | | | 9 | 0.6% |
| 9:45 | 10:00 | | 7 | 1 | 1 | | | | | | | | | | 9 | 0.6% |
| 9:00 | 10:00 | | 47 | 7 | 2 | 1 | | | | | | | | | 57 | 3.9% |
| 10:00 | 10:15 | | 11 | 2 | | | | | | | | | | | 13 | 0.9% |
| 10:15 | 10:30 | | 7 | 2 | | | | | | | | | | | 9 | 0.6% |
| 10:30 | 10:45 | | 8 | 3 | | 1 | | | | | | | | | 12 | 0.8% |
| 10:45 | 11:00 | | 13 | 3 | | 1 | | | | | | | | | 17 | 1.2% |
| 10:00 | 11:00 | | 39 | 10 | | 2 | | | | | | | | | 51 | 3.5% |
| 11:00 | 11:15 | | 18 | 2 | | 1 | | | | | | | | | 21 | 1.4% |
| 11:15 | 11:30 | | 11 | | | | | | | | | | | | 11 | 0.8% |
| 11:30 | 11:45 | | 13 | 1 | | | | | | | | | | | 14 | 1.0% |
| 11:45 | 12:00 | | 6 | 3 | | | | | | | | | | | 9 | 0.6% |
| 11:00 | 12:00 | | 48 | 6 | | 1 | | | | | | | | | 55 | 3.8% |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--|-------|-------|------|
| 12:00 | 12:15 | 8 | 2 | | | | | 10 | 0.7% |
| 12:15 | 12:30 | 13 | 10 | | 2 | | | 25 | 1.7% |
| 12:30 | 12:45 | 11 | 1 | | | | | 12 | 0.8% |
| 12:45 | 13:00 | 16 | 2 | | | | | 18 | 1.2% |
| 12:00 | 13:00 | 48 | 15 | | 2 | | | 65 | 4.5% |
| 13:00 | 13:15 | 11 | 2 | | | | | 13 | 0.9% |
| 13:15 | 13:30 | 7 | 1 | | 1 | | | 9 | 0.6% |
| 13:30 | 13:45 | 10 | 2 | | | | | 12 | 0.8% |
| 13:45 | 14:00 | 11 | 3 | | | | | 14 | 1.0% |
| 13:00 | 14:00 | 39 | 8 | | 1 | | | 48 | 3.3% |
| 14:00 | 14:15 | 13 | 2 | | 2 | | 1 | 18 | 1.2% |
| 14:15 | 14:30 | 20 | 3 | | | | | 23 | 1.6% |
| 14:30 | 14:45 | 14 | 4 | | | | 1 | 19 | 1.3% |
| 14:45 | 15:00 | 13 | 3 | | | | | 16 | 1.1% |
| 14:00 | 15:00 | 60 | 12 | | 2 | | 2 | 76 | 5.2% |
| 15:00 | 15:15 | 22 | 7 | | 2 | | 1 | 32 | 2.2% |
| 15:15 | 15:30 | 18 | 5 | | 2 | | 2 | 27 | 1.9% |
| 15:30 | 15:45 | 16 | 5 | | | | | 21 | 1.4% |
| 15:45 | 16:00 | 19 | 4 | | | | 1 | 25 | 1.7% |
| 15:00 | 16:00 | 75 | 21 | | 4 | | 4 | 105 | 7.2% |
| 16:00 | 16:15 | 21 | 3 | | 1 | | | 25 | 1.7% |
| 16:15 | 16:30 | 18 | 2 | | 2 | | 1 | 23 | 1.6% |
| 16:30 | 16:45 | 16 | 5 | | | | | 21 | 1.4% |
| 16:45 | 17:00 | 30 | 2 | | | | | 32 | 2.2% |
| 16:00 | 17:00 | 85 | 12 | | 3 | | 1 | 101 | 6.9% |
| 17:00 | 17:15 | 27 | 2 | | | | | 29 | 2.0% |
| 17:15 | 17:30 | 27 | 5 | | | | 1 | 33 | 2.3% |
| 17:30 | 17:45 | 26 | 4 | | | | | 30 | 2.1% |
| 17:45 | 18:00 | 35 | 6 | | | | | 41 | 2.8% |
| 17:00 | 18:00 | 115 | 17 | | | | 1 | 133 | 9.1% |
| 18:00 | 18:15 | 27 | 4 | | | | 2 | 33 | 2.3% |
| 18:15 | 18:30 | 25 | 4 | | | | 2 | 31 | 2.1% |
| 18:30 | 18:45 | 22 | 3 | | | | | 25 | 1.7% |
| 18:45 | 19:00 | 20 | 3 | | | | | 23 | 1.6% |
| 18:00 | 19:00 | 94 | 14 | | | | 4 | 112 | 7.7% |
| 19:00 | 19:15 | 10 | 4 | | | | | 14 | 1.0% |
| 19:15 | 19:30 | 12 | 2 | | | | | 14 | 1.0% |
| 19:30 | 19:45 | 12 | 2 | | | | 1 | 15 | 1.0% |
| 19:45 | 20:00 | 19 | | | | | | 19 | 1.3% |
| 19:00 | 20:00 | 53 | 8 | | | | 1 | 62 | 4.3% |
| 20:00 | 20:15 | 11 | | | | | | 11 | 0.8% |
| 20:15 | 20:30 | 10 | 1 | | | | | 11 | 0.8% |
| 20:30 | 20:45 | 16 | | | | | | 16 | 1.1% |
| 20:45 | 21:00 | 7 | 3 | | | | | 10 | 0.7% |
| 20:00 | 21:00 | 44 | 4 | | | | | 48 | 3.3% |
| 21:00 | 21:15 | 9 | | | | | | 9 | 0.6% |
| 21:15 | 21:30 | 17 | 2 | | | | 1 | 20 | 1.4% |
| 21:30 | 21:45 | 11 | 2 | | | | | 13 | 0.9% |
| 21:45 | 22:00 | 7 | | | | | | 7 | 0.5% |
| 21:00 | 22:00 | 44 | 4 | | | | 1 | 49 | 3.4% |
| 22:00 | 22:15 | 13 | 3 | | | | | 16 | 1.1% |
| 22:15 | 22:30 | 5 | 5 | | | | | 10 | 0.7% |
| 22:30 | 22:45 | 5 | 1 | | | | 1 | 7 | 0.5% |
| 22:45 | 23:00 | 6 | 1 | | | | | 7 | 0.5% |
| 22:00 | 23:00 | 29 | 10 | | | | 1 | 40 | 2.8% |
| 23:00 | 23:15 | 9 | 1 | | | | | 10 | 0.7% |
| 23:15 | 23:30 | 4 | | | | | | 4 | 0.3% |
| 23:30 | 23:45 | 1 | 1 | | | | 1 | 3 | 0.2% |
| 23:45 | 00:00 | 2 | | | | | | 2 | 0.1% |
| 23:00 | 00:00 | 16 | 2 | | | | 1 | 19 | 1.3% |
| Total | | 1187 | 217 | 19 | 29 | | 2 | 1454 | |
| | | 81.6% | 14.9% | 1.3% | 2.0% | | 0.1% | | |
| AM PEAK | | 75 | 7 | 4 | 3 | | | 83 | |
| period | | 8:00 | 8:15 | 8:15 | 8:00 | | | 8:00 | |
| % of class | | 6.3% | 3.2% | 21.1% | 10.3% | | | | 5.7% |
| PM PEAK | | 35 | 10 | 2 | 2 | | 1 | 41 | |
| period | | 17:45 | 12:15 | 14:00 | 12:15 | | 15:45 | 17:45 | |
| % of class | | 2.9% | 4.6% | 10.5% | 6.9% | | 50.0% | | 2.8% |

| Report-1.3 | | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | | | | | | | |
|----------------|-------|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|--|
| | | Direction : East + West | | | | | Road : | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | | |
| 00:00 | 0:15 | | 7 | 1 | | | | | | | | | | | 8 | 0.2% | |
| 0:15 | 0:30 | | 1 | | | | | | | | | | | | 1 | 0.0% | |
| 0:30 | 0:45 | | 2 | | | | | | | | | | | | 2 | 0.1% | |
| 0:45 | 1:00 | | 2 | | | | | | | | | | | | 2 | 0.1% | |
| 00:00 | 1:00 | | 12 | 1 | | | | | | | | | | | 13 | 0.4% | |
| 1:00 | 1:15 | | 2 | | | | | | | | | | | | 2 | 0.1% | |
| 1:15 | 1:30 | | 2 | 2 | | | | | | | | | | | 4 | 0.1% | |
| 1:30 | 1:45 | | 3 | | | | | | | | | | | | 3 | 0.1% | |
| 1:45 | 2:00 | | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 7 | 2 | | | | | | | | | | | 9 | 0.3% | |
| 2:00 | 2:15 | | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | 1 | | | | | | | | | | | | 1 | 0.0% | |
| 2:30 | 2:45 | | 2 | | | | | | | | | | | | 2 | 0.1% | |
| 2:45 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% | |
| 2:00 | 3:00 | | 5 | | | | | | | | | | | | 5 | 0.2% | |
| 3:00 | 3:15 | | 1 | 2 | | | | | | | | | | | 3 | 0.1% | |
| 3:15 | 3:30 | | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% | |
| 3:00 | 4:00 | | 2 | 3 | | | | | | | | | | | 5 | 0.2% | |
| 4:00 | 4:15 | | 2 | | | | | | | | | | | | 2 | 0.1% | |
| 4:15 | 4:30 | | 1 | 2 | | | | | | | | | | | 3 | 0.1% | |
| 4:30 | 4:45 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% | |
| 4:45 | 5:00 | | 4 | 3 | | | | | | | | | | | 7 | 0.2% | |
| 4:00 | 5:00 | | 8 | 6 | | | | | | | | | | | 14 | 0.4% | |
| 5:00 | 5:15 | | 14 | 5 | | | | | | | | | | | 19 | 0.6% | |
| 5:15 | 5:30 | | 6 | 7 | | | | | | | | | | | 13 | 0.4% | |
| 5:30 | 5:45 | | 14 | 5 | 2 | | | | | | | | | | 21 | 0.7% | |
| 5:45 | 6:00 | | 12 | 7 | 1 | | | | | | | | | | 20 | 0.6% | |
| 5:00 | 6:00 | | 46 | 24 | 3 | | | | | | | | | | 73 | 2.3% | |
| 6:00 | 6:15 | | 17 | 9 | | | | | 1 | | | | | | 27 | 0.8% | |
| 6:15 | 6:30 | | 20 | 3 | 1 | | | | | | | | | | 24 | 0.7% | |
| 6:30 | 6:45 | | 27 | 8 | 1 | | | | | | | | | | 36 | 1.1% | |
| 6:45 | 7:00 | | 29 | 5 | 1 | | | | | | | | | | 35 | 1.1% | |
| 6:00 | 7:00 | | 93 | 25 | 1 | 2 | | | 1 | | | | | | 122 | 3.8% | |
| 7:00 | 7:15 | | 34 | 7 | | | | | | | | | | | 41 | 1.3% | |
| 7:15 | 7:30 | | 38 | 8 | 3 | | | | | | | | | | 49 | 1.5% | |
| 7:30 | 7:45 | | 40 | 13 | 2 | | | | | | | | | | 55 | 1.7% | |
| 7:45 | 8:00 | | 79 | 11 | 1 | 2 | | | | | | | | | 93 | 2.9% | |
| 7:00 | 8:00 | | 191 | 39 | 6 | 2 | | | | | | | | | 238 | 7.4% | |
| 8:00 | 8:15 | | 127 | 10 | | 3 | | | | | | | | | 140 | 4.4% | |
| 8:15 | 8:30 | | 63 | 16 | 7 | | | | | | | | | | 86 | 2.7% | |
| 8:30 | 8:45 | | 44 | 13 | | 3 | | | | | | | | | 60 | 1.9% | |
| 8:45 | 9:00 | | 27 | 12 | 1 | 3 | | | | | | | | | 43 | 1.3% | |
| 8:00 | 9:00 | | 261 | 51 | 8 | 9 | | | | | | | | | 329 | 10.2% | |
| 9:00 | 9:15 | | 24 | 7 | | 1 | | | | | | | | | 32 | 1.0% | |
| 9:15 | 9:30 | | 30 | 3 | | 3 | | | | | | | | | 36 | 1.1% | |
| 9:30 | 9:45 | | 21 | 7 | 1 | | | | | | | | | | 29 | 0.9% | |
| 9:45 | 10:00 | | 28 | 3 | 1 | 1 | | | | | | | | | 33 | 1.0% | |
| 9:00 | 10:00 | | 103 | 20 | 2 | 5 | | | | | | | | | 130 | 4.0% | |
| 10:00 | 10:15 | | 20 | 6 | | 1 | | | 1 | | | | | | 28 | 0.9% | |
| 10:15 | 10:30 | | 17 | 7 | | | | | | | | | | | 24 | 0.7% | |
| 10:30 | 10:45 | | 23 | 7 | | 1 | | | | | | | | | 31 | 1.0% | |
| 10:45 | 11:00 | | 28 | 5 | | 1 | | | | | | | | | 34 | 1.1% | |
| 10:00 | 11:00 | | 88 | 25 | | 3 | | | 1 | | | | | | 117 | 3.6% | |
| 11:00 | 11:15 | | 34 | 7 | | 1 | | | | | | | | | 42 | 1.3% | |
| 11:15 | 11:30 | | 28 | 4 | | | | | | | | | | | 32 | 1.0% | |
| 11:30 | 11:45 | | 31 | 3 | | 2 | | | | | | | | | 36 | 1.1% | |
| 11:45 | 12:00 | | 17 | 5 | | 2 | | | | | | | | | 24 | 0.7% | |
| 11:00 | 12:00 | | 110 | 19 | | 5 | | | | | | | | | 134 | 4.2% | |

| | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|-------|------|
| 12:00 | 12:15 | 26 | 5 | | | | | 31 | 1.0% |
| 12:15 | 12:30 | 29 | 14 | | 3 | | | 46 | 1.4% |
| 12:30 | 12:45 | 22 | 5 | | | | | 27 | 0.8% |
| 12:45 | 13:00 | 26 | 6 | | 1 | | | 33 | 1.0% |
| 12:00 | 13:00 | 103 | 30 | | 4 | | | 137 | 4.3% |
| 13:00 | 13:15 | 21 | 4 | | 1 | | | 26 | 0.8% |
| 13:15 | 13:30 | 18 | 6 | 2 | 1 | | | 27 | 0.8% |
| 13:30 | 13:45 | 33 | 11 | | 3 | | | 47 | 1.5% |
| 13:45 | 14:00 | 29 | 3 | | | | | 32 | 1.0% |
| 13:00 | 14:00 | 101 | 24 | 2 | 5 | | | 132 | 4.1% |
| 14:00 | 14:15 | 28 | 5 | 2 | 1 | | | 36 | 1.1% |
| 14:15 | 14:30 | 61 | 7 | 1 | | | | 69 | 2.1% |
| 14:30 | 14:45 | 42 | 7 | 2 | 1 | | | 52 | 1.6% |
| 14:45 | 15:00 | 41 | 5 | 1 | 2 | | | 49 | 1.5% |
| 14:00 | 15:00 | 172 | 24 | 6 | 4 | | | 206 | 6.4% |
| 15:00 | 15:15 | 49 | 13 | 2 | 2 | | | 66 | 2.1% |
| 15:15 | 15:30 | 45 | 13 | 2 | 5 | | | 65 | 2.0% |
| 15:30 | 15:45 | 42 | 13 | 1 | | | | 56 | 1.7% |
| 15:45 | 16:00 | 49 | 12 | | 2 | 1 | | 64 | 2.0% |
| 15:00 | 16:00 | 185 | 51 | 5 | 9 | 1 | | 251 | 7.8% |
| 16:00 | 16:15 | 44 | 9 | 2 | 2 | | | 57 | 1.8% |
| 16:15 | 16:30 | 48 | 8 | 2 | 2 | | | 60 | 1.9% |
| 16:30 | 16:45 | 43 | 14 | | 2 | | | 59 | 1.8% |
| 16:45 | 17:00 | 64 | 8 | | | | | 72 | 2.2% |
| 16:00 | 17:00 | 199 | 39 | 4 | 6 | | | 248 | 7.7% |
| 17:00 | 17:15 | 72 | 6 | | | | | 78 | 2.4% |
| 17:15 | 17:30 | 58 | 11 | | | 1 | | 70 | 2.2% |
| 17:30 | 17:45 | 59 | 11 | | | | | 70 | 2.2% |
| 17:45 | 18:00 | 69 | 11 | | | 1 | | 81 | 2.5% |
| 17:00 | 18:00 | 258 | 39 | | | 2 | | 299 | 9.3% |
| 18:00 | 18:15 | 54 | 8 | | 2 | | | 64 | 2.0% |
| 18:15 | 18:30 | 56 | 7 | | 2 | | | 65 | 2.0% |
| 18:30 | 18:45 | 44 | 7 | | | | | 51 | 1.6% |
| 18:45 | 19:00 | 39 | 6 | | | 1 | | 46 | 1.4% |
| 18:00 | 19:00 | 193 | 28 | | 4 | 1 | | 226 | 7.0% |
| 19:00 | 19:15 | 27 | 10 | | | | | 37 | 1.1% |
| 19:15 | 19:30 | 38 | 6 | | | | | 44 | 1.4% |
| 19:30 | 19:45 | 31 | 5 | | 2 | | | 38 | 1.2% |
| 19:45 | 20:00 | 36 | 6 | | | | | 42 | 1.3% |
| 19:00 | 20:00 | 132 | 27 | | 2 | | | 161 | 5.0% |
| 20:00 | 20:15 | 33 | 3 | | 2 | | | 38 | 1.2% |
| 20:15 | 20:30 | 24 | 5 | | | | | 29 | 0.9% |
| 20:30 | 20:45 | 32 | 2 | | | | | 34 | 1.1% |
| 20:45 | 21:00 | 23 | 4 | | | | | 27 | 0.8% |
| 20:00 | 21:00 | 112 | 14 | | 2 | | | 128 | 4.0% |
| 21:00 | 21:15 | 23 | 1 | | | | | 24 | 0.7% |
| 21:15 | 21:30 | 37 | 5 | | 2 | | | 44 | 1.4% |
| 21:30 | 21:45 | 20 | 2 | | | | | 22 | 0.7% |
| 21:45 | 22:00 | 18 | 3 | | 1 | | | 22 | 0.7% |
| 21:00 | 22:00 | 98 | 11 | | 3 | | | 112 | 3.5% |
| 22:00 | 22:15 | 24 | 5 | | | | | 29 | 0.9% |
| 22:15 | 22:30 | 15 | 7 | | | | | 22 | 0.7% |
| 22:30 | 22:45 | 14 | 3 | | 1 | | | 18 | 0.6% |
| 22:45 | 23:00 | 12 | 3 | | 1 | | | 16 | 0.5% |
| 22:00 | 23:00 | 65 | 18 | | 2 | | | 85 | 2.6% |
| 23:00 | 23:15 | 18 | 3 | | | | | 21 | 0.7% |
| 23:15 | 23:30 | 9 | | | | | | 9 | 0.3% |
| 23:30 | 23:45 | 7 | 1 | | 1 | | | 9 | 0.3% |
| 23:45 | 00:00 | 5 | | | | | | 5 | 0.2% |
| 23:00 | 00:00 | 39 | 4 | | 1 | | | 44 | 1.4% |
| Total | | 2583 | 524 | 34 | 71 | 1 | 5 | 3218 | |
| | | 80.3% | 16.3% | 1.1% | 2.2% | 0.0% | 0.2% | | |
| AM PEAK | | 127 | 16 | 7 | 3 | | 1 | 140 | |
| period | | 8:00 | 8:15 | 8:15 | 8:00 | | 6:00 | 8:00 | |
| % of class | | 4.9% | 3.1% | 20.6% | 4.2% | | 20.0% | | 4.4% |
| PM PEAK | | 72 | 14 | 2 | 5 | 1 | 1 | 81 | |
| period | | 17:00 | 12:15 | 13:15 | 15:15 | 18:45 | 15:45 | 17:45 | |
| % of class | | 2.8% | 2.7% | 5.9% | 7.0% | 100.0% | 20.0% | | 2.5% |

| Report-2.1 | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 1 | 1 | 2 | | | | | | | | 4 | 42.5-62.5 | 4 |
| 0:15 0:30 | | | | | | | 1 | | | | | | | 1 | 55.9-75.9 | 1 |
| 0:30 0:45 | | | | | | | 1 | 1 | | | | | | 2 | 51.7-71.7 | 2 |
| 0:45 1:00 | | | | | | | 1 | | | | | | | 1 | 42.5-62.5 | 1 |
| 00:00 1:00 | | | | 1 | 1 | 4 | 2 | | | | | | | 8 | 42.5-62.5 | 4 |
| 1:00 1:15 | | | | | | | | | | | | | | | | |
| 1:15 1:30 | | | | | | 2 | | | | | | | | 2 | 46.0-66.0 | 2 |
| 1:30 1:45 | | | | | | 1 | | | | | | | | 1 | 43.2-63.2 | 1 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | | | 3 | | | | | | | | 3 | 46.0-66.0 | 2 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | 1 | | | | | | | 1 | 42.1-62.1 | 1 |
| 2:30 2:45 | | | | 1 | | | | | | | | | | 1 | 28.8-48.8 | 1 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | 1 | | 1 | | | | | | | | 2 | 42.1-62.1 | 1 |
| 3:00 3:15 | | | | | 1 | | | 1 | | | | | | 2 | 30.7-50.7 | 1 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | 1 | | | | | | | | | | 1 | 18.7-38.7 | 1 |
| 3:00 4:00 | | | | 1 | | 1 | | 1 | | | | | | 3 | 30.7-50.7 | 1 |
| 4:00 4:15 | | | | | | | | | | | | | | | | |
| 4:15 4:30 | | | | | | | | | | | | | | | | |
| 4:30 4:45 | | | | | | | | | | | | | | | | |
| 4:45 5:00 | | | | 1 | 1 | 1 | 1 | | | | | | | 4 | 47.3-67.3 | 3 |
| 4:00 5:00 | | | | 1 | 1 | 1 | 1 | | | | | | | 4 | 47.3-67.3 | 3 |
| 5:00 5:15 | | | 1 | | 2 | 2 | 1 | | 1 | | | | | 7 | 39.5-59.5 | 4 |
| 5:15 5:30 | | | | 1 | 4 | 4 | 1 | | | | | | | 10 | 37.3-57.3 | 9 |
| 5:30 5:45 | | | | | 1 | 3 | 4 | 2 | | | | | | 10 | 51.6-71.6 | 8 |
| 5:45 6:00 | | | | 1 | 2 | 5 | 1 | 1 | | 1 | | | | 11 | 39.6-59.6 | 7 |
| 5:00 6:00 | | | 1 | 2 | 9 | 14 | 7 | 3 | 1 | 1 | | | | 38 | 37.3-57.3 | 9 |
| 6:00 6:15 | | | | 2 | 7 | 3 | 2 | 3 | | | | | | 17 | 37.8-57.8 | 11 |
| 6:15 6:30 | | | | | 4 | 1 | 5 | 2 | 1 | | | | | 13 | 43.4-63.4 | 8 |
| 6:30 6:45 | | | | 1 | 3 | 4 | 4 | 3 | | | | | | 15 | 47.7-67.7 | 9 |
| 6:45 7:00 | | | | | 4 | 4 | 5 | 1 | 3 | | | | | 17 | 45.9-65.9 | 13 |
| 6:00 7:00 | | | | 3 | 18 | 12 | 16 | 9 | 4 | | | | | 62 | 45.9-65.9 | 13 |
| 7:00 7:15 | | | | | 7 | 5 | 5 | 3 | | | | | | 20 | 34.4-54.4 | 12 |
| 7:15 7:30 | | | 1 | | 6 | 5 | 7 | 2 | | | | | | 21 | 49.5-69.5 | 13 |
| 7:30 7:45 | | | | 2 | 10 | 13 | 3 | 3 | | | | | | 31 | 41.8-61.8 | 24 |
| 7:45 8:00 | | | | 2 | 5 | 8 | 18 | 1 | 1 | | | | | 35 | 47.0-67.0 | 28 |
| 7:00 8:00 | | | 1 | 4 | 28 | 31 | 33 | 9 | 1 | | | | | 107 | 47.0-67.0 | 28 |
| 8:00 8:15 | | | | | 2 | 18 | 33 | 4 | | | | | | 57 | 50.3-70.3 | 52 |
| 8:15 8:30 | | | | 1 | 7 | 7 | 19 | 3 | | | | | | 37 | 51.0-71.0 | 28 |
| 8:30 8:45 | | | | | 1 | 7 | 9 | 10 | 3 | 2 | | | | 32 | 44.0-64.0 | 20 |
| 8:45 9:00 | | | 1 | 3 | 2 | 4 | 8 | 3 | 1 | | | | | 22 | 52.2-72.2 | 14 |
| 8:00 9:00 | | | 1 | 5 | 18 | 38 | 70 | 13 | 3 | | | | | 148 | 50.3-70.3 | 52 |
| 9:00 9:15 | | | | 1 | 1 | 3 | 4 | 3 | | | | | | 12 | 44.8-64.8 | 8 |
| 9:15 9:30 | | | | 1 | 4 | 3 | 6 | 2 | 1 | | | | | 17 | 44.3-64.3 | 11 |
| 9:30 9:45 | | | | 1 | 4 | 5 | 5 | 3 | 2 | | | | | 20 | 47.6-67.6 | 12 |
| 9:45 10:00 | | | | | 2 | 7 | 14 | 1 | | | | | | 24 | 50.0-70.0 | 21 |
| 9:00 10:00 | | | | 3 | 11 | 18 | 29 | 9 | 3 | | | | | 73 | 50.0-70.0 | 21 |
| 10:00 10:15 | | | | | 3 | 4 | 5 | 3 | | | | | | 15 | 52.6-72.6 | 11 |
| 10:15 10:30 | | | | | 3 | 5 | 5 | 1 | | 1 | | | | 15 | 44.5-64.5 | 13 |
| 10:30 10:45 | | | | | 4 | 7 | 5 | 2 | 1 | | | | | 19 | 46.8-66.8 | 13 |
| 10:45 11:00 | | | | | 3 | 4 | 6 | 3 | 1 | | | | | 17 | 55.4-75.4 | 12 |
| 10:00 11:00 | | | | | 13 | 20 | 21 | 9 | 2 | 1 | | | | 66 | 44.5-64.5 | 13 |
| 11:00 11:15 | | | | | 1 | 10 | 5 | 3 | 2 | | | | | 21 | 50.6-70.6 | 16 |
| 11:15 11:30 | | | | 1 | 1 | 5 | 12 | 1 | 1 | | | | | 21 | 50.0-70.0 | 17 |
| 11:30 11:45 | | | | | 4 | 9 | 5 | 4 | | | | | | 22 | 46.4-66.4 | 18 |
| 11:45 12:00 | | | | 1 | 3 | 5 | 3 | 3 | | | | | | 15 | 45.1-65.1 | 11 |
| 11:00 12:00 | | | | 2 | 9 | 29 | 25 | 11 | 3 | | | | | 79 | 46.4-66.4 | 18 |

| | | | | | | | | | | | | | |
|------------|-------|--|-------|-------|-------|-------|-------|-------|-------|--------|------|-----------|------|
| 12:00 | 12:15 | | | 4 | 1 | 12 | 3 | 1 | | | 21 | 53.2-73.2 | 16 |
| 12:15 | 12:30 | | | 2 | 6 | 10 | 2 | 1 | | | 21 | 50.8-70.8 | 17 |
| 12:30 | 12:45 | | | | 4 | 7 | 3 | 1 | | | 15 | 50.1-70.1 | 12 |
| 12:45 | 13:00 | | 1 | 3 | 3 | 4 | 4 | | | | 15 | 54.1-74.1 | 11 |
| 12:00 | 13:00 | | 1 | 9 | 14 | 33 | 12 | 3 | | | 72 | 50.8-70.8 | 17 |
| 13:00 | 13:15 | | | 1 | 4 | 6 | | 2 | | | 13 | 45.9-65.9 | 10 |
| 13:15 | 13:30 | | 1 | 3 | 7 | 4 | 3 | | | | 18 | 50.7-70.7 | 13 |
| 13:30 | 13:45 | | 4 | 4 | 12 | 10 | 5 | | | | 35 | 46.9-66.9 | 24 |
| 13:45 | 14:00 | | 1 | 1 | 9 | 5 | 2 | | | | 18 | 47.0-67.0 | 14 |
| 13:00 | 14:00 | | 6 | 9 | 32 | 25 | 10 | 2 | | | 84 | 46.9-66.9 | 24 |
| 14:00 | 14:15 | | 1 | 4 | 3 | 8 | 2 | | | | 18 | 49.8-69.8 | 12 |
| 14:15 | 14:30 | | | 2 | 13 | 22 | 8 | | 1 | | 46 | 53.0-73.0 | 38 |
| 14:30 | 14:45 | | | 3 | 17 | 9 | 4 | | | | 33 | 49.9-69.9 | 26 |
| 14:45 | 15:00 | | | 5 | 10 | 14 | 4 | | | | 33 | 49.0-69.0 | 24 |
| 14:00 | 15:00 | | 1 | 14 | 43 | 53 | 18 | | 1 | | 130 | 53.0-73.0 | 38 |
| 15:00 | 15:15 | | 1 | 2 | 16 | 13 | 2 | | | | 34 | 49.5-69.5 | 29 |
| 15:15 | 15:30 | | | 5 | 16 | 14 | 3 | | | | 38 | 44.1-64.1 | 33 |
| 15:30 | 15:45 | | | 2 | 7 | 20 | 6 | | | | 35 | 51.6-71.6 | 31 |
| 15:45 | 16:00 | | 2 | 6 | 10 | 16 | 3 | 2 | | | 39 | 49.1-69.1 | 28 |
| 15:00 | 16:00 | | 3 | 15 | 49 | 63 | 14 | 2 | | | 146 | 44.1-64.1 | 33 |
| 16:00 | 16:15 | | | 3 | 14 | 7 | 8 | | | | 32 | 53.3-73.3 | 24 |
| 16:15 | 16:30 | | | 4 | 9 | 16 | 6 | 2 | | | 37 | 52.9-72.9 | 28 |
| 16:30 | 16:45 | | | 2 | 14 | 21 | 1 | | | | 38 | 50.1-70.1 | 36 |
| 16:45 | 17:00 | | | 6 | 17 | 13 | 4 | | | | 40 | 48.1-68.1 | 31 |
| 16:00 | 17:00 | | | 15 | 54 | 57 | 19 | 2 | | | 147 | 50.1-70.1 | 36 |
| 17:00 | 17:15 | | | 5 | 16 | 23 | 4 | 1 | | | 49 | 51.2-71.2 | 41 |
| 17:15 | 17:30 | | | 3 | 14 | 17 | 3 | | | | 37 | 48.6-68.6 | 33 |
| 17:30 | 17:45 | | | 1 | 17 | 18 | 4 | | | | 40 | 49.9-69.9 | 35 |
| 17:45 | 18:00 | | | 3 | 15 | 19 | 3 | | | | 40 | 49.5-69.5 | 35 |
| 17:00 | 18:00 | | | 12 | 62 | 77 | 14 | 1 | | | 166 | 51.2-71.2 | 41 |
| 18:00 | 18:15 | | | 1 | 10 | 17 | 1 | 1 | 1 | | 31 | 48.8-68.8 | 27 |
| 18:15 | 18:30 | | | 4 | 13 | 12 | 5 | | | | 34 | 48.6-68.6 | 25 |
| 18:30 | 18:45 | | 1 | 1 | 10 | 10 | 3 | 1 | | | 26 | 50.2-70.2 | 21 |
| 18:45 | 19:00 | | | 2 | 15 | 4 | | 2 | | | 23 | 45.4-65.4 | 20 |
| 18:00 | 19:00 | | 1 | 8 | 48 | 43 | 9 | 4 | 1 | | 114 | 48.8-68.8 | 27 |
| 19:00 | 19:15 | | | 1 | 14 | 7 | 1 | | | | 23 | 44.5-64.5 | 22 |
| 19:15 | 19:30 | | 1 | 4 | 12 | 11 | 2 | | | | 30 | 44.5-64.5 | 26 |
| 19:30 | 19:45 | | | 2 | 6 | 13 | 2 | | | | 23 | 47.6-67.6 | 20 |
| 19:45 | 20:00 | | | 1 | 8 | 13 | 1 | | | | 23 | 50.1-70.1 | 22 |
| 19:00 | 20:00 | | 1 | 8 | 40 | 44 | 6 | | | | 99 | 44.5-64.5 | 26 |
| 20:00 | 20:15 | | | | 10 | 14 | 3 | | | | 27 | 50.1-70.1 | 25 |
| 20:15 | 20:30 | | 1 | 4 | 8 | 5 | | | | | 18 | 43.9-63.9 | 14 |
| 20:30 | 20:45 | | 1 | | 4 | 12 | | | 1 | | 18 | 47.8-67.8 | 16 |
| 20:45 | 21:00 | | 4 | 3 | 7 | 3 | | | | | 17 | 46.9-66.9 | 12 |
| 20:00 | 21:00 | | 6 | 7 | 29 | 34 | 3 | | 1 | | 80 | 50.1-70.1 | 25 |
| 21:00 | 21:15 | | | | 5 | 8 | 2 | | | | 15 | 54.3-74.3 | 14 |
| 21:15 | 21:30 | | | 4 | 8 | 10 | 2 | | | | 24 | 46.7-66.7 | 20 |
| 21:30 | 21:45 | | | | 5 | 3 | 1 | | | | 9 | 44.7-64.7 | 8 |
| 21:45 | 22:00 | | | | 7 | 4 | 4 | | | | 15 | 52.3-72.3 | 15 |
| 21:00 | 22:00 | | | 4 | 25 | 25 | 9 | | | | 63 | 46.7-66.7 | 20 |
| 22:00 | 22:15 | | | 1 | 8 | 3 | | 1 | | | 13 | 43.2-63.2 | 12 |
| 22:15 | 22:30 | | | 1 | 2 | 7 | 1 | 1 | | | 12 | 45.8-65.8 | 10 |
| 22:30 | 22:45 | | | | 6 | 4 | 1 | | | | 11 | 51.4-71.4 | 11 |
| 22:45 | 23:00 | | | 2 | 4 | 2 | 1 | | | | 9 | 42.2-62.2 | 7 |
| 22:00 | 23:00 | | 4 | 20 | 16 | 3 | 2 | | | | 45 | 43.2-63.2 | 12 |
| 23:00 | 23:15 | | | | 3 | 6 | 1 | 1 | | | 11 | 49.0-69.0 | 9 |
| 23:15 | 23:30 | | | 1 | 1 | 1 | 2 | | | | 5 | 42.0-62.0 | 3 |
| 23:30 | 23:45 | | | | 3 | 2 | 1 | | | | 6 | 48.8-68.8 | 5 |
| 23:45 | 00:00 | | | 1 | 1 | 1 | | | | | 3 | 46.0-66.0 | 3 |
| 23:00 | 00:00 | | | 2 | 8 | 10 | 4 | 1 | | | 25 | 49.0-69.0 | 9 |
| Total | | | 3 | 40 | 216 | 589 | 690 | 187 | 34 | 4 | 1 | 1764 | |
| AM PEAK | | | 0.2% | 2.3% | 12.2% | 33.4% | 39.1% | 10.6% | 1.9% | 0.2% | 0.1% | | |
| period | | | 1 | 3 | 10 | 18 | 33 | 4 | 3 | 1 | | 57 | |
| % of class | | | 5:00 | 8:45 | 7:30 | 8:00 | 8:00 | 8:00 | 6:45 | 5:45 | | 8:00 | |
| PM PEAK | | | 33.3% | 7.5% | 4.6% | 3.1% | 4.8% | 2.1% | 8.8% | 25.0% | | | 3.2% |
| period | | | 4 | 6 | 17 | 23 | 8 | 2 | 1 | | 1 | 49 | |
| % of class | | | 13:30 | 15:45 | 14:30 | 17:00 | 14:15 | 13:00 | 14:15 | 20:30 | | 17:00 | |
| | | | 10.0% | 2.8% | 2.9% | 3.3% | 4.3% | 5.9% | 25.0% | 100.0% | | | 2.8% |

| | |
|------------------|--------|
| 15% Percentile : | 50 KPH |
| 50% Percentile : | 60 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 77 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 50.5-70.5 KPH |
| Number in Pace: | 1291 |
| Percent in Pace: | 73.2 % |
| Number of Vehicles >60 KPH: | 916 |
| Percent of Vehicles >60 KPH: | 51.9 % |
| Mean Speed(average): | 60 KPH |

| Report-2.2 Speeds,km/h -----> | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|----------------------------------|--|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : West Road : | | | | | | | | | | | | | | | |
| | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 1 | 1 | 1 | 1 | | | | | | | 4 | 41.8-61.8 | 3 |
| 0:15 0:30 | | | | | | | | | | | | | | | | |
| 0:30 0:45 | | | | | | | | | | | | | | | | |
| 0:45 1:00 | | | | | 1 | | | | | | | | | 1 | 35.4-55.4 | 1 |
| 00:00 1:00 | | | | 1 | 2 | 1 | 1 | | | | | | | 5 | 41.8-61.8 | 3 |
| 1:00 1:15 | | | | | | | 1 | 1 | | | | | | 2 | 52.7-72.7 | 2 |
| 1:15 1:30 | | | | | | 1 | 1 | | | | | | | 2 | 46.4-66.4 | 2 |
| 1:30 1:45 | | | 1 | | 1 | | | | | | | | | 2 | 33.7-53.7 | 2 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | 1 | | 2 | 2 | 1 | | | | | | | 6 | 52.7-72.7 | 2 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | | | | 1 | | | | | | | 1 | 41.5-61.5 | 1 |
| 2:45 3:00 | | | | | | 2 | | | | | | | | 2 | 33.0-53.0 | 2 |
| 2:00 3:00 | | | | | 2 | 1 | | | | | | | | 3 | 33.0-53.0 | 2 |
| 3:00 3:15 | | | 1 | | | | | | | | | | | 1 | 30.0-50.0 | 1 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | 1 | | | | | | | 1 | 32.4-52.4 | 1 |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | 1 | 1 | | | | | | | | | 2 | 30.0-50.0 | 1 |
| 4:00 4:15 | | | 1 | | 1 | | | | | | | | | 2 | 18.7-38.7 | 1 |
| 4:15 4:30 | | | | 2 | | | | 1 | | | | | | 3 | 27.7-47.7 | 2 |
| 4:30 4:45 | | 1 | | | | 1 | | | | | | | | 2 | 0.1-20.1 | 1 |
| 4:45 5:00 | | | | | | 2 | 1 | | | | | | | 3 | 40.6-60.6 | 3 |
| 4:00 5:00 | | 1 | | 1 | 2 | 4 | 1 | 1 | | | | | | 10 | 40.6-60.6 | 3 |
| 5:00 5:15 | | | | | 3 | 4 | 4 | 1 | | | | | | 12 | 42.8-62.8 | 10 |
| 5:15 5:30 | | | | | | | | 3 | | | | | | 3 | 48.5-68.5 | 3 |
| 5:30 5:45 | | | | 1 | 1 | 3 | 6 | | | | | | | 11 | 48.5-68.5 | 9 |
| 5:45 6:00 | | | | | 1 | 4 | 3 | 1 | | | | | | 9 | 48.7-68.7 | 8 |
| 5:00 6:00 | | | 1 | 5 | 11 | 16 | 2 | | | | | | | 35 | 42.8-62.8 | 10 |
| 6:00 6:15 | | | 1 | | 5 | 4 | | | | | | | | 10 | 46.6-66.6 | 9 |
| 6:15 6:30 | | | | 1 | 5 | 4 | 1 | | | | | | | 11 | 49.1-69.1 | 10 |
| 6:30 6:45 | | | 1 | 1 | 13 | 4 | 2 | | | | | | | 21 | 46.8-66.8 | 17 |
| 6:45 7:00 | | | | 1 | 10 | 3 | 3 | 1 | | | | | | 18 | 45.0-65.0 | 14 |
| 6:00 7:00 | | | 2 | 3 | 33 | 15 | 6 | 1 | | | | | | 60 | 46.8-66.8 | 17 |
| 7:00 7:15 | | | | 1 | 11 | 5 | 4 | | | | | | | 21 | 46.7-66.7 | 17 |
| 7:15 7:30 | | | | 1 | 12 | 15 | | | | | | | | 28 | 47.9-67.9 | 28 |
| 7:30 7:45 | | | | 1 | 9 | 12 | 2 | | | | | | | 24 | 51.1-71.1 | 22 |
| 7:45 8:00 | | | 2 | 5 | 16 | 32 | 3 | | | | | | | 58 | 49.2-69.2 | 50 |
| 7:00 8:00 | | | 2 | 8 | 48 | 64 | 9 | | | | | | | 131 | 49.2-69.2 | 50 |
| 8:00 8:15 | | | | 5 | 24 | 51 | 3 | | | | | | | 83 | 49.8-69.8 | 76 |
| 8:15 8:30 | | | | 5 | 13 | 27 | 3 | 1 | | | | | | 49 | 52.1-72.1 | 42 |
| 8:30 8:45 | | | | 2 | 6 | 13 | 7 | | | | | | | 28 | 50.9-70.9 | 22 |
| 8:45 9:00 | | | | 3 | 10 | 7 | | 1 | | | | | | 21 | 46.5-66.5 | 18 |
| 8:00 9:00 | | | | 15 | 53 | 98 | 13 | 2 | | | | | | 181 | 49.8-69.8 | 76 |
| 9:00 9:15 | | | | 3 | 10 | 7 | | | | | | | | 20 | 49.2-69.2 | 18 |
| 9:15 9:30 | | | | 2 | 9 | 5 | 3 | | | | | | | 19 | 45.1-65.1 | 15 |
| 9:30 9:45 | | | | 1 | 3 | 3 | 1 | 1 | | | | | | 9 | 54.4-74.4 | 7 |
| 9:45 10:00 | | | 1 | 1 | 1 | 4 | 2 | | | | | | | 9 | 51.7-71.7 | 7 |
| 9:00 10:00 | | | 1 | 7 | 23 | 19 | 6 | 1 | | | | | | 57 | 49.2-69.2 | 18 |
| 10:00 10:15 | | | | 2 | 3 | 4 | 3 | 1 | | | | | | 13 | 54.0-74.0 | 10 |
| 10:15 10:30 | | | | 3 | 2 | 4 | | | | | | | | 9 | 41.4-61.4 | 6 |
| 10:30 10:45 | | | | | 3 | 4 | 3 | 1 | 1 | | | | | 12 | 53.9-73.9 | 9 |
| 10:45 11:00 | | | 1 | 1 | 6 | 8 | 1 | | | | | | | 17 | 47.2-67.2 | 14 |
| 10:00 11:00 | | | 1 | 6 | 14 | 20 | 7 | 2 | 1 | | | | | 51 | 47.2-67.2 | 14 |
| 11:00 11:15 | | | | 3 | 8 | 9 | 1 | | | | | | | 21 | 46.4-66.4 | 18 |
| 11:15 11:30 | | | | | 4 | 4 | 3 | | | | | | | 11 | 53.1-73.1 | 11 |
| 11:30 11:45 | | | | | 4 | 3 | 6 | 1 | | | | | | 14 | 47.7-67.7 | 10 |
| 11:45 12:00 | | | | | 5 | 3 | 1 | | | | | | | 9 | 48.9-68.9 | 8 |
| 11:00 12:00 | | | | 7 | 20 | 22 | 6 | | | | | | | 55 | 46.4-66.4 | 18 |

| | | | | | | | | | | | | | |
|------------|-------|---|-------|--------|-------|-------|-------|-------|-------|-------|--------|-----------|------|
| 12:00 | 12:15 | | | 1 | 4 | 3 | 1 | 1 | | | 10 | 43.7-63.7 | 7 |
| 12:15 | 12:30 | | | 3 | 9 | 11 | 1 | 1 | | | 25 | 46.4-66.4 | 21 |
| 12:30 | 12:45 | | | 4 | 3 | 3 | 2 | | | | 12 | 42.2-62.2 | 8 |
| 12:45 | 13:00 | | 1 | 1 | 5 | 9 | 2 | | | | 18 | 51.1-71.1 | 16 |
| 12:00 | 13:00 | | 1 | 9 | 21 | 26 | 6 | 2 | | | 65 | 46.4-66.4 | 21 |
| 13:00 | 13:15 | | | 1 | 7 | 5 | | | | | 13 | 48.6-68.6 | 12 |
| 13:15 | 13:30 | | | 1 | 3 | 4 | 1 | | | | 9 | 45.0-65.0 | 7 |
| 13:30 | 13:45 | | 1 | 2 | 4 | 3 | 1 | 1 | | | 12 | 49.7-69.7 | 7 |
| 13:45 | 14:00 | | 1 | 1 | 7 | 5 | | | | | 14 | 44.2-64.2 | 13 |
| 13:00 | 14:00 | | 2 | 5 | 21 | 17 | 2 | 1 | | | 48 | 44.2-64.2 | 13 |
| 14:00 | 14:15 | | | 2 | 6 | 6 | 2 | | | | 18 | 47.7-67.7 | 12 |
| 14:15 | 14:30 | 1 | | 1 | 6 | 11 | 4 | | | | 23 | 53.4-73.4 | 20 |
| 14:30 | 14:45 | | | 1 | 7 | 7 | 4 | | | | 19 | 49.7-69.7 | 14 |
| 14:45 | 15:00 | | | 2 | 7 | 6 | 1 | | | | 16 | 44.9-64.9 | 14 |
| 14:00 | 15:00 | 1 | 2 | 6 | 26 | 30 | 11 | | | | 76 | 53.4-73.4 | 20 |
| 15:00 | 15:15 | | | 4 | 7 | 10 | 9 | 2 | | | 32 | 49.0-69.0 | 20 |
| 15:15 | 15:30 | | 1 | 5 | 10 | 10 | 1 | | | | 27 | 47.6-67.6 | 23 |
| 15:30 | 15:45 | | | 8 | 6 | 6 | | 1 | | | 21 | 42.9-62.9 | 17 |
| 15:45 | 16:00 | | 1 | 2 | 11 | 9 | 2 | | | | 25 | 49.3-69.3 | 20 |
| 15:00 | 16:00 | | 6 | 22 | 37 | 34 | 5 | 1 | | | 105 | 47.6-67.6 | 23 |
| 16:00 | 16:15 | | 1 | 2 | 7 | 10 | 5 | | | | 25 | 57.0-77.0 | 19 |
| 16:15 | 16:30 | | | 1 | 14 | 7 | 1 | | | | 23 | 47.6-67.6 | 22 |
| 16:30 | 16:45 | | | | 8 | 10 | 3 | | | | 21 | 50.5-70.5 | 19 |
| 16:45 | 17:00 | | | 6 | 14 | 8 | 4 | | | | 32 | 44.4-64.4 | 25 |
| 16:00 | 17:00 | | 1 | 9 | 43 | 35 | 13 | | | | 101 | 44.4-64.4 | 25 |
| 17:00 | 17:15 | | 1 | 3 | 15 | 9 | 1 | | | | 29 | 45.9-65.9 | 27 |
| 17:15 | 17:30 | | | 6 | 17 | 7 | 2 | 1 | | | 33 | 45.6-65.6 | 27 |
| 17:30 | 17:45 | | | 2 | 8 | 16 | 4 | | | | 30 | 48.9-68.9 | 25 |
| 17:45 | 18:00 | | 1 | 2 | 15 | 20 | 3 | | | | 41 | 49.2-69.2 | 35 |
| 17:00 | 18:00 | | 2 | 13 | 55 | 52 | 10 | 1 | | | 133 | 49.2-69.2 | 35 |
| 18:00 | 18:15 | | | 2 | 16 | 14 | 1 | | | | 33 | 46.8-66.8 | 30 |
| 18:15 | 18:30 | | | 4 | 12 | 9 | 6 | | | | 31 | 45.4-65.4 | 22 |
| 18:30 | 18:45 | | | 4 | 10 | 9 | 2 | | | | 25 | 48.4-68.4 | 19 |
| 18:45 | 19:00 | | | 7 | 8 | 7 | 1 | | | | 23 | 47.2-67.2 | 17 |
| 18:00 | 19:00 | | | 17 | 46 | 39 | 10 | | | | 112 | 46.8-66.8 | 30 |
| 19:00 | 19:15 | | | 3 | 5 | 5 | | 1 | | | 14 | 46.9-66.9 | 11 |
| 19:15 | 19:30 | | 1 | 3 | 4 | 5 | 1 | | | | 14 | 40.7-60.7 | 9 |
| 19:30 | 19:45 | | | 4 | 8 | 2 | 1 | | | | 15 | 44.5-64.5 | 14 |
| 19:45 | 20:00 | | | 2 | 7 | 7 | 3 | | | | 19 | 46.6-66.6 | 15 |
| 19:00 | 20:00 | | 1 | 12 | 24 | 19 | 5 | 1 | | | 62 | 46.6-66.6 | 15 |
| 20:00 | 20:15 | | | 2 | 5 | 2 | 2 | | | | 11 | 41.4-61.4 | 8 |
| 20:15 | 20:30 | | 1 | 2 | 5 | 2 | 1 | | | | 11 | 41.3-61.3 | 8 |
| 20:30 | 20:45 | | | 1 | 2 | 6 | 5 | 2 | | | 16 | 42.1-62.1 | 12 |
| 20:45 | 21:00 | | 1 | 1 | 2 | 4 | 2 | | | | 10 | 41.8-61.8 | 7 |
| 20:00 | 21:00 | | 1 | 3 | 8 | 20 | 11 | 5 | | | 48 | 42.1-62.1 | 12 |
| 21:00 | 21:15 | | | 1 | 4 | 3 | 1 | | | | 9 | 48.7-68.7 | 8 |
| 21:15 | 21:30 | | | 5 | 7 | 8 | | | | | 20 | 46.9-66.9 | 17 |
| 21:30 | 21:45 | | | 3 | 4 | 4 | 1 | 1 | | | 13 | 47.6-67.6 | 11 |
| 21:45 | 22:00 | | | | 4 | 3 | | | | | 7 | 46.7-66.7 | 7 |
| 21:00 | 22:00 | | | 9 | 19 | 18 | 2 | 1 | | | 49 | 46.9-66.9 | 17 |
| 22:00 | 22:15 | | | 1 | 7 | 6 | 2 | | | | 16 | 50.3-70.3 | 14 |
| 22:15 | 22:30 | | | 2 | 4 | 4 | | | | | 10 | 44.6-64.6 | 9 |
| 22:30 | 22:45 | | 2 | 2 | 1 | 2 | | | | | 7 | 45.6-65.6 | 5 |
| 22:45 | 23:00 | | | 1 | 5 | 1 | | | | | 7 | 41.3-61.3 | 7 |
| 22:00 | 23:00 | | 2 | 6 | 17 | 13 | 2 | | | | 40 | 50.3-70.3 | 14 |
| 23:00 | 23:15 | | | 2 | 3 | 3 | 2 | | | | 10 | 51.6-71.6 | 8 |
| 23:15 | 23:30 | | | | 1 | 2 | 1 | | | | 4 | 53.2-73.2 | 4 |
| 23:30 | 23:45 | | 1 | | 1 | | | 1 | | | 3 | 37.7-57.7 | 2 |
| 23:45 | 00:00 | | | | 1 | | | 1 | | | 2 | 34.7-54.7 | 1 |
| 23:00 | 00:00 | | | 3 | 6 | 5 | 3 | 2 | | | 19 | 51.6-71.6 | 8 |
| Total | | | 2 | 1 | 29 | 174 | 548 | 558 | 126 | 15 | 1 | 1454 | |
| AM PEAK | | | 0.1% | 0.1% | 2.0% | 12.0% | 37.7% | 38.4% | 8.7% | 1.0% | 0.1% | | |
| period | | | 1 | | 5 | 24 | 51 | 7 | 1 | 1 | | 83 | |
| % of class | | | 4:30 | | 7:45 | 8:00 | 8:00 | 8:30 | 6:45 | 10:30 | | 8:00 | |
| PM PEAK | | | 50.0% | | 6.9% | 2.9% | 4.4% | 9.1% | 5.6% | 6.7% | 100.0% | | 5.7% |
| period | | | 1 | 1 | 4 | 8 | 17 | 20 | 6 | 1 | | 41 | |
| % of class | | | 14:15 | 20:45 | 15:00 | 15:30 | 17:15 | 17:45 | 18:15 | 12:00 | | 17:45 | |
| | | | 50.0% | 100.0% | 13.8% | 4.6% | 3.1% | 3.6% | 4.8% | 6.7% | | | 2.8% |

| | |
|------------------|--------|
| 15% Percentile : | 50 KPH |
| 50% Percentile : | 60 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 75 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 49.7-69.7 KPH |
| Number in Pace: | 1112 |
| Percent in Pace: | 76.5 % |
| Number of Vehicles >60 KPH: | 700 |
| Percent of Vehicles >60 KPH: | 48.1 % |
| Mean Speed(average): | 59 KPH |

| Report-2.3 | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|--|----|----|----|----|----|-----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East + West Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | 2 | 2 | 3 | 1 | | | | | | | 8 | 42.5-62.5 | 7 |
| 0:15 0:30 | | | | | | | 1 | | | | | | | 1 | 55.9-75.9 | 1 |
| 0:30 0:45 | | | | | | | 1 | 1 | | | | | | 2 | 51.7-71.7 | 2 |
| 0:45 1:00 | | | | | | 1 | 1 | | | | | | | 2 | 42.5-62.5 | 2 |
| 00:00 1:00 | | | | 2 | 3 | 5 | 3 | | | | | | | 13 | 42.5-62.5 | 7 |
| 1:00 1:15 | | | | | | | 1 | 1 | | | | | | 2 | 52.7-72.7 | 2 |
| 1:15 1:30 | | | | | | 1 | 3 | | | | | | | 4 | 46.4-66.4 | 4 |
| 1:30 1:45 | | | 1 | | 1 | 1 | | | | | | | | 3 | 33.7-53.7 | 2 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | 1 | | 2 | 5 | 1 | | | | | | | 9 | 46.4-66.4 | 4 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | 1 | | | | | | | 1 | 42.1-62.1 | 1 |
| 2:30 2:45 | | | | | 1 | | 1 | | | | | | | 2 | 41.5-61.5 | 2 |
| 2:45 3:00 | | | | | | 2 | | | | | | | | 2 | 33.0-53.0 | 2 |
| 2:00 3:00 | | | | 1 | 2 | 2 | | | | | | | | 5 | 41.5-61.5 | 2 |
| 3:00 3:15 | | | | 1 | 1 | | | 1 | | | | | | 3 | 30.7-50.7 | 2 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | 1 | | 1 | | | | | | | | | 2 | 32.4-52.4 | 2 |
| 3:00 4:00 | | | 1 | 1 | 2 | | 1 | | | | | | | 5 | 30.7-50.7 | 2 |
| 4:00 4:15 | | | 1 | | 1 | | | | | | | | | 2 | 18.7-38.7 | 1 |
| 4:15 4:30 | | | | 2 | | | | 1 | | | | | | 3 | 27.7-47.7 | 2 |
| 4:30 4:45 | | 1 | | | 1 | | | | | | | | | 2 | 0.1-20.1 | 1 |
| 4:45 5:00 | | | 1 | 1 | 3 | 2 | | | | | | | | 7 | 47.3-67.3 | 6 |
| 4:00 5:00 | | 1 | 2 | 3 | 5 | 2 | 1 | | | | | | | 14 | 47.3-67.3 | 6 |
| 5:00 5:15 | | 1 | | 5 | 6 | 5 | 1 | 1 | | | | | | 19 | 42.8-62.8 | 13 |
| 5:15 5:30 | | | 1 | 4 | 4 | 4 | | | | | | | | 13 | 37.3-57.3 | 9 |
| 5:30 5:45 | | | 1 | 2 | 6 | 10 | 2 | | | | | | | 21 | 51.6-71.6 | 17 |
| 5:45 6:00 | | | 1 | 3 | 9 | 4 | 2 | | 1 | | | | | 20 | 45.8-65.8 | 14 |
| 5:00 6:00 | | 1 | 3 | 14 | 25 | 23 | 5 | 1 | 1 | | | | | 73 | 51.6-71.6 | 17 |
| 6:00 6:15 | | | 3 | 7 | 8 | 6 | 3 | | | | | | | 27 | 42.3-62.3 | 17 |
| 6:15 6:30 | | | | 5 | 6 | 9 | 3 | 1 | | | | | | 24 | 46.1-66.1 | 17 |
| 6:30 6:45 | | | 2 | 4 | 17 | 8 | 5 | | | | | | | 36 | 47.0-67.0 | 25 |
| 6:45 7:00 | | | | 5 | 14 | 8 | 4 | 4 | | | | | | 35 | 45.0-65.0 | 26 |
| 6:00 7:00 | | | 5 | 21 | 45 | 31 | 15 | 5 | | | | | | 122 | 45.0-65.0 | 26 |
| 7:00 7:15 | | | | 8 | 16 | 10 | 7 | | | | | | | 41 | 42.4-62.4 | 27 |
| 7:15 7:30 | | 1 | | 7 | 17 | 22 | 2 | | | | | | | 49 | 48.3-68.3 | 40 |
| 7:30 7:45 | | | 2 | 11 | 22 | 15 | 5 | | | | | | | 55 | 46.1-66.1 | 41 |
| 7:45 8:00 | | | 4 | 10 | 24 | 50 | 4 | 1 | | | | | | 93 | 49.2-69.2 | 78 |
| 7:00 8:00 | | 1 | 6 | 36 | 79 | 97 | 18 | 1 | | | | | | 238 | 49.2-69.2 | 78 |
| 8:00 8:15 | | | | 7 | 42 | 84 | 7 | | | | | | | 140 | 50.4-70.4 | 128 |
| 8:15 8:30 | | | 1 | 12 | 20 | 46 | 6 | 1 | | | | | | 86 | 51.0-71.0 | 69 |
| 8:30 8:45 | | | 1 | 9 | 15 | 23 | 10 | 2 | | | | | | 60 | 50.2-70.2 | 40 |
| 8:45 9:00 | | | 1 | 3 | 5 | 14 | 15 | 3 | 2 | | | | | 43 | 52.2-72.2 | 31 |
| 8:00 9:00 | | | 1 | 5 | 33 | 91 | 168 | 26 | 5 | | | | | 329 | 50.4-70.4 | 128 |
| 9:00 9:15 | | | 1 | 4 | 13 | 11 | 3 | | | | | | | 32 | 47.3-67.3 | 25 |
| 9:15 9:30 | | | 1 | 6 | 12 | 11 | 5 | 1 | | | | | | 36 | 44.3-64.3 | 25 |
| 9:30 9:45 | | | 1 | 5 | 8 | 8 | 4 | 3 | | | | | | 29 | 54.4-74.4 | 18 |
| 9:45 10:00 | | | 1 | 3 | 8 | 18 | 3 | | | | | | | 33 | 51.7-71.7 | 27 |
| 9:00 10:00 | | | 4 | 18 | 41 | 48 | 15 | 4 | | | | | | 130 | 51.7-71.7 | 27 |
| 10:00 10:15 | | | | 5 | 7 | 9 | 6 | 1 | | | | | | 28 | 54.0-74.0 | 20 |
| 10:15 10:30 | | | | 6 | 7 | 9 | 1 | | | 1 | | | | 24 | 42.6-62.6 | 17 |
| 10:30 10:45 | | | | 4 | 10 | 9 | 5 | 2 | 1 | | | | | 31 | 47.1-67.1 | 20 |
| 10:45 11:00 | | | 1 | 4 | 10 | 14 | 4 | 1 | | | | | | 34 | 47.2-67.2 | 25 |
| 10:00 11:00 | | | 1 | 19 | 34 | 41 | 16 | 4 | 2 | | | | | 117 | 47.2-67.2 | 25 |
| 11:00 11:15 | | | | 4 | 18 | 14 | 4 | 2 | | | | | | 42 | 48.5-68.5 | 32 |
| 11:15 11:30 | | | 1 | 1 | 9 | 16 | 4 | 1 | | | | | | 32 | 53.1-73.1 | 27 |
| 11:30 11:45 | | | | 8 | 12 | 11 | 5 | | | | | | | 36 | 47.7-67.7 | 28 |
| 11:45 12:00 | | | 1 | 3 | 10 | 6 | 4 | | | | | | | 24 | 50.9-70.9 | 19 |
| 11:00 12:00 | | | 2 | 16 | 49 | 47 | 17 | 3 | | | | | | 134 | 48.5-68.5 | 32 |

| | | | | | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-----|-----------|-------|
| 12:00 | 12:15 | | | 5 | 5 | 15 | 4 | 2 | | | | 31 | 55.0-75.0 | 23 |
| 12:15 | 12:30 | | | 5 | 15 | 21 | 3 | 2 | | | | 46 | 53.8-73.8 | 38 |
| 12:30 | 12:45 | | | 4 | 7 | 10 | 5 | 1 | | | | 27 | 52.8-72.8 | 19 |
| 12:45 | 13:00 | | | 2 | 4 | 8 | 13 | 6 | | | | 33 | 51.3-71.3 | 25 |
| 12:00 | 13:00 | | | 2 | 18 | 35 | 59 | 18 | 5 | | | 137 | 53.8-73.8 | 38 |
| 13:00 | 13:15 | | | | 2 | 11 | 11 | | 2 | | | 26 | 48.6-68.6 | 22 |
| 13:15 | 13:30 | | | 1 | 4 | 10 | 8 | 4 | | | | 27 | 50.2-70.2 | 19 |
| 13:30 | 13:45 | | | 5 | 6 | 16 | 13 | 6 | 1 | | | 47 | 47.7-67.7 | 30 |
| 13:45 | 14:00 | | | 2 | 2 | 16 | 10 | 2 | | | | 32 | 47.0-67.0 | 27 |
| 13:00 | 14:00 | | | 8 | 14 | 53 | 42 | 12 | 3 | | | 132 | 47.7-67.7 | 30 |
| 14:00 | 14:15 | | | | 3 | 6 | 9 | 14 | 4 | | | 36 | 49.9-69.9 | 24 |
| 14:15 | 14:30 | | 1 | | 3 | 19 | 33 | 12 | | 1 | | 69 | 53.0-73.0 | 57 |
| 14:30 | 14:45 | | | | 4 | 24 | 16 | 8 | | | | 52 | 49.9-69.9 | 40 |
| 14:45 | 15:00 | | | | 7 | 17 | 20 | 5 | | | | 49 | 50.2-70.2 | 38 |
| 14:00 | 15:00 | | 1 | 3 | 20 | 69 | 83 | 29 | | 1 | | 206 | 53.0-73.0 | 57 |
| 15:00 | 15:15 | | | 5 | 9 | 26 | 22 | 4 | | | | 66 | 51.1-71.1 | 49 |
| 15:15 | 15:30 | | | 1 | 10 | 26 | 24 | 4 | | | | 65 | 44.1-64.1 | 55 |
| 15:30 | 15:45 | | | | 10 | 13 | 26 | 6 | 1 | | | 56 | 44.9-64.9 | 42 |
| 15:45 | 16:00 | | | 3 | 8 | 21 | 25 | 5 | 2 | | | 64 | 49.1-69.1 | 47 |
| 15:00 | 16:00 | | | 9 | 37 | 86 | 97 | 19 | 3 | | | 251 | 44.1-64.1 | 55 |
| 16:00 | 16:15 | | | 1 | 5 | 21 | 17 | 13 | | | | 57 | 53.3-73.3 | 42 |
| 16:15 | 16:30 | | | | 5 | 23 | 23 | 7 | 2 | | | 60 | 51.1-71.1 | 48 |
| 16:30 | 16:45 | | | | 2 | 22 | 31 | 4 | | | | 59 | 50.1-70.1 | 54 |
| 16:45 | 17:00 | | | | 12 | 31 | 21 | 8 | | | | 72 | 48.1-68.1 | 55 |
| 16:00 | 17:00 | | | 1 | 24 | 97 | 92 | 32 | 2 | | | 248 | 48.1-68.1 | 55 |
| 17:00 | 17:15 | | | 1 | 8 | 31 | 32 | 5 | 1 | | | 78 | 50.5-70.5 | 64 |
| 17:15 | 17:30 | | | | 9 | 31 | 24 | 5 | 1 | | | 70 | 47.5-67.5 | 58 |
| 17:30 | 17:45 | | | | 3 | 25 | 34 | 8 | | | | 70 | 48.9-68.9 | 59 |
| 17:45 | 18:00 | | | 1 | 5 | 30 | 39 | 6 | | | | 81 | 49.5-69.5 | 70 |
| 17:00 | 18:00 | | | 2 | 25 | 117 | 129 | 24 | 2 | | | 299 | 49.5-69.5 | 70 |
| 18:00 | 18:15 | | | | 3 | 26 | 31 | 2 | 1 | 1 | | 64 | 49.4-69.4 | 57 |
| 18:15 | 18:30 | | | | 8 | 25 | 21 | 11 | | | | 65 | 50.2-70.2 | 47 |
| 18:30 | 18:45 | | 1 | 5 | 20 | 19 | 5 | 1 | | | | 51 | 50.2-70.2 | 40 |
| 18:45 | 19:00 | | | | 9 | 23 | 11 | 1 | 2 | | | 46 | 45.4-65.4 | 36 |
| 18:00 | 19:00 | | | 1 | 25 | 94 | 82 | 19 | 4 | 1 | | 226 | 49.4-69.4 | 57 |
| 19:00 | 19:15 | | | | 4 | 19 | 12 | 1 | 1 | | | 37 | 46.9-66.9 | 33 |
| 19:15 | 19:30 | | | 2 | 7 | 16 | 16 | 3 | | | | 44 | 44.7-64.7 | 35 |
| 19:30 | 19:45 | | | | 6 | 14 | 15 | 3 | | | | 38 | 47.6-67.6 | 32 |
| 19:45 | 20:00 | | | | 3 | 15 | 20 | 4 | | | | 42 | 50.1-70.1 | 36 |
| 19:00 | 20:00 | | | 2 | 20 | 64 | 63 | 11 | 1 | | | 161 | 50.1-70.1 | 36 |
| 20:00 | 20:15 | | | | 2 | 15 | 16 | 5 | | | | 38 | 50.1-70.1 | 32 |
| 20:15 | 20:30 | | | 2 | 6 | 13 | 7 | 1 | | | | 29 | 46.0-66.0 | 22 |
| 20:30 | 20:45 | | | 2 | 2 | 10 | 17 | 2 | | 1 | | 34 | 47.8-67.8 | 28 |
| 20:45 | 21:00 | | 1 | 5 | 5 | 11 | 5 | | | | | 27 | 41.8-61.8 | 17 |
| 20:00 | 21:00 | | 1 | 9 | 15 | 49 | 45 | 8 | | 1 | | 128 | 50.1-70.1 | 32 |
| 21:00 | 21:15 | | | | 1 | 9 | 11 | 3 | | | | 24 | 54.3-74.3 | 22 |
| 21:15 | 21:30 | | | | 9 | 15 | 18 | 2 | | | | 44 | 46.9-66.9 | 37 |
| 21:30 | 21:45 | | | | 3 | 9 | 7 | 2 | 1 | | | 22 | 47.6-67.6 | 19 |
| 21:45 | 22:00 | | | | | 11 | 7 | 4 | | | | 22 | 50.7-70.7 | 20 |
| 21:00 | 22:00 | | | 13 | 44 | 43 | 11 | 1 | | | | 112 | 46.9-66.9 | 37 |
| 22:00 | 22:15 | | | | 2 | 15 | 9 | 2 | 1 | | | 29 | 48.9-68.9 | 25 |
| 22:15 | 22:30 | | | | 3 | 6 | 11 | 1 | 1 | | | 22 | 45.8-65.8 | 19 |
| 22:30 | 22:45 | | | 2 | 2 | 7 | 6 | 1 | | | | 18 | 45.6-65.6 | 14 |
| 22:45 | 23:00 | | | | 3 | 9 | 3 | 1 | | | | 16 | 42.2-62.2 | 14 |
| 22:00 | 23:00 | | | 2 | 10 | 37 | 29 | 5 | 2 | | | 85 | 48.9-68.9 | 25 |
| 23:00 | 23:15 | | | | 2 | 6 | 9 | 3 | 1 | | | 21 | 51.6-71.6 | 17 |
| 23:15 | 23:30 | | | | 1 | 2 | 3 | 3 | | | | 9 | 56.0-76.0 | 7 |
| 23:30 | 23:45 | | | | 1 | 4 | 2 | 1 | 1 | | | 9 | 48.8-68.8 | 6 |
| 23:45 | 00:00 | | | | 1 | 2 | 1 | | 1 | | | 5 | 46.0-66.0 | 4 |
| 23:00 | 00:00 | | | | 5 | 14 | 15 | 7 | 3 | | | 44 | 51.6-71.6 | 17 |
| Total | | | | 2 | 4 | 69 | 390 | 1137 | 1248 | 313 | 49 | 5 | 1 | 3218 |
| AM PEAK | | 0.1% | 0.1% | 2.1% | 12.1% | 35.3% | 38.8% | 9.7% | 1.5% | 0.2% | 0.0% | | | |
| period | | 1 | 1 | 4 | 12 | 42 | 84 | 10 | 4 | 1 | | | | 140 |
| % of class | | 4:30 | 5:00 | 7:45 | 8:15 | 8:00 | 8:00 | 8:30 | 6:45 | 5:45 | | | | 8:00 |
| | | 50.0% | 25.0% | 5.8% | 3.1% | 3.7% | 6.7% | 3.2% | 8.2% | 20.0% | | | | 4.4% |
| PM PEAK | | 1 | 1 | 5 | 12 | 31 | 39 | 13 | 2 | 1 | 1 | | | 81 |
| period | | 14:15 | 20:45 | 13:30 | 16:45 | 16:45 | 17:45 | 16:00 | 12:00 | 14:15 | 20:30 | | | 17:45 |
| % of class | | 50.0% | 25.0% | 7.2% | 3.1% | 2.7% | 3.1% | 4.2% | 4.1% | 20.0% | 100.0% | | | 2.5% |

| | |
|------------------|--------|
| 15% Percentile : | 50 KPH |
| 50% Percentile : | 60 KPH |
| 85% Percentile : | 69 KPH |
| 95% Percentile : | 77 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 50.4-70.4 KPH |
| Number in Pace: | 2398 |
| Percent in Pace: | 74.5 % |
| Number of Vehicles >60 KPH: | 1616 |
| Percent of Vehicles >60 KPH: | 50.2 % |
| Mean Speed(average): | 60 KPH |

| Report-3.1 Directions -----> | Location : CAL2019-A5EW Columbia Way - west of Forest Gate Ave | | | | | | | | | |
|---------------------------------|--|--|-------------------|------|------------------|--|------------------|-------|-------------------|-------|
| | Dates : 2019-12-12 | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | |
| 00:00 0:15 | | | 4 | 0.2% | | | 4 | 0.3% | 8 | 0.2% |
| 0:15 0:30 | | | 1 | 0.1% | | | | | 1 | 0.0% |
| 0:30 0:45 | | | 2 | 0.1% | | | | | 2 | 0.1% |
| 0:45 1:00 | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 00:00 1:00 | | | 8 | 0.5% | | | 5 | 0.3% | 13 | 0.4% |
| 1:00 1:15 | | | | | | | 2 | 0.1% | 2 | 0.1% |
| 1:15 1:30 | | | 2 | 0.1% | | | 2 | 0.1% | 4 | 0.1% |
| 1:30 1:45 | | | 1 | 0.1% | | | 2 | 0.1% | 3 | 0.1% |
| 1:45 2:00 | | | | | | | | | | |
| 1:00 2:00 | | | 3 | 0.2% | | | 6 | 0.4% | 9 | 0.3% |
| 2:00 2:15 | | | | | | | | | | |
| 2:15 2:30 | | | 1 | 0.1% | | | | | 1 | 0.0% |
| 2:30 2:45 | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 2:45 3:00 | | | | | | | 2 | 0.1% | 2 | 0.1% |
| 2:00 3:00 | | | 2 | 0.1% | | | 3 | 0.2% | 5 | 0.2% |
| 3:00 3:15 | | | 2 | 0.1% | | | 1 | 0.1% | 3 | 0.1% |
| 3:15 3:30 | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | |
| 3:45 4:00 | | | 1 | 0.1% | | | 1 | 0.1% | 2 | 0.1% |
| 3:00 4:00 | | | 3 | 0.2% | | | 2 | 0.1% | 5 | 0.2% |
| 4:00 4:15 | | | | | | | 2 | 0.1% | 2 | 0.1% |
| 4:15 4:30 | | | | | | | 3 | 0.2% | 3 | 0.1% |
| 4:30 4:45 | | | | | | | 2 | 0.1% | 2 | 0.1% |
| 4:45 5:00 | | | 4 | 0.2% | | | 3 | 0.2% | 7 | 0.2% |
| 4:00 5:00 | | | 4 | 0.2% | | | 10 | 0.7% | 14 | 0.4% |
| 5:00 5:15 | | | 7 | 0.4% | | | 12 | 0.8% | 19 | 0.6% |
| 5:15 5:30 | | | 10 | 0.6% | | | 3 | 0.2% | 13 | 0.4% |
| 5:30 5:45 | | | 10 | 0.6% | | | 11 | 0.8% | 21 | 0.7% |
| 5:45 6:00 | | | 11 | 0.6% | | | 9 | 0.6% | 20 | 0.6% |
| 5:00 6:00 | | | 38 | 2.2% | | | 35 | 2.4% | 73 | 2.3% |
| 6:00 6:15 | | | 17 | 1.0% | | | 10 | 0.7% | 27 | 0.8% |
| 6:15 6:30 | | | 13 | 0.7% | | | 11 | 0.8% | 24 | 0.7% |
| 6:30 6:45 | | | 15 | 0.9% | | | 21 | 1.4% | 36 | 1.1% |
| 6:45 7:00 | | | 17 | 1.0% | | | 18 | 1.2% | 35 | 1.1% |
| 6:00 7:00 | | | 62 | 3.5% | | | 60 | 4.1% | 122 | 3.8% |
| 7:00 7:15 | | | 20 | 1.1% | | | 21 | 1.4% | 41 | 1.3% |
| 7:15 7:30 | | | 21 | 1.2% | | | 28 | 1.9% | 49 | 1.5% |
| 7:30 7:45 | | | 31 | 1.8% | | | 24 | 1.7% | 55 | 1.7% |
| 7:45 8:00 | | | 35 | 2.0% | | | 58 | 4.0% | 93 | 2.9% |
| 7:00 8:00 | | | 107 | 6.1% | | | 131 | 9.0% | 238 | 7.4% |
| 8:00 8:15 | | | 57 | 3.2% | | | 83 | 5.7% | 140 | 4.4% |
| 8:15 8:30 | | | 37 | 2.1% | | | 49 | 3.4% | 86 | 2.7% |
| 8:30 8:45 | | | 32 | 1.8% | | | 28 | 1.9% | 60 | 1.9% |
| 8:45 9:00 | | | 22 | 1.2% | | | 21 | 1.4% | 43 | 1.3% |
| 8:00 9:00 | | | 148 | 8.4% | | | 181 | 12.4% | 329 | 10.2% |
| 9:00 9:15 | | | 12 | 0.7% | | | 20 | 1.4% | 32 | 1.0% |
| 9:15 9:30 | | | 17 | 1.0% | | | 19 | 1.3% | 36 | 1.1% |
| 9:30 9:45 | | | 20 | 1.1% | | | 9 | 0.6% | 29 | 0.9% |
| 9:45 10:00 | | | 24 | 1.4% | | | 9 | 0.6% | 33 | 1.0% |
| 9:00 10:00 | | | 73 | 4.1% | | | 57 | 3.9% | 130 | 4.0% |
| 10:00 10:15 | | | 15 | 0.9% | | | 13 | 0.9% | 28 | 0.9% |
| 10:15 10:30 | | | 15 | 0.9% | | | 9 | 0.6% | 24 | 0.7% |
| 10:30 10:45 | | | 19 | 1.1% | | | 12 | 0.8% | 31 | 1.0% |
| 10:45 11:00 | | | 17 | 1.0% | | | 17 | 1.2% | 34 | 1.1% |
| 10:00 11:00 | | | 66 | 3.7% | | | 51 | 3.5% | 117 | 3.6% |
| 11:00 11:15 | | | 21 | 1.2% | | | 21 | 1.4% | 42 | 1.3% |
| 11:15 11:30 | | | 21 | 1.2% | | | 11 | 0.8% | 32 | 1.0% |
| 11:30 11:45 | | | 22 | 1.2% | | | 14 | 1.0% | 36 | 1.1% |
| 11:45 12:00 | | | 15 | 0.9% | | | 9 | 0.6% | 24 | 0.7% |
| 11:00 12:00 | | | 79 | 4.5% | | | 55 | 3.8% | 134 | 4.2% |

| | | | | | | | | |
|------------|-------|--|-------|------|-------|------|--------|--------|
| 12:00 | 12:15 | | 21 | 1.2% | 10 | 0.7% | 31 | 1.0% |
| 12:15 | 12:30 | | 21 | 1.2% | 25 | 1.7% | 46 | 1.4% |
| 12:30 | 12:45 | | 15 | 0.9% | 12 | 0.8% | 27 | 0.8% |
| 12:45 | 13:00 | | 15 | 0.9% | 18 | 1.2% | 33 | 1.0% |
| 12:00 | 13:00 | | 72 | 4.1% | 65 | 4.5% | 137 | 4.3% |
| 13:00 | 13:15 | | 13 | 0.7% | 13 | 0.9% | 26 | 0.8% |
| 13:15 | 13:30 | | 18 | 1.0% | 9 | 0.6% | 27 | 0.8% |
| 13:30 | 13:45 | | 35 | 2.0% | 12 | 0.8% | 47 | 1.5% |
| 13:45 | 14:00 | | 18 | 1.0% | 14 | 1.0% | 32 | 1.0% |
| 13:00 | 14:00 | | 84 | 4.8% | 48 | 3.3% | 132 | 4.1% |
| 14:00 | 14:15 | | 18 | 1.0% | 18 | 1.2% | 36 | 1.1% |
| 14:15 | 14:30 | | 46 | 2.6% | 23 | 1.6% | 69 | 2.1% |
| 14:30 | 14:45 | | 33 | 1.9% | 19 | 1.3% | 52 | 1.6% |
| 14:45 | 15:00 | | 33 | 1.9% | 16 | 1.1% | 49 | 1.5% |
| 14:00 | 15:00 | | 130 | 7.4% | 76 | 5.2% | 206 | 6.4% |
| 15:00 | 15:15 | | 34 | 1.9% | 32 | 2.2% | 66 | 2.1% |
| 15:15 | 15:30 | | 38 | 2.2% | 27 | 1.9% | 65 | 2.0% |
| 15:30 | 15:45 | | 35 | 2.0% | 21 | 1.4% | 56 | 1.7% |
| 15:45 | 16:00 | | 39 | 2.2% | 25 | 1.7% | 64 | 2.0% |
| 15:00 | 16:00 | | 146 | 8.3% | 105 | 7.2% | 251 | 7.8% |
| 16:00 | 16:15 | | 32 | 1.8% | 25 | 1.7% | 57 | 1.8% |
| 16:15 | 16:30 | | 37 | 2.1% | 23 | 1.6% | 60 | 1.9% |
| 16:30 | 16:45 | | 38 | 2.2% | 21 | 1.4% | 59 | 1.8% |
| 16:45 | 17:00 | | 40 | 2.3% | 32 | 2.2% | 72 | 2.2% |
| 16:00 | 17:00 | | 147 | 8.3% | 101 | 6.9% | 248 | 7.7% |
| 17:00 | 17:15 | | 49 | 2.8% | 29 | 2.0% | 78 | 2.4% |
| 17:15 | 17:30 | | 37 | 2.1% | 33 | 2.3% | 70 | 2.2% |
| 17:30 | 17:45 | | 40 | 2.3% | 30 | 2.1% | 70 | 2.2% |
| 17:45 | 18:00 | | 40 | 2.3% | 41 | 2.8% | 81 | 2.5% |
| 17:00 | 18:00 | | 166 | 9.4% | 133 | 9.1% | 299 | 9.3% |
| 18:00 | 18:15 | | 31 | 1.8% | 33 | 2.3% | 64 | 2.0% |
| 18:15 | 18:30 | | 34 | 1.9% | 31 | 2.1% | 65 | 2.0% |
| 18:30 | 18:45 | | 26 | 1.5% | 25 | 1.7% | 51 | 1.6% |
| 18:45 | 19:00 | | 23 | 1.3% | 23 | 1.6% | 46 | 1.4% |
| 18:00 | 19:00 | | 114 | 6.5% | 112 | 7.7% | 226 | 7.0% |
| 19:00 | 19:15 | | 23 | 1.3% | 14 | 1.0% | 37 | 1.1% |
| 19:15 | 19:30 | | 30 | 1.7% | 14 | 1.0% | 44 | 1.4% |
| 19:30 | 19:45 | | 23 | 1.3% | 15 | 1.0% | 38 | 1.2% |
| 19:45 | 20:00 | | 23 | 1.3% | 19 | 1.3% | 42 | 1.3% |
| 19:00 | 20:00 | | 99 | 5.6% | 62 | 4.3% | 161 | 5.0% |
| 20:00 | 20:15 | | 27 | 1.5% | 11 | 0.8% | 38 | 1.2% |
| 20:15 | 20:30 | | 18 | 1.0% | 11 | 0.8% | 29 | 0.9% |
| 20:30 | 20:45 | | 18 | 1.0% | 16 | 1.1% | 34 | 1.1% |
| 20:45 | 21:00 | | 17 | 1.0% | 10 | 0.7% | 27 | 0.8% |
| 20:00 | 21:00 | | 80 | 4.5% | 48 | 3.3% | 128 | 4.0% |
| 21:00 | 21:15 | | 15 | 0.9% | 9 | 0.6% | 24 | 0.7% |
| 21:15 | 21:30 | | 24 | 1.4% | 20 | 1.4% | 44 | 1.4% |
| 21:30 | 21:45 | | 9 | 0.5% | 13 | 0.9% | 22 | 0.7% |
| 21:45 | 22:00 | | 15 | 0.9% | 7 | 0.5% | 22 | 0.7% |
| 21:00 | 22:00 | | 63 | 3.6% | 49 | 3.4% | 112 | 3.5% |
| 22:00 | 22:15 | | 13 | 0.7% | 16 | 1.1% | 29 | 0.9% |
| 22:15 | 22:30 | | 12 | 0.7% | 10 | 0.7% | 22 | 0.7% |
| 22:30 | 22:45 | | 11 | 0.6% | 7 | 0.5% | 18 | 0.6% |
| 22:45 | 23:00 | | 9 | 0.5% | 7 | 0.5% | 16 | 0.5% |
| 22:00 | 23:00 | | 45 | 2.6% | 40 | 2.8% | 85 | 2.6% |
| 23:00 | 23:15 | | 11 | 0.6% | 10 | 0.7% | 21 | 0.7% |
| 23:15 | 23:30 | | 5 | 0.3% | 4 | 0.3% | 9 | 0.3% |
| 23:30 | 23:45 | | 6 | 0.3% | 3 | 0.2% | 9 | 0.3% |
| 23:45 | 00:00 | | 3 | 0.2% | 2 | 0.1% | 5 | 0.2% |
| 23:00 | 00:00 | | 25 | 1.4% | 19 | 1.3% | 44 | 1.4% |
| Total | | | 1764 | | 1454 | | 3218 | 100.0% |
| | | | 54.8% | | 45.2% | | 100.0% | |
| AM PEAK | | | 57 | | 83 | | 140 | |
| period | | | 8:00 | | 8:00 | | 8:00 | |
| % of class | | | 3.2% | | 5.7% | | 4.4% | |
| PM PEAK | | | 49 | | 41 | | 81 | |
| period | | | 17:00 | | 17:45 | | 17:45 | |
| % of class | | | 2.8% | | 2.8% | | 2.5% | |

| Report-1.1 | | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-05 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 10 | | | | | | | | | | | | 10 | 0.4% |
| 0:15 | 0:30 | | 3 | | | 2 | | | | | | | | | 5 | 0.2% |
| 0:30 | 0:45 | | 1 | 3 | | | | | | | | | | | 4 | 0.2% |
| 0:45 | 1:00 | | 4 | | | | | | | | | | | | 4 | 0.2% |
| 00:00 | 1:00 | | 18 | 3 | | 2 | | | | | | | | | 23 | 1.0% |
| 1:00 | 1:15 | | 2 | | | 1 | 1 | | | | | | | | 4 | 0.2% |
| 1:15 | 1:30 | | 1 | 2 | | 1 | | | | | | | | | 4 | 0.2% |
| 1:30 | 1:45 | | 4 | | | | | | | | | | | | 4 | 0.2% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 7 | 2 | | 2 | 1 | | | | | | | | 12 | 0.5% |
| 2:00 | 2:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:15 | 2:30 | | | | | | | | | | | | | | | |
| 2:30 | 2:45 | | | | | | | | | | | | | | | |
| 2:45 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 2:00 | 3:00 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 3:00 | 3:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:15 | 3:30 | | | | | | | | | | | | | | | |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | | | | | | | | | | | | | | |
| 3:00 | 4:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 4:00 | 4:15 | | | | | | | | | | | | | | | |
| 4:15 | 4:30 | | | | | | | | | | | | | | | |
| 4:30 | 4:45 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 4:45 | 5:00 | | | | | | | | | | | | | | | |
| 4:00 | 5:00 | | 1 | 1 | | | | | | | | | | | 2 | 0.1% |
| 5:00 | 5:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 5:15 | 5:30 | | 5 | | | | | | | | | | | | 5 | 0.2% |
| 5:30 | 5:45 | | 4 | | | | | | | | | | | | 4 | 0.2% |
| 5:45 | 6:00 | | 7 | | | | | | | | | | | | 7 | 0.3% |
| 5:00 | 6:00 | | 18 | | | | | | | | | | | | 18 | 0.8% |
| 6:00 | 6:15 | | 7 | | | | | | | | | | | | 7 | 0.3% |
| 6:15 | 6:30 | | 5 | | | | | | | | | | | | 5 | 0.2% |
| 6:30 | 6:45 | | 8 | 1 | | | | | | | | | | | 9 | 0.4% |
| 6:45 | 7:00 | | 5 | 2 | | | | | | | | | | | 7 | 0.3% |
| 6:00 | 7:00 | | 25 | 3 | | | | | | | | | | | 28 | 1.2% |
| 7:00 | 7:15 | | 6 | 1 | 1 | 1 | | | | | | | | | 9 | 0.4% |
| 7:15 | 7:30 | 4 | 14 | 2 | 1 | | 1 | | | | | | | | 22 | 0.9% |
| 7:30 | 7:45 | 4 | 24 | 5 | 9 | | | | | | | | | | 42 | 1.8% |
| 7:45 | 8:00 | | 57 | 4 | 2 | | 1 | | | | | | | 1 | 65 | 2.7% |
| 7:00 | 8:00 | 8 | 101 | 12 | 13 | 1 | 2 | | | | | | | 1 | 138 | 5.8% |
| 8:00 | 8:15 | 4 | 77 | 5 | 1 | | 3 | | | | | | | | 90 | 3.8% |
| 8:15 | 8:30 | 2 | 33 | 1 | | | | | | | | | | | 36 | 1.5% |
| 8:30 | 8:45 | | 15 | 4 | 1 | | 1 | | | | | | | | 21 | 0.9% |
| 8:45 | 9:00 | | 17 | | | 3 | | | | | | | | | 20 | 0.8% |
| 8:00 | 9:00 | 6 | 142 | 10 | 2 | 3 | 4 | | | | | | | | 167 | 7.0% |
| 9:00 | 9:15 | | 9 | 4 | | | | | | | | | | | 13 | 0.5% |
| 9:15 | 9:30 | | 29 | 5 | | 3 | 1 | | | | | | | | 38 | 1.6% |
| 9:30 | 9:45 | | 13 | 1 | | 2 | 1 | | | | | | | | 17 | 0.7% |
| 9:45 | 10:00 | | 8 | 2 | | | 1 | | | | | | | | 11 | 0.5% |
| 9:00 | 10:00 | | 59 | 12 | | 5 | 3 | | | | | | | | 79 | 3.3% |
| 10:00 | 10:15 | | 10 | 2 | | 2 | | | | | | | | | 14 | 0.6% |
| 10:15 | 10:30 | | 18 | 2 | | | 3 | | | | | | | | 23 | 1.0% |
| 10:30 | 10:45 | | 7 | 3 | | | | | | | | | | | 10 | 0.4% |
| 10:45 | 11:00 | | 13 | 4 | | | | | | | | | | | 17 | 0.7% |
| 10:00 | 11:00 | | 48 | 11 | | 2 | 3 | | | | | | | | 64 | 2.7% |
| 11:00 | 11:15 | | 18 | 2 | 1 | 2 | 2 | | | | | | | | 25 | 1.1% |
| 11:15 | 11:30 | | 17 | 6 | | 3 | | | | | | | 1 | | 27 | 1.1% |
| 11:30 | 11:45 | | 23 | 4 | | | | | | | | | | | 27 | 1.1% |
| 11:45 | 12:00 | | 21 | 2 | | 1 | 3 | | | | 1 | | | | 28 | 1.2% |
| 11:00 | 12:00 | | 79 | 14 | 1 | 6 | 5 | | | | 1 | | | 1 | 107 | 4.5% |

| | | | | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|-------|--------|--------|-------|-------|------|
| 12:00 | 12:15 | | 23 | 5 | | 3 | 2 | | | | 33 | 1.4% | |
| 12:15 | 12:30 | | 24 | 4 | | | 2 | | | | 30 | 1.3% | |
| 12:30 | 12:45 | | 33 | | | | | 1 | | | 34 | 1.4% | |
| 12:45 | 13:00 | | 35 | 7 | 1 | 2 | 2 | | | | 47 | 2.0% | |
| 12:00 | 13:00 | | 115 | 16 | 1 | 5 | 7 | | | | 144 | 6.1% | |
| 13:00 | 13:15 | | 19 | 6 | | | | 1 | | | 26 | 1.1% | |
| 13:15 | 13:30 | | 19 | 4 | 1 | 2 | | | | | 26 | 1.1% | |
| 13:30 | 13:45 | | 17 | 5 | | | | 2 | | | 24 | 1.0% | |
| 13:45 | 14:00 | 1 | 25 | 4 | 2 | 1 | | | | | 33 | 1.4% | |
| 13:00 | 14:00 | 1 | 80 | 19 | 3 | 3 | 3 | | | | 109 | 4.6% | |
| 14:00 | 14:15 | | 33 | 9 | 7 | 2 | 1 | | | | 52 | 2.2% | |
| 14:15 | 14:30 | | 38 | 6 | 1 | 2 | 1 | | | | 48 | 2.0% | |
| 14:30 | 14:45 | | 27 | 5 | | 1 | 1 | | | | 34 | 1.4% | |
| 14:45 | 15:00 | | 36 | 7 | | 1 | 1 | | | | 45 | 1.9% | |
| 14:00 | 15:00 | | 134 | 27 | 8 | 6 | 4 | | | | 179 | 7.5% | |
| 15:00 | 15:15 | | 43 | 4 | 2 | 4 | 1 | | | | 54 | 2.3% | |
| 15:15 | 15:30 | | 52 | 11 | | 1 | 5 | | | | 69 | 2.9% | |
| 15:30 | 15:45 | | 41 | 7 | | | 2 | | | | 50 | 2.1% | |
| 15:45 | 16:00 | | 31 | 4 | | 4 | 1 | | | | 40 | 1.7% | |
| 15:00 | 16:00 | | 167 | 26 | 2 | 9 | 9 | | | | 213 | 9.0% | |
| 16:00 | 16:15 | | 40 | 8 | 1 | 1 | 5 | 1 | | | 56 | 2.4% | |
| 16:15 | 16:30 | 2 | 53 | 7 | | 4 | | | | | 66 | 2.8% | |
| 16:30 | 16:45 | | 55 | 8 | | 2 | 3 | | | | 68 | 2.9% | |
| 16:45 | 17:00 | | 50 | 12 | | 1 | 1 | | | | 64 | 2.7% | |
| 16:00 | 17:00 | 2 | 198 | 35 | 1 | 8 | 9 | 1 | | | 254 | 10.7% | |
| 17:00 | 17:15 | | 48 | 8 | | 1 | 1 | | | | 58 | 2.4% | |
| 17:15 | 17:30 | | 53 | 8 | | 1 | 1 | | | | 63 | 2.7% | |
| 17:30 | 17:45 | | 52 | 7 | | 1 | 4 | | | | 64 | 2.7% | |
| 17:45 | 18:00 | | 47 | 8 | | | 6 | | | | 61 | 2.6% | |
| 17:00 | 18:00 | | 200 | 31 | | 3 | 12 | | | | 246 | 10.4% | |
| 18:00 | 18:15 | | 43 | 9 | | | 2 | | | 1 | 55 | 2.3% | |
| 18:15 | 18:30 | | 47 | 7 | | | 2 | | | | 56 | 2.4% | |
| 18:30 | 18:45 | 1 | 38 | 11 | | 1 | 6 | | | | 57 | 2.4% | |
| 18:45 | 19:00 | | 39 | 4 | | 3 | | | | | 46 | 1.9% | |
| 18:00 | 19:00 | 1 | 167 | 31 | | 4 | 10 | | | 1 | 214 | 9.0% | |
| 19:00 | 19:15 | | 41 | 5 | | 1 | 3 | | | | 50 | 2.1% | |
| 19:15 | 19:30 | | 43 | 7 | | | 4 | | | | 54 | 2.3% | |
| 19:30 | 19:45 | | 32 | 4 | | 1 | 4 | | | | 41 | 1.7% | |
| 19:45 | 20:00 | 2 | 35 | 5 | | | 2 | | | | 44 | 1.9% | |
| 19:00 | 20:00 | 2 | 151 | 21 | | 2 | 13 | | | | 189 | 8.0% | |
| 20:00 | 20:15 | | 30 | 2 | | 1 | | | | 1 | 34 | 1.4% | |
| 20:15 | 20:30 | | 22 | 5 | | | 4 | | | | 31 | 1.3% | |
| 20:30 | 20:45 | | 32 | 6 | | 1 | 2 | | | | 41 | 1.7% | |
| 20:45 | 21:00 | | 23 | 2 | | | 4 | | | | 29 | 1.2% | |
| 20:00 | 21:00 | | 107 | 15 | | 2 | 10 | | | 1 | 135 | 5.7% | |
| 21:00 | 21:15 | | 28 | 2 | | 1 | | | | | 31 | 1.3% | |
| 21:15 | 21:30 | | 13 | 2 | | | | | | 1 | 16 | 0.7% | |
| 21:30 | 21:45 | | | | | | | | | | | | |
| 21:45 | 22:00 | | | | | | | | | | | | |
| 21:00 | 22:00 | | 41 | 4 | | 1 | | | | 1 | 47 | 2.0% | |
| 22:00 | 22:15 | | | | | | | | | | | | |
| 22:15 | 22:30 | | | | | | | | | | | | |
| 22:30 | 22:45 | | | | | | | | | | | | |
| 22:45 | 23:00 | | | | | | | | | | | | |
| 22:00 | 23:00 | | | | | | | | | | | | |
| 23:00 | 23:15 | | | | | | | | | | | | |
| 23:15 | 23:30 | | | | | | | | | | | | |
| 23:30 | 23:45 | | | | | | | | | | | | |
| 23:45 | 00:00 | | | | | | | | | | | | |
| 23:00 | 00:00 | | | | | | | | | | | | |
| Total | | | 20 | 1862 | 293 | 31 | 64 | 95 | 1 | 1 | 5 | 2372 | |
| | | | 0.8% | 78.5% | 12.4% | 1.3% | 2.7% | 4.0% | 0.0% | 0.0% | 0.2% | | |
| AM PEAK | | | 4 | 77 | 6 | 9 | 3 | 3 | | 1 | 1 | 90 | |
| period | | | 7:15 | 8:00 | 11:15 | 7:30 | 8:45 | 8:00 | | 11:45 | 7:45 | 8:00 | |
| % of class | | | 20.0% | 4.1% | 2.0% | 29.0% | 4.7% | 3.2% | | 100.0% | 20.0% | | 3.8% |
| PM PEAK | | | 2 | 55 | 12 | 7 | 4 | 6 | 1 | | 1 | 69 | |
| period | | | 16:15 | 16:30 | 16:45 | 14:00 | 15:00 | 17:45 | 16:00 | | 18:00 | 15:15 | |
| % of class | | | 10.0% | 3.0% | 4.1% | 22.6% | 6.3% | 6.3% | 100.0% | | 20.0% | | 2.9% |

| Report-1.2 | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | | | | | |
|----------------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-----------|
| | Direction : West Road : | | | | | | | | | | | | | |
| | Dates : 1 2019-12-05 | | | | | | | | | | | | | |
| Classes -----> | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total |
| 00:00 0:15 | | 1 | 1 | | 1 | | | | | | | | | 3 0.1% |
| 0:15 0:30 | | 2 | 1 | | | | | | | | | | | 3 0.1% |
| 0:30 0:45 | | | | | 1 | | | | | | | | | 1 0.0% |
| 0:45 1:00 | | | | | 1 | | | | | | | | | 1 0.0% |
| 00:00 1:00 | | 3 | 2 | | 3 | | | | | | | | | 8 0.3% |
| 1:00 1:15 | | 4 | 1 | | | | | | | | | | | 5 0.2% |
| 1:15 1:30 | | 1 | | | 1 | | | | | | | | | 2 0.1% |
| 1:30 1:45 | | 2 | 1 | | | | | | | | | | | 3 0.1% |
| 1:45 2:00 | | | | | | | | | | | | | | |
| 1:00 2:00 | | 7 | 2 | | 1 | | | | | | | | | 10 0.4% |
| 2:00 2:15 | | 1 | | | | | | | | | | | | 1 0.0% |
| 2:15 2:30 | | 2 | | | | | | | | | | | | 2 0.1% |
| 2:30 2:45 | | | | | | | | | | | | | | |
| 2:45 3:00 | | 1 | | | | | | | | | | | | 1 0.0% |
| 2:00 3:00 | | 4 | | | | | | | | | | | | 4 0.1% |
| 3:00 3:15 | | 1 | | | | | | | | | | | | 1 0.0% |
| 3:15 3:30 | | 1 | | | | | | | | | | | | 1 0.0% |
| 3:30 3:45 | | 2 | | | | | | | | | | | | 2 0.1% |
| 3:45 4:00 | | 1 | | | | | | | | | | | | 1 0.0% |
| 3:00 4:00 | | 5 | | | | | | | | | | | | 5 0.2% |
| 4:00 4:15 | | | | | | | | | | | | | | |
| 4:15 4:30 | | 1 | | | | 1 | | | | | | | | 2 0.1% |
| 4:30 4:45 | | 4 | 3 | | 2 | | | | | | | | | 9 0.3% |
| 4:45 5:00 | | 9 | | | 5 | | | | | | | | | 14 0.5% |
| 4:00 5:00 | | 14 | 3 | | 7 | 1 | | | | | | | | 25 0.9% |
| 5:00 5:15 | | 8 | 3 | | 2 | | | | | | | | | 13 0.5% |
| 5:15 5:30 | | 16 | 3 | | 7 | 1 | | | | | | | | 27 1.0% |
| 5:30 5:45 | | 10 | 5 | | 4 | | | | | | | | | 19 0.7% |
| 5:45 6:00 | | 16 | 8 | | 3 | 1 | | | | | | | | 28 1.0% |
| 5:00 6:00 | | 50 | 19 | | 16 | 2 | | | | | | | | 87 3.2% |
| 6:00 6:15 | | 19 | 6 | | | | | | | | | | | 25 0.9% |
| 6:15 6:30 | | 21 | 6 | | 6 | | 1 | | | | | | | 34 1.2% |
| 6:30 6:45 | | 31 | 5 | | 2 | | | | | | | | | 38 1.4% |
| 6:45 7:00 | | 37 | 7 | | 6 | | | | | | | | | 50 1.8% |
| 6:00 7:00 | | 108 | 24 | | 14 | | 1 | | | | | | | 147 5.4% |
| 7:00 7:15 | | 33 | 9 | | | 1 | | | | | | | | 43 1.6% |
| 7:15 7:30 | | 50 | 11 | 1 | 1 | 2 | | | | | | | | 65 2.4% |
| 7:30 7:45 | 1 | 45 | 5 | 2 | 1 | 1 | | | | | | 1 | | 56 2.1% |
| 7:45 8:00 | 1 | 90 | 17 | 10 | 3 | 2 | | | | | | | | 123 4.5% |
| 7:00 8:00 | 2 | 218 | 42 | 13 | 5 | 6 | | | | | | 1 | | 287 10.5% |
| 8:00 8:15 | | 111 | 16 | | 5 | 3 | | | | | | | | 135 4.9% |
| 8:15 8:30 | | 70 | 17 | 2 | 3 | | | | | | | | | 92 3.4% |
| 8:30 8:45 | | 37 | 15 | 1 | 3 | 1 | | | | | | | | 57 2.1% |
| 8:45 9:00 | | 41 | 10 | | 5 | | | | | | | | | 56 2.1% |
| 8:00 9:00 | | 259 | 58 | 3 | 16 | 4 | | | | | | | | 340 12.4% |
| 9:00 9:15 | | 25 | 11 | | 4 | | | | | | | | | 40 1.5% |
| 9:15 9:30 | | 28 | 5 | | 1 | | | | | | | | | 34 1.2% |
| 9:30 9:45 | | 28 | 7 | | 3 | 1 | | | | | | | | 39 1.4% |
| 9:45 10:00 | | 24 | 10 | | 4 | 1 | | | | | | | | 39 1.4% |
| 9:00 10:00 | | 105 | 33 | | 12 | 2 | | | | | | | | 152 5.6% |
| 10:00 10:15 | | 25 | 7 | | | 2 | | | | | | | | 34 1.2% |
| 10:15 10:30 | | 20 | 2 | | | 1 | | | | | | | | 23 0.8% |
| 10:30 10:45 | | 22 | 8 | | 2 | | | | | | | | | 32 1.2% |
| 10:45 11:00 | | 32 | 2 | | 3 | | | | | | | | | 37 1.4% |
| 10:00 11:00 | | 99 | 19 | | 5 | 3 | | | | | | | | 126 4.6% |
| 11:00 11:15 | | 32 | 6 | | 3 | | | | | | | | | 41 1.5% |
| 11:15 11:30 | | 26 | 8 | | | | | | | | | | | 34 1.2% |
| 11:30 11:45 | | 26 | 5 | | 2 | 1 | | | | | | | | 34 1.2% |
| 11:45 12:00 | | 16 | 3 | | 2 | 1 | | 1 | | | | | | 23 0.8% |
| 11:00 12:00 | | 100 | 22 | | 7 | 2 | | 1 | | | | | | 132 4.8% |

| | | | | | | | | | | | |
|------------|-------|-----------|---------------|--------------|------------|-------------|------------|-----------|-----------|-----------|-------|
| 12:00 | 12:15 | 23 | 5 | | 2 | | | | | 30 | 1.1% |
| 12:15 | 12:30 | 38 | 8 | | 2 | 1 | | | | 49 | 1.8% |
| 12:30 | 12:45 | 26 | 6 | | 2 | 3 | | | | 37 | 1.4% |
| 12:45 | 13:00 | 23 | 11 | | 2 | | | | | 36 | 1.3% |
| 12:00 | 13:00 | 110 | 30 | | 8 | 4 | | | | 152 | 5.6% |
| 13:00 | 13:15 | 21 | 7 | | 2 | 1 | | | | 31 | 1.1% |
| 13:15 | 13:30 | 26 | 4 | 1 | | | | | | 31 | 1.1% |
| 13:30 | 13:45 | 25 | 3 | 1 | 3 | | | | | 32 | 1.2% |
| 13:45 | 14:00 | 22 | 8 | | 1 | | | | | 31 | 1.1% |
| 13:00 | 14:00 | 94 | 22 | 2 | 6 | 1 | | | | 125 | 4.6% |
| 14:00 | 14:15 | 25 | 6 | | 2 | | | | | 33 | 1.2% |
| 14:15 | 14:30 | 66 | 12 | 8 | 3 | 3 | | | | 92 | 3.4% |
| 14:30 | 14:45 | 43 | 8 | 1 | 4 | 2 | | | | 58 | 2.1% |
| 14:45 | 15:00 | 26 | 7 | 1 | | | | | | 34 | 1.2% |
| 14:00 | 15:00 | 160 | 33 | 10 | 9 | 5 | | | | 217 | 7.9% |
| 15:00 | 15:15 | 34 | 7 | | 2 | | 1 | | | 44 | 1.6% |
| 15:15 | 15:30 | 26 | 9 | 2 | 2 | | | | | 39 | 1.4% |
| 15:30 | 15:45 | 45 | 10 | 2 | 1 | 1 | | | | 59 | 2.2% |
| 15:45 | 16:00 | 41 | 11 | | 2 | | | | | 54 | 2.0% |
| 15:00 | 16:00 | 146 | 37 | 4 | 7 | 1 | 1 | | | 196 | 7.2% |
| 16:00 | 16:15 | 41 | 5 | 1 | 1 | 1 | | | | 49 | 1.8% |
| 16:15 | 16:30 | 28 | 6 | | 2 | | | | | 36 | 1.3% |
| 16:30 | 16:45 | 19 | 7 | | 3 | 1 | | | | 30 | 1.1% |
| 16:45 | 17:00 | 29 | 7 | | 3 | | | | | 39 | 1.4% |
| 16:00 | 17:00 | 117 | 25 | 1 | 9 | 2 | | | | 154 | 5.6% |
| 17:00 | 17:15 | 34 | 5 | | 3 | | | | | 42 | 1.5% |
| 17:15 | 17:30 | 30 | 7 | | 2 | 1 | | | | 40 | 1.5% |
| 17:30 | 17:45 | 33 | 7 | | 1 | | | | | 41 | 1.5% |
| 17:45 | 18:00 | 36 | 4 | | | | | | | 40 | 1.5% |
| 17:00 | 18:00 | 133 | 23 | | 6 | 1 | | | | 163 | 6.0% |
| 18:00 | 18:15 | 26 | 10 | | 4 | | | | | 40 | 1.5% |
| 18:15 | 18:30 | 31 | 5 | | 1 | 1 | | | | 38 | 1.4% |
| 18:30 | 18:45 | 34 | 6 | | 1 | | | | | 41 | 1.5% |
| 18:45 | 19:00 | 23 | 6 | | 1 | | | | | 30 | 1.1% |
| 18:00 | 19:00 | 114 | 27 | | 7 | 1 | | | | 149 | 5.5% |
| 19:00 | 19:15 | 29 | 4 | | 3 | | | | | 36 | 1.3% |
| 19:15 | 19:30 | 21 | 7 | | 3 | | | | | 31 | 1.1% |
| 19:30 | 19:45 | 19 | 2 | | 1 | | | | | 22 | 0.8% |
| 19:45 | 20:00 | 29 | 7 | | | | | | | 36 | 1.3% |
| 19:00 | 20:00 | 98 | 20 | | 7 | | | | | 125 | 4.6% |
| 20:00 | 20:15 | 16 | 2 | | 1 | | | | | 19 | 0.7% |
| 20:15 | 20:30 | 18 | | | | | | | | 18 | 0.7% |
| 20:30 | 20:45 | 15 | 3 | | 2 | | | | | 20 | 0.7% |
| 20:45 | 21:00 | 15 | 4 | | 1 | | | | | 20 | 0.7% |
| 20:00 | 21:00 | 64 | 9 | | 4 | | | | | 77 | 2.8% |
| 21:00 | 21:15 | 28 | 2 | | 1 | | | | | 31 | 1.1% |
| 21:15 | 21:30 | 12 | 3 | | 3 | 1 | | | | 19 | 0.7% |
| 21:30 | 21:45 | | | | | | | | | | |
| 21:45 | 22:00 | | | | | | | | | | |
| 21:00 | 22:00 | 40 | 5 | | 4 | 1 | | | | 50 | 1.8% |
| 22:00 | 22:15 | | | | | | | | | | |
| 22:15 | 22:30 | | | | | | | | | | |
| 22:30 | 22:45 | | | | | | | | | | |
| 22:45 | 23:00 | | | | | | | | | | |
| 22:00 | 23:00 | | | | | | | | | | |
| 23:00 | 23:15 | | | | | | | | | | |
| 23:15 | 23:30 | | | | | | | | | | |
| 23:30 | 23:45 | | | | | | | | | | |
| 23:45 | 00:00 | | | | | | | | | | |
| 23:00 | 00:00 | | | | | | | | | | |
| Total | | 2 0.1% | 2048 75.0% | 455 16.7% | 33 1.2% | 153 5.6% | 36 1.3% | 1 0.0% | 2 0.1% | 1 0.0% | 2731 |
| AM PEAK | | 1 | 111 | 17 | 10 | 7 | 3 | 1 | 1 | 1 | 135 |
| period | 7:30 | 8:00 | 7:45 | 7:45 | 5:15 | 8:00 | 6:15 | 11:45 | | 7:30 | 8:00 |
| % of class | 50.0% | 5.4% | 3.7% | 30.3% | 4.6% | 8.3% | 100.0% | 50.0% | | 100.0% | 4.9% |
| PM PEAK | | 66 | 12 | 8 | 4 | 3 | | 1 | | | 92 |
| period | 14:15 | 14:15 | 14:15 | 14:30 | 12:30 | | | 15:00 | | | 14:15 |
| % of class | | 3.2% | 2.6% | 24.2% | 2.6% | 8.3% | | 50.0% | | | 3.4% |

| Report-1.3 | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | | | | | |
|----------------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|
| | Direction : East + West Road : | | | | | | | | | | | | | |
| | Dates : 1 2019-12-05 | | | | | | | | | | | | | |
| Classes -----> | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total |
| 00:00 0:15 | | 11 | 1 | | 1 | | | | | | | | | 13 0.3% |
| 0:15 0:30 | | 5 | 1 | | 2 | | | | | | | | | 8 0.2% |
| 0:30 0:45 | | 1 | 3 | | 1 | | | | | | | | | 5 0.1% |
| 0:45 1:00 | | 4 | | | 1 | | | | | | | | | 5 0.1% |
| 00:00 1:00 | | 21 | 5 | | 5 | | | | | | | | | 31 0.6% |
| 1:00 1:15 | | 6 | 1 | | 1 | 1 | | | | | | | | 9 0.2% |
| 1:15 1:30 | | 2 | 2 | | 2 | | | | | | | | | 6 0.1% |
| 1:30 1:45 | | 6 | 1 | | | | | | | | | | | 7 0.1% |
| 1:45 2:00 | | | | | | | | | | | | | | |
| 1:00 2:00 | | 14 | 4 | | 3 | 1 | | | | | | | | 22 0.4% |
| 2:00 2:15 | | 2 | | | | | | | | | | | | 2 0.0% |
| 2:15 2:30 | | 2 | | | | | | | | | | | | 2 0.0% |
| 2:30 2:45 | | | | | | | | | | | | | | |
| 2:45 3:00 | | 3 | | | | | | | | | | | | 3 0.1% |
| 2:00 3:00 | | 7 | | | | | | | | | | | | 7 0.1% |
| 3:00 3:15 | | 2 | | | | | | | | | | | | 2 0.0% |
| 3:15 3:30 | | 1 | | | | | | | | | | | | 1 0.0% |
| 3:30 3:45 | | 2 | | | | | | | | | | | | 2 0.0% |
| 3:45 4:00 | | 1 | | | | | | | | | | | | 1 0.0% |
| 3:00 4:00 | | 6 | | | | | | | | | | | | 6 0.1% |
| 4:00 4:15 | | | | | | | | | | | | | | |
| 4:15 4:30 | | 1 | | | | 1 | | | | | | | | 2 0.0% |
| 4:30 4:45 | | 5 | 4 | | 2 | | | | | | | | | 11 0.2% |
| 4:45 5:00 | | 9 | | | 5 | | | | | | | | | 14 0.3% |
| 4:00 5:00 | | 15 | 4 | | 7 | 1 | | | | | | | | 27 0.5% |
| 5:00 5:15 | | 10 | 3 | | 2 | | | | | | | | | 15 0.3% |
| 5:15 5:30 | | 21 | 3 | | 7 | 1 | | | | | | | | 32 0.6% |
| 5:30 5:45 | | 14 | 5 | | 4 | | | | | | | | | 23 0.5% |
| 5:45 6:00 | | 23 | 8 | | 3 | 1 | | | | | | | | 35 0.7% |
| 5:00 6:00 | | 68 | 19 | | 16 | 2 | | | | | | | | 105 2.1% |
| 6:00 6:15 | | 26 | 6 | | | | | | | | | | | 32 0.6% |
| 6:15 6:30 | | 26 | 6 | | 6 | | 1 | | | | | | | 39 0.8% |
| 6:30 6:45 | | 39 | 6 | | 2 | | | | | | | | | 47 0.9% |
| 6:45 7:00 | | 42 | 9 | | 6 | | | | | | | | | 57 1.1% |
| 6:00 7:00 | | 133 | 27 | | 14 | | 1 | | | | | | | 175 3.4% |
| 7:00 7:15 | | 39 | 10 | 1 | 1 | 1 | | | | | | | | 52 1.0% |
| 7:15 7:30 | 4 | 64 | 13 | 2 | 1 | 3 | | | | | | | | 87 1.7% |
| 7:30 7:45 | 5 | 69 | 10 | 11 | 1 | 1 | | | | | | 1 | | 98 1.9% |
| 7:45 8:00 | 1 | 147 | 21 | 12 | 3 | 3 | | | | | | 1 | | 188 3.7% |
| 7:00 8:00 | 10 | 319 | 54 | 26 | 6 | 8 | | | | | | 2 | | 425 8.3% |
| 8:00 8:15 | 4 | 188 | 21 | 1 | 5 | 6 | | | | | | | | 225 4.4% |
| 8:15 8:30 | 2 | 103 | 18 | 2 | 3 | | | | | | | | | 128 2.5% |
| 8:30 8:45 | | 52 | 19 | 2 | 3 | 2 | | | | | | | | 78 1.5% |
| 8:45 9:00 | | 58 | 10 | | 8 | | | | | | | | | 76 1.5% |
| 8:00 9:00 | 6 | 401 | 68 | 5 | 19 | 8 | | | | | | | | 507 9.9% |
| 9:00 9:15 | | 34 | 15 | | 4 | | | | | | | | | 53 1.0% |
| 9:15 9:30 | | 57 | 10 | | 4 | 1 | | | | | | | | 72 1.4% |
| 9:30 9:45 | | 41 | 8 | | 5 | 2 | | | | | | | | 56 1.1% |
| 9:45 10:00 | | 32 | 12 | | 4 | 2 | | | | | | | | 50 1.0% |
| 9:00 10:00 | | 164 | 45 | | 17 | 5 | | | | | | | | 231 4.5% |
| 10:00 10:15 | | 35 | 9 | | 2 | 2 | | | | | | | | 48 0.9% |
| 10:15 10:30 | | 38 | 4 | | | 4 | | | | | | | | 46 0.9% |
| 10:30 10:45 | | 29 | 11 | | 2 | | | | | | | | | 42 0.8% |
| 10:45 11:00 | | 45 | 6 | | 3 | | | | | | | | | 54 1.1% |
| 10:00 11:00 | | 147 | 30 | | 7 | 6 | | | | | | | | 190 3.7% |
| 11:00 11:15 | | 50 | 8 | 1 | 5 | 2 | | | | | | | | 66 1.3% |
| 11:15 11:30 | | 43 | 14 | | 3 | | | | | | | 1 | | 61 1.2% |
| 11:30 11:45 | | 49 | 9 | | 2 | 1 | | | | | | | | 61 1.2% |
| 11:45 12:00 | | 37 | 5 | | 3 | 4 | | 1 | | 1 | | | | 51 1.0% |
| 11:00 12:00 | | 179 | 36 | 1 | 13 | 7 | | 1 | | 1 | | | 1 | 239 4.7% |

| | | | | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|-------|--------|-------|--------|-------|-------|
| 12:00 | 12:15 | | 46 | 10 | | 5 | 2 | | | | 63 | 1.2% | |
| 12:15 | 12:30 | | 62 | 12 | | 2 | 3 | | | | 79 | 1.5% | |
| 12:30 | 12:45 | | 59 | 6 | | 2 | 4 | | | | 71 | 1.4% | |
| 12:45 | 13:00 | | 58 | 18 | 1 | 4 | 2 | | | | 83 | 1.6% | |
| 12:00 | 13:00 | | 225 | 46 | 1 | 13 | 11 | | | | 296 | 5.8% | |
| 13:00 | 13:15 | | 40 | 13 | | 2 | 2 | | | | 57 | 1.1% | |
| 13:15 | 13:30 | | 45 | 8 | 2 | 2 | | | | | 57 | 1.1% | |
| 13:30 | 13:45 | | 42 | 8 | 1 | 3 | 2 | | | | 56 | 1.1% | |
| 13:45 | 14:00 | 1 | 47 | 12 | 2 | 2 | | | | | 64 | 1.3% | |
| 13:00 | 14:00 | 1 | 174 | 41 | 5 | 9 | 4 | | | | 234 | 4.6% | |
| 14:00 | 14:15 | | 58 | 15 | 7 | 4 | 1 | | | | 85 | 1.7% | |
| 14:15 | 14:30 | | 104 | 18 | 9 | 5 | 4 | | | | 140 | 2.7% | |
| 14:30 | 14:45 | | 70 | 13 | 1 | 5 | 3 | | | | 92 | 1.8% | |
| 14:45 | 15:00 | | 62 | 14 | 1 | 1 | 1 | | | | 79 | 1.5% | |
| 14:00 | 15:00 | | 294 | 60 | 18 | 15 | 9 | | | | 396 | 7.8% | |
| 15:00 | 15:15 | | 77 | 11 | 2 | 6 | 1 | 1 | | | 98 | 1.9% | |
| 15:15 | 15:30 | | 78 | 20 | 2 | 3 | 5 | | | | 108 | 2.1% | |
| 15:30 | 15:45 | | 86 | 17 | 2 | 1 | 3 | | | | 109 | 2.1% | |
| 15:45 | 16:00 | | 72 | 15 | | 6 | 1 | | | | 94 | 1.8% | |
| 15:00 | 16:00 | | 313 | 63 | 6 | 16 | 10 | 1 | | | 409 | 8.0% | |
| 16:00 | 16:15 | | 81 | 13 | 2 | 2 | 6 | 1 | | | 105 | 2.1% | |
| 16:15 | 16:30 | 2 | 81 | 13 | | 6 | | | | | 102 | 2.0% | |
| 16:30 | 16:45 | | 74 | 15 | | 5 | 4 | | | | 98 | 1.9% | |
| 16:45 | 17:00 | | 79 | 19 | | 4 | 1 | | | | 103 | 2.0% | |
| 16:00 | 17:00 | 2 | 315 | 60 | 2 | 17 | 11 | 1 | | | 408 | 8.0% | |
| 17:00 | 17:15 | | 82 | 13 | | 4 | 1 | | | | 100 | 2.0% | |
| 17:15 | 17:30 | | 83 | 15 | | 3 | 2 | | | | 103 | 2.0% | |
| 17:30 | 17:45 | | 85 | 14 | | 2 | 4 | | | | 105 | 2.1% | |
| 17:45 | 18:00 | | 83 | 12 | | | 6 | | | | 101 | 2.0% | |
| 17:00 | 18:00 | | 333 | 54 | | 9 | 13 | | | | 409 | 8.0% | |
| 18:00 | 18:15 | | 69 | 19 | | 4 | 2 | | | 1 | 95 | 1.9% | |
| 18:15 | 18:30 | | 78 | 12 | | 1 | 3 | | | | 94 | 1.8% | |
| 18:30 | 18:45 | 1 | 72 | 17 | | 2 | 6 | | | | 98 | 1.9% | |
| 18:45 | 19:00 | | 62 | 10 | | 4 | | | | | 76 | 1.5% | |
| 18:00 | 19:00 | 1 | 281 | 58 | | 11 | 11 | | | 1 | 363 | 7.1% | |
| 19:00 | 19:15 | | 70 | 9 | | 4 | 3 | | | | 86 | 1.7% | |
| 19:15 | 19:30 | | 64 | 14 | | 3 | 4 | | | | 85 | 1.7% | |
| 19:30 | 19:45 | | 51 | 6 | | 2 | 4 | | | | 63 | 1.2% | |
| 19:45 | 20:00 | 2 | 64 | 12 | | | 2 | | | | 80 | 1.6% | |
| 19:00 | 20:00 | 2 | 249 | 41 | | 9 | 13 | | | | 314 | 6.2% | |
| 20:00 | 20:15 | | 46 | 4 | | 2 | | | | 1 | 53 | 1.0% | |
| 20:15 | 20:30 | | 40 | 5 | | | 4 | | | | 49 | 1.0% | |
| 20:30 | 20:45 | | 47 | 9 | | 3 | 2 | | | | 61 | 1.2% | |
| 20:45 | 21:00 | | 38 | 6 | | 1 | 4 | | | | 49 | 1.0% | |
| 20:00 | 21:00 | | 171 | 24 | | 6 | 10 | | | 1 | 212 | 4.2% | |
| 21:00 | 21:15 | | 56 | 4 | | 2 | | | | | 62 | 1.2% | |
| 21:15 | 21:30 | | 25 | 5 | | 3 | 1 | | | 1 | 35 | 0.7% | |
| 21:30 | 21:45 | | | | | | | | | | | | |
| 21:45 | 22:00 | | | | | | | | | | | | |
| 21:00 | 22:00 | | 81 | 9 | | 5 | 1 | | | 1 | 97 | 1.9% | |
| 22:00 | 22:15 | | | | | | | | | | | | |
| 22:15 | 22:30 | | | | | | | | | | | | |
| 22:30 | 22:45 | | | | | | | | | | | | |
| 22:45 | 23:00 | | | | | | | | | | | | |
| 22:00 | 23:00 | | | | | | | | | | | | |
| 23:00 | 23:15 | | | | | | | | | | | | |
| 23:15 | 23:30 | | | | | | | | | | | | |
| 23:30 | 23:45 | | | | | | | | | | | | |
| 23:45 | 00:00 | | | | | | | | | | | | |
| 23:00 | 00:00 | | | | | | | | | | | | |
| Total | | | 22 | 3910 | 748 | 64 | 217 | 131 | 1 | 3 | 1 | 6 | 5103 |
| | | | 0.4% | 76.6% | 14.7% | 1.3% | 4.3% | 2.6% | 0.0% | 0.1% | 0.0% | 0.1% | |
| AM PEAK | | | 5 | 188 | 21 | 12 | 8 | 6 | 1 | 1 | 1 | 1 | 225 |
| period | | | 7:30 | 8:00 | 7:45 | 7:45 | 8:45 | 8:00 | 6:15 | 11:45 | 11:45 | 7:30 | 8:00 |
| % of class | | | 22.7% | 4.8% | 2.8% | 18.8% | 3.7% | 4.6% | 100.0% | 33.3% | 100.0% | 16.7% | 4.4% |
| PM PEAK | | | 2 | 104 | 20 | 9 | 6 | 6 | | 1 | | 1 | 140 |
| period | | | 16:15 | 14:15 | 15:15 | 14:15 | 15:00 | 16:00 | | 15:00 | | 18:00 | 14:15 |
| % of class | | | 9.1% | 2.7% | 2.7% | 14.1% | 2.8% | 4.6% | | 33.3% | | 16.7% | 2.7% |

| Report-2.1 | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | Dates : 1 2019-12-05 | | | | | | | | | | | | | | | |
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | 4 | 6 | | | | | | | | 10 | 37.4-57.4 | 10 |
| 0:15 0:30 | | | | | 3 | 2 | | | | | | | | 5 | 31.1-51.1 | 5 |
| 0:30 0:45 | | | | 1 | 1 | 2 | | | | | | | | 4 | 33.9-53.9 | 4 |
| 0:45 1:00 | | | | | 2 | 1 | 1 | | | | | | | 4 | 40.2-60.2 | 4 |
| 00:00 1:00 | | | | 1 | 10 | 11 | 1 | | | | | | | 23 | 37.4-57.4 | 10 |
| 1:00 1:15 | | | | | 1 | 3 | | | | | | | | 4 | 35.5-55.5 | 4 |
| 1:15 1:30 | | | | | 2 | 2 | | | | | | | | 4 | 35.2-55.2 | 4 |
| 1:30 1:45 | | | | | 4 | | | | | | | | | 4 | 25.7-45.7 | 4 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | | 7 | 5 | | | | | | | | 12 | 35.5-55.5 | 4 |
| 2:00 2:15 | | | | | 1 | | | | | | | | | 1 | 26.6-46.6 | 1 |
| 2:15 2:30 | | | | | | | | | | | | | | | | |
| 2:30 2:45 | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | | 2 | | | | | | | | | 2 | 25.9-45.9 | 2 |
| 2:00 3:00 | | | | | 3 | | | | | | | | | 3 | 25.9-45.9 | 2 |
| 3:00 3:15 | | | | | | 1 | | | | | | | | 1 | 39.3-59.3 | 1 |
| 3:15 3:30 | | | | | | | | | | | | | | | | |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | | | 1 | | | | | | | | 1 | 39.3-59.3 | 1 |
| 4:00 4:15 | | | | | | | | | | | | | | | | |
| 4:15 4:30 | | | | | | | | | | | | | | | | |
| 4:30 4:45 | | | 1 | | | 1 | | | | | | | | 2 | 5.1-25.1 | 1 |
| 4:45 5:00 | | | | | | | | | | | | | | | | |
| 4:00 5:00 | | | 1 | | | 1 | | | | | | | | 2 | 5.1-25.1 | 1 |
| 5:00 5:15 | | | | | 2 | | | | | | | | | 2 | 19.4-39.4 | 2 |
| 5:15 5:30 | | | | | 3 | 1 | 1 | | | | | | | 5 | 33.9-53.9 | 5 |
| 5:30 5:45 | | | | | | 3 | 1 | | | | | | | 4 | 33.4-53.4 | 4 |
| 5:45 6:00 | | | | | | 4 | 3 | | | | | | | 7 | 37.6-57.6 | 7 |
| 5:00 6:00 | | | | | 5 | 8 | 5 | | | | | | | 18 | 37.6-57.6 | 7 |
| 6:00 6:15 | | | | | 1 | 5 | 1 | | | | | | | 7 | 31.8-51.8 | 7 |
| 6:15 6:30 | | | | | 2 | 2 | 1 | | | | | | | 5 | 32.2-52.2 | 5 |
| 6:30 6:45 | | | | | 4 | 5 | | | | | | | | 9 | 29.9-49.9 | 9 |
| 6:45 7:00 | | | 1 | 1 | 1 | 1 | 3 | 1 | | | | | | 7 | 31.5-51.5 | 5 |
| 6:00 7:00 | | | 1 | 8 | 13 | 5 | 1 | | | | | | | 28 | 29.9-49.9 | 9 |
| 7:00 7:15 | | | | | 1 | 5 | 3 | | | | | | | 9 | 32.8-52.8 | 9 |
| 7:15 7:30 | | | | | 6 | 15 | 1 | | | | | | | 22 | 30.0-50.0 | 21 |
| 7:30 7:45 | | | | | 13 | 24 | 5 | | | | | | | 42 | 36.0-56.0 | 39 |
| 7:45 8:00 | | | 1 | 2 | 4 | 45 | 13 | | | | | | | 65 | 34.8-54.8 | 60 |
| 7:00 8:00 | | | 1 | 2 | 24 | 89 | 22 | | | | | | | 138 | 34.8-54.8 | 60 |
| 8:00 8:15 | | | | | 20 | 51 | 16 | 3 | | | | | | 90 | 35.5-55.5 | 78 |
| 8:15 8:30 | | | | | 2 | 18 | 15 | 1 | | | | | | 36 | 35.7-55.7 | 35 |
| 8:30 8:45 | | | | | 1 | 12 | 7 | 1 | | | | | | 21 | 35.1-55.1 | 20 |
| 8:45 9:00 | | | 1 | 1 | 1 | 8 | 8 | 1 | | | | | | 20 | 33.7-53.7 | 17 |
| 8:00 9:00 | | | 1 | 1 | 24 | 89 | 46 | 6 | | | | | | 167 | 35.5-55.5 | 78 |
| 9:00 9:15 | | | | | 3 | | 10 | | | | | | | 13 | 37.2-57.2 | 12 |
| 9:15 9:30 | | | | | 6 | 25 | 7 | | | | | | | 38 | 33.5-53.5 | 38 |
| 9:30 9:45 | | | | | 2 | 9 | 6 | | | | | | | 17 | 34.5-54.5 | 15 |
| 9:45 10:00 | | | | | | 10 | 1 | | | | | | | 11 | 38.3-58.3 | 11 |
| 9:00 10:00 | | | | | 11 | 44 | 24 | | | | | | | 79 | 33.5-53.5 | 38 |
| 10:00 10:15 | | | | | 1 | 8 | 5 | | | | | | | 14 | 33.5-53.5 | 14 |
| 10:15 10:30 | | | 1 | 2 | 14 | 5 | 1 | | | | | | | 23 | 34.7-54.7 | 21 |
| 10:30 10:45 | | | | | 4 | 5 | 1 | | | | | | | 10 | 35.8-55.8 | 9 |
| 10:45 11:00 | | | | | 3 | 7 | 6 | 1 | | | | | | 17 | 34.9-54.9 | 16 |
| 10:00 11:00 | | | 1 | 6 | 33 | 21 | 3 | | | | | | | 64 | 34.7-54.7 | 21 |
| 11:00 11:15 | | | | | 3 | 6 | 15 | 1 | | | | | | 25 | 38.4-58.4 | 22 |
| 11:15 11:30 | | | 1 | 7 | 12 | 7 | | | | | | | | 27 | 34.5-54.5 | 23 |
| 11:30 11:45 | | | 1 | 1 | 18 | 7 | | | | | | | | 27 | 37.6-57.6 | 25 |
| 11:45 12:00 | | | | | 4 | 8 | 16 | | | | | | | 28 | 36.8-56.8 | 26 |
| 11:00 12:00 | | | 2 | 15 | 44 | 45 | 1 | | | | | | | 107 | 36.8-56.8 | 26 |

| Report-2.2 | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|-----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : West Dates : 1 2019-12-05 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | 3 | | | | | | | | | 3 | 39.2-59.2 | 3 |
| 0:15 0:30 | | | | 3 | | | | | | | | | | 3 | 28.6-48.6 | 3 |
| 0:30 0:45 | | | | 1 | | | | | | | | | | 1 | 29.5-49.5 | 1 |
| 0:45 1:00 | | | | 1 | | | | | | | | | | 1 | 22.8-42.8 | 1 |
| 00:00 1:00 | | | | 5 | 3 | | | | | | | | | 8 | 39.2-59.2 | 3 |
| 1:00 1:15 | | | | 2 | 3 | | | | | | | | | 5 | 39.7-59.7 | 5 |
| 1:15 1:30 | | | | 1 | 1 | | | | | | | | | 2 | 35.5-55.5 | 2 |
| 1:30 1:45 | | | | 1 | 2 | | | | | | | | | 3 | 30.3-50.3 | 3 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 4 | 6 | | | | | | | | | 10 | 39.7-59.7 | 5 |
| 2:00 2:15 | | | | 1 | | | | | | | | | | 1 | 29.8-49.8 | 1 |
| 2:15 2:30 | | | | 1 | 1 | | | | | | | | | 2 | 38.5-58.5 | 2 |
| 2:30 2:45 | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | 1 | | | | | | | | | | 1 | 28.7-48.7 | 1 |
| 2:00 3:00 | | | | 3 | 1 | | | | | | | | | 4 | 38.5-58.5 | 2 |
| 3:00 3:15 | | | | | 1 | | | | | | | | | 1 | 34.7-54.7 | 1 |
| 3:15 3:30 | | | | | 1 | | | | | | | | | 1 | 31.9-51.9 | 1 |
| 3:30 3:45 | | | | | 2 | | | | | | | | | 2 | 36.0-56.0 | 2 |
| 3:45 4:00 | | | 1 | | | | | | | | | | | 1 | 19.9-39.9 | 1 |
| 3:00 4:00 | | | 1 | | 4 | | | | | | | | | 5 | 36.0-56.0 | 2 |
| 4:00 4:15 | | | | | | | | | | | | | | | | |
| 4:15 4:30 | | | 1 | | 1 | | | | | | | | | 2 | 33.4-53.4 | 2 |
| 4:30 4:45 | | | 2 | 6 | 1 | | | | | | | | | 9 | 33.0-53.0 | 9 |
| 4:45 5:00 | | | 1 | 6 | 5 | 1 | 1 | | | | | | | 14 | 31.5-51.5 | 11 |
| 4:00 5:00 | | | 4 | 12 | 7 | 1 | 1 | | | | | | | 25 | 31.5-51.5 | 11 |
| 5:00 5:15 | | | 1 | 7 | 3 | 2 | | | | | | | | 13 | 35.4-55.4 | 11 |
| 5:15 5:30 | | | 7 | 8 | 10 | 2 | | | | | | | | 27 | 34.3-54.3 | 21 |
| 5:30 5:45 | | 1 | 2 | 11 | 4 | 1 | | | | | | | | 19 | 34.8-54.8 | 17 |
| 5:45 6:00 | | | 8 | 10 | 8 | 2 | | | | | | | | 28 | 33.1-53.1 | 21 |
| 5:00 6:00 | | | 1 | 18 | 36 | 25 | 7 | | | | | | | 87 | 34.3-54.3 | 21 |
| 6:00 6:15 | | 1 | 1 | 12 | 7 | 4 | | | | | | | | 25 | 32.3-52.3 | 21 |
| 6:15 6:30 | | | 10 | 20 | 4 | | | | | | | | | 34 | 30.5-50.5 | 31 |
| 6:30 6:45 | | 2 | 1 | 9 | 17 | 7 | 1 | 1 | | | | | | 38 | 31.0-51.0 | 27 |
| 6:45 7:00 | | | 11 | 29 | 10 | | | | | | | | | 50 | 32.6-52.6 | 46 |
| 6:00 7:00 | | 3 | 2 | 42 | 73 | 25 | 1 | 1 | | | | | | 147 | 32.6-52.6 | 46 |
| 7:00 7:15 | | | 1 | 5 | 22 | 13 | 2 | | | | | | | 43 | 34.1-54.1 | 37 |
| 7:15 7:30 | | | 6 | 11 | 27 | 20 | 1 | | | | | | | 65 | 36.2-56.2 | 52 |
| 7:30 7:45 | | 2 | 6 | 14 | 22 | 9 | 3 | | | | | | | 56 | 34.6-54.6 | 39 |
| 7:45 8:00 | | | 9 | 32 | 66 | 15 | 1 | | | | | | | 123 | 29.9-49.9 | 98 |
| 7:00 8:00 | | 2 | 22 | 62 | 137 | 57 | 7 | | | | | | | 287 | 29.9-49.9 | 98 |
| 8:00 8:15 | | 2 | 10 | 32 | 55 | 36 | | | | | | | | 135 | 36.9-56.9 | 109 |
| 8:15 8:30 | | 1 | 7 | 15 | 44 | 21 | 4 | | | | | | | 92 | 35.6-55.6 | 71 |
| 8:30 8:45 | | | 1 | 16 | 21 | 15 | 4 | | | | | | | 57 | 31.5-51.5 | 40 |
| 8:45 9:00 | | 1 | 1 | 9 | 29 | 13 | 3 | | | | | | | 56 | 35.8-55.8 | 48 |
| 8:00 9:00 | | 4 | 19 | 72 | 149 | 85 | 11 | | | | | | | 340 | 36.9-56.9 | 109 |
| 9:00 9:15 | | 2 | 1 | 9 | 11 | 15 | 2 | | | | | | | 40 | 34.4-54.4 | 30 |
| 9:15 9:30 | | | 4 | 7 | 15 | 8 | | | | | | | | 34 | 36.8-56.8 | 26 |
| 9:30 9:45 | | | | 7 | 20 | 8 | 4 | | | | | | | 39 | 34.5-54.5 | 32 |
| 9:45 10:00 | | | 3 | 7 | 20 | 8 | 1 | | | | | | | 39 | 32.8-52.8 | 32 |
| 9:00 10:00 | | 2 | 8 | 30 | 66 | 39 | 7 | | | | | | | 152 | 34.5-54.5 | 32 |
| 10:00 10:15 | | | 1 | 5 | 12 | 15 | 1 | | | | | | | 34 | 39.8-59.8 | 27 |
| 10:15 10:30 | | | | 6 | 12 | 5 | | | | | | | | 23 | 34.4-54.4 | 21 |
| 10:30 10:45 | | | | 5 | 19 | 7 | 1 | | | | | | | 32 | 37.2-57.2 | 28 |
| 10:45 11:00 | | | | 5 | 20 | 10 | 2 | | | | | | | 37 | 35.5-55.5 | 33 |
| 10:00 11:00 | | | 1 | 21 | 63 | 37 | 4 | | | | | | | 126 | 35.5-55.5 | 33 |
| 11:00 11:15 | | | | 6 | 20 | 14 | 1 | | | | | | | 41 | 39.9-59.9 | 34 |
| 11:15 11:30 | | | | 5 | 15 | 14 | | | | | | | | 34 | 37.8-57.8 | 33 |
| 11:30 11:45 | | | 2 | 6 | 18 | 7 | 1 | | | | | | | 34 | 32.2-52.2 | 26 |
| 11:45 12:00 | | | 3 | 9 | 9 | 1 | 1 | | | | | | | 23 | 38.5-58.5 | 19 |
| 11:00 12:00 | | | 2 | 20 | 62 | 44 | 3 | 1 | | | | | | 132 | 39.9-59.9 | 34 |

| | | | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|-------|-------|-----|-----------|------|
| 12:00 | 12:15 | | | 5 | 16 | 7 | 2 | | | 30 | 36.8-56.8 | 27 |
| 12:15 | 12:30 | | 1 | 10 | 20 | 11 | 7 | | | 49 | 34.2-54.2 | 40 |
| 12:30 | 12:45 | | 3 | 9 | 12 | 12 | 1 | | | 37 | 37.3-57.3 | 28 |
| 12:45 | 13:00 | | | 5 | 20 | 9 | 2 | | | 36 | 33.3-53.3 | 32 |
| 12:00 | 13:00 | | 4 | 29 | 68 | 39 | 12 | | | 152 | 34.2-54.2 | 40 |
| 13:00 | 13:15 | | | 4 | 16 | 10 | 1 | | | 31 | 36.0-56.0 | 27 |
| 13:15 | 13:30 | 1 | 1 | 4 | 17 | 8 | | | | 31 | 35.8-55.8 | 29 |
| 13:30 | 13:45 | | | 10 | 14 | 8 | | | | 32 | 37.6-57.6 | 25 |
| 13:45 | 14:00 | | | 6 | 14 | 9 | 2 | | | 31 | 37.2-57.2 | 24 |
| 13:00 | 14:00 | 1 | 1 | 24 | 61 | 35 | 3 | | | 125 | 35.8-55.8 | 29 |
| 14:00 | 14:15 | | | 7 | 16 | 9 | 1 | | | 33 | 32.8-52.8 | 27 |
| 14:15 | 14:30 | 2 | 6 | 27 | 33 | 24 | | | | 92 | 34.0-54.0 | 71 |
| 14:30 | 14:45 | | 1 | 7 | 30 | 19 | 1 | | | 58 | 38.3-58.3 | 55 |
| 14:45 | 15:00 | | | 2 | 10 | 20 | 2 | | | 34 | 42.3-62.3 | 31 |
| 14:00 | 15:00 | 2 | 7 | 43 | 89 | 72 | 4 | | | 217 | 34.0-54.0 | 71 |
| 15:00 | 15:15 | | 1 | 4 | 15 | 20 | 4 | | | 44 | 37.7-57.7 | 38 |
| 15:15 | 15:30 | | | 2 | 15 | 13 | 9 | | | 39 | 41.9-61.9 | 32 |
| 15:30 | 15:45 | | 5 | 10 | 31 | 11 | 2 | | | 59 | 33.8-53.8 | 45 |
| 15:45 | 16:00 | 1 | | 13 | 19 | 19 | 2 | | | 54 | 38.0-58.0 | 45 |
| 15:00 | 16:00 | 1 | 6 | 29 | 80 | 63 | 17 | | | 196 | 33.8-53.8 | 45 |
| 16:00 | 16:15 | | 1 | 10 | 25 | 10 | 3 | | | 49 | 35.0-55.0 | 42 |
| 16:15 | 16:30 | | 2 | 2 | 16 | 13 | 3 | | | 36 | 39.6-59.6 | 29 |
| 16:30 | 16:45 | | | 4 | 12 | 12 | 2 | | | 30 | 38.1-58.1 | 25 |
| 16:45 | 17:00 | | | 2 | 23 | 13 | 1 | | | 39 | 33.1-53.1 | 37 |
| 16:00 | 17:00 | | 3 | 18 | 76 | 48 | 9 | | | 154 | 35.0-55.0 | 42 |
| 17:00 | 17:15 | | 1 | 7 | 16 | 16 | 2 | | | 42 | 38.0-58.0 | 34 |
| 17:15 | 17:30 | | | 12 | 18 | 9 | 1 | | | 40 | 30.8-50.8 | 33 |
| 17:30 | 17:45 | | 2 | 9 | 19 | 11 | | | | 41 | 34.2-54.2 | 37 |
| 17:45 | 18:00 | | | 3 | 28 | 9 | | | | 40 | 36.7-56.7 | 40 |
| 17:00 | 18:00 | | 3 | 31 | 81 | 45 | 3 | | | 163 | 36.7-56.7 | 40 |
| 18:00 | 18:15 | | | 10 | 19 | 8 | 3 | | | 40 | 36.3-56.3 | 34 |
| 18:15 | 18:30 | | | 8 | 19 | 10 | 1 | | | 38 | 34.9-54.9 | 35 |
| 18:30 | 18:45 | | | 4 | 25 | 10 | 2 | | | 41 | 37.7-57.7 | 37 |
| 18:45 | 19:00 | | | 1 | 12 | 14 | 3 | | | 30 | 38.7-58.7 | 27 |
| 18:00 | 19:00 | | | 23 | 75 | 42 | 9 | | | 149 | 37.7-57.7 | 37 |
| 19:00 | 19:15 | | | 2 | 21 | 11 | 2 | | | 36 | 38.4-58.4 | 33 |
| 19:15 | 19:30 | | | 1 | 13 | 15 | 2 | | | 31 | 37.6-57.6 | 29 |
| 19:30 | 19:45 | | | 1 | 10 | 11 | | | | 22 | 39.8-59.8 | 21 |
| 19:45 | 20:00 | | 1 | 1 | 24 | 10 | | | | 36 | 37.8-57.8 | 35 |
| 19:00 | 20:00 | | 1 | 5 | 68 | 47 | 4 | | | 125 | 37.8-57.8 | 35 |
| 20:00 | 20:15 | | 1 | | 11 | 7 | | | | 19 | 36.7-56.7 | 18 |
| 20:15 | 20:30 | | | 1 | 5 | 12 | | | | 18 | 38.2-58.2 | 17 |
| 20:30 | 20:45 | | | 3 | 8 | 9 | | | | 20 | 37.0-57.0 | 20 |
| 20:45 | 21:00 | | | 1 | 12 | 7 | | | | 20 | 39.0-59.0 | 19 |
| 20:00 | 21:00 | | 1 | 5 | 36 | 35 | | | | 77 | 37.0-57.0 | 20 |
| 21:00 | 21:15 | | | | 15 | 15 | 1 | | | 31 | 40.6-60.6 | 31 |
| 21:15 | 21:30 | | 1 | 3 | 11 | 4 | | | | 19 | 32.5-52.5 | 16 |
| 21:30 | 21:45 | | | | | | | | | | | |
| 21:45 | 22:00 | | | | | | | | | | | |
| 21:00 | 22:00 | | 1 | 3 | 26 | 19 | 1 | | | 50 | 40.6-60.6 | 31 |
| 22:00 | 22:15 | | | | | | | | | | | |
| 22:15 | 22:30 | | | | | | | | | | | |
| 22:30 | 22:45 | | | | | | | | | | | |
| 22:45 | 23:00 | | | | | | | | | | | |
| 22:00 | 23:00 | | | | | | | | | | | |
| 23:00 | 23:15 | | | | | | | | | | | |
| 23:15 | 23:30 | | | | | | | | | | | |
| 23:30 | 23:45 | | | | | | | | | | | |
| 23:45 | 00:00 | | | | | | | | | | | |
| 23:00 | 00:00 | | | | | | | | | | | |
| Total | | | 15 | 82 | 480 | 1270 | 778 | 103 | 3 | | 2731 | |
| AM PEAK | | | 0.5% | 3.0% | 17.6% | 46.5% | 28.5% | 3.8% | 0.1% | | | |
| period | | | 2 | 10 | 32 | 66 | 36 | 4 | 1 | | 135 | |
| % of class | | | 6:30 | 8:00 | 7:45 | 7:45 | 8:00 | 8:15 | 4:45 | | 8:00 | |
| | | | 13.3% | 12.2% | 6.7% | 5.2% | 4.6% | 3.9% | 33.3% | | | 4.9% |
| PM PEAK | | | 2 | 6 | 27 | 33 | 24 | 9 | | | 92 | |
| period | | | 14:15 | 14:15 | 14:15 | 14:15 | 14:15 | 15:15 | | | 14:15 | |
| % of class | | | 13.3% | 7.3% | 5.6% | 2.6% | 3.1% | 8.7% | | | | 3.4% |

| | |
|------------------|--------|
| 15% Percentile : | 37 KPH |
| 50% Percentile : | 46 KPH |
| 85% Percentile : | 56 KPH |
| 95% Percentile : | 60 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 36.8-56.8 KPH |
| Number in Pace: | 2182 |
| Percent in Pace: | 79.9 % |
| Number of Vehicles >40 KPH: | 2154 |
| Percent of Vehicles >40 KPH: | 78.9 % |
| Mean Speed(average): | 46 KPH |

| Report-2.3 | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | | | | | Total | Pace Speed | Number in Pace | |
|--------------------|---|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|-----|
| | Direction : East + West Road : | | | | | | | | | | | | | | | | |
| | Dates : 1 2019-12-05 | | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | | |
| 00:00 0:15 | | | | 4 | 9 | | | | | | | | | | 13 | 39.2-59.2 | 13 |
| 0:15 0:30 | | | | 6 | 2 | | | | | | | | | | 8 | 31.1-51.1 | 8 |
| 0:30 0:45 | | | 1 | 2 | 2 | | | | | | | | | | 5 | 33.9-53.9 | 5 |
| 0:45 1:00 | | | | 3 | 1 | 1 | | | | | | | | | 5 | 40.2-60.2 | 5 |
| 00:00 1:00 | | | 1 | 15 | 14 | 1 | | | | | | | | | 31 | 39.2-59.2 | 13 |
| 1:00 1:15 | | | | 3 | 6 | | | | | | | | | | 9 | 39.7-59.7 | 9 |
| 1:15 1:30 | | | | 3 | 3 | | | | | | | | | | 6 | 35.5-55.5 | 6 |
| 1:30 1:45 | | | | 5 | 2 | | | | | | | | | | 7 | 30.3-50.3 | 7 |
| 1:45 2:00 | | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 11 | 11 | | | | | | | | | | 22 | 39.7-59.7 | 9 |
| 2:00 2:15 | | | | 2 | | | | | | | | | | | 2 | 29.8-49.8 | 2 |
| 2:15 2:30 | | | | 1 | 1 | | | | | | | | | | 2 | 38.5-58.5 | 2 |
| 2:30 2:45 | | | | | | | | | | | | | | | | | |
| 2:45 3:00 | | | | 3 | | | | | | | | | | | 3 | 28.7-48.7 | 3 |
| 2:00 3:00 | | | | 6 | 1 | | | | | | | | | | 7 | 28.7-48.7 | 3 |
| 3:00 3:15 | | | | | 2 | | | | | | | | | | 2 | 39.3-59.3 | 2 |
| 3:15 3:30 | | | | | 1 | | | | | | | | | | 1 | 31.9-51.9 | 1 |
| 3:30 3:45 | | | | | 2 | | | | | | | | | | 2 | 36.0-56.0 | 2 |
| 3:45 4:00 | | | 1 | | | | | | | | | | | | 1 | 19.9-39.9 | 1 |
| 3:00 4:00 | | | 1 | | 5 | | | | | | | | | | 6 | 39.3-59.3 | 2 |
| 4:00 4:15 | | | | | | | | | | | | | | | | | |
| 4:15 4:30 | | | | 1 | 1 | | | | | | | | | | 2 | 33.4-53.4 | 2 |
| 4:30 4:45 | | | 1 | 2 | 6 | 2 | | | | | | | | | 11 | 33.6-53.6 | 10 |
| 4:45 5:00 | | | | 1 | 6 | 5 | 1 | 1 | | | | | | | 14 | 31.5-51.5 | 11 |
| 4:00 5:00 | | | 1 | 4 | 12 | 8 | 1 | 1 | | | | | | | 27 | 31.5-51.5 | 11 |
| 5:00 5:15 | | | | 3 | 7 | 3 | 2 | | | | | | | | 15 | 35.4-55.4 | 13 |
| 5:15 5:30 | | | | 10 | 9 | 11 | 2 | | | | | | | | 32 | 34.3-54.3 | 26 |
| 5:30 5:45 | | | 1 | 2 | 14 | 5 | 1 | | | | | | | | 23 | 34.8-54.8 | 21 |
| 5:45 6:00 | | | | 8 | 14 | 11 | 2 | | | | | | | | 35 | 35.3-55.3 | 27 |
| 5:00 6:00 | | | 1 | 23 | 44 | 30 | 7 | | | | | | | | 105 | 35.3-55.3 | 27 |
| 6:00 6:15 | | 1 | 1 | 13 | 12 | 5 | | | | | | | | | 32 | 32.3-52.3 | 28 |
| 6:15 6:30 | | | | 12 | 22 | 5 | | | | | | | | | 39 | 30.5-50.5 | 35 |
| 6:30 6:45 | | 2 | 1 | 13 | 22 | 7 | 1 | 1 | | | | | | | 47 | 31.0-51.0 | 36 |
| 6:45 7:00 | | | 1 | 12 | 30 | 13 | 1 | | | | | | | | 57 | 32.6-52.6 | 51 |
| 6:00 7:00 | | 3 | 3 | 50 | 86 | 30 | 2 | 1 | | | | | | | 175 | 32.6-52.6 | 51 |
| 7:00 7:15 | | | 1 | 6 | 27 | 16 | 2 | | | | | | | | 52 | 34.1-54.1 | 46 |
| 7:15 7:30 | | | 6 | 17 | 42 | 21 | 1 | | | | | | | | 87 | 36.2-56.2 | 71 |
| 7:30 7:45 | | 2 | 6 | 27 | 46 | 14 | 3 | | | | | | | | 98 | 31.7-51.7 | 76 |
| 7:45 8:00 | | 1 | 11 | 36 | 111 | 28 | 1 | | | | | | | | 188 | 30.6-50.6 | 152 |
| 7:00 8:00 | | 3 | 24 | 86 | 226 | 79 | 7 | | | | | | | | 425 | 30.6-50.6 | 152 |
| 8:00 8:15 | | 2 | 10 | 52 | 106 | 52 | 3 | | | | | | | | 225 | 35.5-55.5 | 186 |
| 8:15 8:30 | | 1 | 7 | 17 | 62 | 36 | 5 | | | | | | | | 128 | 35.7-55.7 | 106 |
| 8:30 8:45 | | | 1 | 17 | 33 | 22 | 5 | | | | | | | | 78 | 33.9-53.9 | 57 |
| 8:45 9:00 | | 2 | 2 | 10 | 37 | 21 | 4 | | | | | | | | 76 | 35.8-55.8 | 65 |
| 8:00 9:00 | | 5 | 20 | 96 | 238 | 131 | 17 | | | | | | | | 507 | 35.5-55.5 | 186 |
| 9:00 9:15 | | 2 | 1 | 12 | 11 | 25 | 2 | | | | | | | | 53 | 37.2-57.2 | 41 |
| 9:15 9:30 | | | 4 | 13 | 40 | 15 | | | | | | | | | 72 | 36.8-56.8 | 64 |
| 9:30 9:45 | | | | 9 | 29 | 14 | 4 | | | | | | | | 56 | 34.5-54.5 | 47 |
| 9:45 10:00 | | | 3 | 7 | 30 | 9 | 1 | | | | | | | | 50 | 32.8-52.8 | 42 |
| 9:00 10:00 | | 2 | 8 | 41 | 110 | 63 | 7 | | | | | | | | 231 | 36.8-56.8 | 64 |
| 10:00 10:15 | | | 1 | 6 | 20 | 20 | 1 | | | | | | | | 48 | 39.8-59.8 | 40 |
| 10:15 10:30 | | | 1 | 8 | 26 | 10 | 1 | | | | | | | | 46 | 34.7-54.7 | 42 |
| 10:30 10:45 | | | | 5 | 23 | 12 | 2 | | | | | | | | 42 | 37.2-57.2 | 37 |
| 10:45 11:00 | | | | 8 | 27 | 16 | 3 | | | | | | | | 54 | 35.5-55.5 | 49 |
| 10:00 11:00 | | | 2 | 27 | 96 | 58 | 7 | | | | | | | | 190 | 35.5-55.5 | 49 |
| 11:00 11:15 | | | | 9 | 26 | 29 | 2 | | | | | | | | 66 | 39.9-59.9 | 55 |
| 11:15 11:30 | | | 1 | 12 | 27 | 21 | | | | | | | | | 61 | 37.8-57.8 | 55 |
| 11:30 11:45 | | | 3 | 7 | 36 | 14 | 1 | | | | | | | | 61 | 37.6-57.6 | 51 |
| 11:45 12:00 | | | | 7 | 17 | 25 | 1 | 1 | | | | | | | 51 | 36.8-56.8 | 44 |
| 11:00 12:00 | | | 4 | 35 | 106 | 89 | 4 | 1 | | | | | | | 239 | 39.9-59.9 | 55 |

| | | | | | | | | | | | | | | | |
|------------|-------|---|-------|-------|-------|-------|-------|-------|-------|--------|--------|-----|-----------|------|--|
| 12:00 | 12:15 | | | 7 | 38 | 15 | 3 | | | | | 63 | 36.8-56.8 | 57 | |
| 12:15 | 12:30 | | 1 | 12 | 29 | 27 | 10 | | | | | 79 | 38.2-58.2 | 62 | |
| 12:30 | 12:45 | | 3 | 11 | 33 | 23 | 1 | | | | | 71 | 37.3-57.3 | 62 | |
| 12:45 | 13:00 | | | 12 | 40 | 28 | 3 | | | | | 83 | 36.4-56.4 | 75 | |
| 12:00 | 13:00 | | 4 | 42 | 140 | 93 | 17 | | | | | 296 | 36.4-56.4 | 75 | |
| 13:00 | 13:15 | | | 4 | 27 | 22 | 3 | | 1 | | | 57 | 40.5-60.5 | 50 | |
| 13:15 | 13:30 | 1 | 1 | 9 | 30 | 16 | | | | | | 57 | 36.3-56.3 | 53 | |
| 13:30 | 13:45 | | | 11 | 28 | 17 | | | | | | 56 | 37.6-57.6 | 48 | |
| 13:45 | 14:00 | | | 10 | 35 | 17 | 2 | | | | | 64 | 37.2-57.2 | 54 | |
| 13:00 | 14:00 | 1 | 1 | 34 | 120 | 72 | 5 | | 1 | | | 234 | 37.2-57.2 | 54 | |
| 14:00 | 14:15 | | | 11 | 44 | 26 | 4 | | | | | 85 | 35.8-55.8 | 74 | |
| 14:15 | 14:30 | 2 | 6 | 32 | 59 | 40 | 1 | | | | | 140 | 34.0-54.0 | 114 | |
| 14:30 | 14:45 | | 1 | 10 | 48 | 31 | 2 | | | | | 92 | 38.3-58.3 | 87 | |
| 14:45 | 15:00 | | | 5 | 26 | 45 | 3 | | | | | 79 | 42.3-62.3 | 72 | |
| 14:00 | 15:00 | 2 | 7 | 58 | 177 | 142 | 10 | | | | | 396 | 34.0-54.0 | 114 | |
| 15:00 | 15:15 | | 1 | 10 | 40 | 41 | 6 | | | | | 98 | 37.2-57.2 | 86 | |
| 15:15 | 15:30 | | | 7 | 66 | 25 | 10 | | | | | 108 | 40.7-60.7 | 93 | |
| 15:30 | 15:45 | | 6 | 10 | 54 | 34 | 5 | | | | | 109 | 39.5-59.5 | 88 | |
| 15:45 | 16:00 | 1 | | 13 | 41 | 37 | 2 | | | | | 94 | 38.0-58.0 | 84 | |
| 15:00 | 16:00 | 1 | 7 | 40 | 201 | 137 | 23 | | | | | 409 | 40.7-60.7 | 93 | |
| 16:00 | 16:15 | | 1 | 10 | 60 | 30 | 4 | | | | | 105 | 36.4-56.4 | 93 | |
| 16:15 | 16:30 | | 2 | 4 | 38 | 52 | 6 | | | | | 102 | 41.6-61.6 | 91 | |
| 16:30 | 16:45 | | | 6 | 39 | 48 | 5 | | | | | 98 | 39.8-59.8 | 87 | |
| 16:45 | 17:00 | | | 3 | 47 | 50 | 3 | | | | | 103 | 40.4-60.4 | 99 | |
| 16:00 | 17:00 | | 3 | 23 | 184 | 180 | 18 | | | | | 408 | 40.4-60.4 | 99 | |
| 17:00 | 17:15 | | 1 | 7 | 25 | 63 | 3 | | 1 | | | 100 | 38.8-58.8 | 89 | |
| 17:15 | 17:30 | | | 14 | 36 | 48 | 4 | 1 | | | | 103 | 41.2-61.2 | 86 | |
| 17:30 | 17:45 | | 2 | 9 | 49 | 37 | 8 | | | | | 105 | 41.8-61.8 | 90 | |
| 17:45 | 18:00 | | | 9 | 45 | 43 | 4 | | | | | 101 | 36.8-56.8 | 93 | |
| 17:00 | 18:00 | | 3 | 39 | 155 | 191 | 19 | 1 | 1 | | | 409 | 36.8-56.8 | 93 | |
| 18:00 | 18:15 | | | 10 | 35 | 42 | 8 | | | | | 95 | 40.9-60.9 | 82 | |
| 18:15 | 18:30 | | | 8 | 42 | 42 | 2 | | | | | 94 | 38.6-58.6 | 85 | |
| 18:30 | 18:45 | | | 4 | 49 | 39 | 6 | | | | | 98 | 38.0-58.0 | 90 | |
| 18:45 | 19:00 | | | 3 | 23 | 46 | 4 | | | | | 76 | 38.8-58.8 | 70 | |
| 18:00 | 19:00 | | | 25 | 149 | 169 | 20 | | | | | 363 | 38.0-58.0 | 90 | |
| 19:00 | 19:15 | | | 5 | 39 | 36 | 6 | | | | | 86 | 38.9-58.9 | 77 | |
| 19:15 | 19:30 | | | 3 | 40 | 38 | 4 | | | | | 85 | 38.2-58.2 | 79 | |
| 19:30 | 19:45 | | | 5 | 23 | 33 | 2 | | | | | 63 | 40.4-60.4 | 57 | |
| 19:45 | 20:00 | | 1 | 2 | 46 | 30 | 1 | | | | | 80 | 38.2-58.2 | 78 | |
| 19:00 | 20:00 | | 1 | 15 | 148 | 137 | 13 | | | | | 314 | 38.2-58.2 | 79 | |
| 20:00 | 20:15 | | 1 | 3 | 23 | 25 | 1 | | | | | 53 | 38.4-58.4 | 49 | |
| 20:15 | 20:30 | | | 4 | 20 | 25 | | | | | | 49 | 36.7-56.7 | 45 | |
| 20:30 | 20:45 | | | 6 | 19 | 35 | 1 | | | | | 61 | 37.4-57.4 | 59 | |
| 20:45 | 21:00 | | | 9 | 19 | 21 | | | | | | 49 | 36.8-56.8 | 45 | |
| 20:00 | 21:00 | | 1 | 22 | 81 | 106 | 2 | | | | | 212 | 37.4-57.4 | 59 | |
| 21:00 | 21:15 | | | 11 | 30 | 20 | 1 | | | | | 62 | 36.6-56.6 | 61 | |
| 21:15 | 21:30 | | 1 | 7 | 19 | 7 | 1 | | | | | 35 | 32.5-52.5 | 29 | |
| 21:30 | 21:45 | | | | | | | | | | | | | | |
| 21:45 | 22:00 | | | | | | | | | | | | | | |
| 21:00 | 22:00 | | 1 | 18 | 49 | 27 | 2 | | | | | 97 | 36.6-56.6 | 61 | |
| 22:00 | 22:15 | | | | | | | | | | | | | | |
| 22:15 | 22:30 | | | | | | | | | | | | | | |
| 22:30 | 22:45 | | | | | | | | | | | | | | |
| 22:45 | 23:00 | | | | | | | | | | | | | | |
| 22:00 | 23:00 | | | | | | | | | | | | | | |
| 23:00 | 23:15 | | | | | | | | | | | | | | |
| 23:15 | 23:30 | | | | | | | | | | | | | | |
| 23:30 | 23:45 | | | | | | | | | | | | | | |
| 23:45 | 00:00 | | | | | | | | | | | | | | |
| 23:00 | 00:00 | | | | | | | | | | | | | | |
| Total | | | 17 | 91 | 680 | 2354 | 1773 | 182 | 4 | 1 | 1 | | 5103 | | |
| AM PEAK | | | 0.3% | 1.8% | 13.3% | 46.1% | 34.7% | 3.6% | 0.1% | 0.0% | 0.0% | | | | |
| period | | | 2 | 11 | 52 | 111 | 52 | 5 | 1 | | | | 225 | | |
| % of class | | | 6:30 | 7:45 | 8:00 | 7:45 | 8:00 | 8:15 | 4:45 | | | | 8:00 | | |
| PM PEAK | | | 11.8% | 12.1% | 7.6% | 4.7% | 2.9% | 2.7% | 25.0% | | | | | 4.4% | |
| period | | | 2 | 6 | 32 | 66 | 63 | 10 | 1 | 1 | 1 | | 140 | | |
| % of class | | | 14:15 | 14:15 | 14:15 | 15:15 | 17:00 | 12:15 | 17:15 | 17:00 | 13:00 | | 14:15 | | |
| | | | 11.8% | 6.6% | 4.7% | 2.8% | 3.6% | 5.5% | 25.0% | 100.0% | 100.0% | | | 2.7% | |

| | |
|------------------|--------|
| 15% Percentile : | 40 KPH |
| 50% Percentile : | 47 KPH |
| 85% Percentile : | 57 KPH |
| 95% Percentile : | 60 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 36.8-56.8 KPH |
| Number in Pace: | 4282 |
| Percent in Pace: | 83.9 % |
| Number of Vehicles >40 KPH: | 4315 |
| Percent of Vehicles >40 KPH: | 84.6 % |
| Mean Speed(average): | 47 KPH |

| Report-3.1 Directions -----> | Location : CAL2019-A1EW Columbia Way - west of Kingsview Dr | | | | | | | | | |
|---------------------------------|---|--|-------------------|------|------------------|-------|------------------|------|-------------------|--|
| | Dates : 2019-12-05 | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | |
| 00:00 0:15 | | | 10 | 0.4% | 3 | 0.1% | 13 | 0.3% | | |
| 0:15 0:30 | | | 5 | 0.2% | 3 | 0.1% | 8 | 0.2% | | |
| 0:30 0:45 | | | 4 | 0.2% | 1 | 0.0% | 5 | 0.1% | | |
| 0:45 1:00 | | | 4 | 0.2% | 1 | 0.0% | 5 | 0.1% | | |
| 00:00 1:00 | | | 23 | 1.0% | 8 | 0.3% | 31 | 0.6% | | |
| 1:00 1:15 | | | 4 | 0.2% | 5 | 0.2% | 9 | 0.2% | | |
| 1:15 1:30 | | | 4 | 0.2% | 2 | 0.1% | 6 | 0.1% | | |
| 1:30 1:45 | | | 4 | 0.2% | 3 | 0.1% | 7 | 0.1% | | |
| 1:45 2:00 | | | | | | | | | | |
| 1:00 2:00 | | | 12 | 0.5% | 10 | 0.4% | 22 | 0.4% | | |
| 2:00 2:15 | | | 1 | 0.0% | 1 | 0.0% | 2 | 0.0% | | |
| 2:15 2:30 | | | | | 2 | 0.1% | 2 | 0.0% | | |
| 2:30 2:45 | | | | | | | | | | |
| 2:45 3:00 | | | 2 | 0.1% | 1 | 0.0% | 3 | 0.1% | | |
| 2:00 3:00 | | | 3 | 0.1% | 4 | 0.1% | 7 | 0.1% | | |
| 3:00 3:15 | | | 1 | 0.0% | 1 | 0.0% | 2 | 0.0% | | |
| 3:15 3:30 | | | | | 1 | 0.0% | 1 | 0.0% | | |
| 3:30 3:45 | | | | | 2 | 0.1% | 2 | 0.0% | | |
| 3:45 4:00 | | | | | 1 | 0.0% | 1 | 0.0% | | |
| 3:00 4:00 | | | 1 | 0.0% | 5 | 0.2% | 6 | 0.1% | | |
| 4:00 4:15 | | | | | | | | | | |
| 4:15 4:30 | | | | | 2 | 0.1% | 2 | 0.0% | | |
| 4:30 4:45 | | | 2 | 0.1% | 9 | 0.3% | 11 | 0.2% | | |
| 4:45 5:00 | | | | | 14 | 0.5% | 14 | 0.3% | | |
| 4:00 5:00 | | | 2 | 0.1% | 25 | 0.9% | 27 | 0.5% | | |
| 5:00 5:15 | | | 2 | 0.1% | 13 | 0.5% | 15 | 0.3% | | |
| 5:15 5:30 | | | 5 | 0.2% | 27 | 1.0% | 32 | 0.6% | | |
| 5:30 5:45 | | | 4 | 0.2% | 19 | 0.7% | 23 | 0.5% | | |
| 5:45 6:00 | | | 7 | 0.3% | 28 | 1.0% | 35 | 0.7% | | |
| 5:00 6:00 | | | 18 | 0.8% | 87 | 3.2% | 105 | 2.1% | | |
| 6:00 6:15 | | | 7 | 0.3% | 25 | 0.9% | 32 | 0.6% | | |
| 6:15 6:30 | | | 5 | 0.2% | 34 | 1.2% | 39 | 0.8% | | |
| 6:30 6:45 | | | 9 | 0.4% | 38 | 1.4% | 47 | 0.9% | | |
| 6:45 7:00 | | | 7 | 0.3% | 50 | 1.8% | 57 | 1.1% | | |
| 6:00 7:00 | | | 28 | 1.2% | 147 | 5.4% | 175 | 3.4% | | |
| 7:00 7:15 | | | 9 | 0.4% | 43 | 1.6% | 52 | 1.0% | | |
| 7:15 7:30 | | | 22 | 0.9% | 65 | 2.4% | 87 | 1.7% | | |
| 7:30 7:45 | | | 42 | 1.8% | 56 | 2.1% | 98 | 1.9% | | |
| 7:45 8:00 | | | 65 | 2.7% | 123 | 4.5% | 188 | 3.7% | | |
| 7:00 8:00 | | | 138 | 5.8% | 287 | 10.5% | 425 | 8.3% | | |
| 8:00 8:15 | | | 90 | 3.8% | 135 | 4.9% | 225 | 4.4% | | |
| 8:15 8:30 | | | 36 | 1.5% | 92 | 3.4% | 128 | 2.5% | | |
| 8:30 8:45 | | | 21 | 0.9% | 57 | 2.1% | 78 | 1.5% | | |
| 8:45 9:00 | | | 20 | 0.8% | 56 | 2.1% | 76 | 1.5% | | |
| 8:00 9:00 | | | 167 | 7.0% | 340 | 12.4% | 507 | 9.9% | | |
| 9:00 9:15 | | | 13 | 0.5% | 40 | 1.5% | 53 | 1.0% | | |
| 9:15 9:30 | | | 38 | 1.6% | 34 | 1.2% | 72 | 1.4% | | |
| 9:30 9:45 | | | 17 | 0.7% | 39 | 1.4% | 56 | 1.1% | | |
| 9:45 10:00 | | | 11 | 0.5% | 39 | 1.4% | 50 | 1.0% | | |
| 9:00 10:00 | | | 79 | 3.3% | 152 | 5.6% | 231 | 4.5% | | |
| 10:00 10:15 | | | 14 | 0.6% | 34 | 1.2% | 48 | 0.9% | | |
| 10:15 10:30 | | | 23 | 1.0% | 23 | 0.8% | 46 | 0.9% | | |
| 10:30 10:45 | | | 10 | 0.4% | 32 | 1.2% | 42 | 0.8% | | |
| 10:45 11:00 | | | 17 | 0.7% | 37 | 1.4% | 54 | 1.1% | | |
| 10:00 11:00 | | | 64 | 2.7% | 126 | 4.6% | 190 | 3.7% | | |
| 11:00 11:15 | | | 25 | 1.1% | 41 | 1.5% | 66 | 1.3% | | |
| 11:15 11:30 | | | 27 | 1.1% | 34 | 1.2% | 61 | 1.2% | | |
| 11:30 11:45 | | | 27 | 1.1% | 34 | 1.2% | 61 | 1.2% | | |
| 11:45 12:00 | | | 28 | 1.2% | 23 | 0.8% | 51 | 1.0% | | |
| 11:00 12:00 | | | 107 | 4.5% | 132 | 4.8% | 239 | 4.7% | | |

| | | | | | | | | |
|------------|-------|--|-------|-------|-------|------|--------|--------|
| 12:00 | 12:15 | | 33 | 1.4% | 30 | 1.1% | 63 | 1.2% |
| 12:15 | 12:30 | | 30 | 1.3% | 49 | 1.8% | 79 | 1.5% |
| 12:30 | 12:45 | | 34 | 1.4% | 37 | 1.4% | 71 | 1.4% |
| 12:45 | 13:00 | | 47 | 2.0% | 36 | 1.3% | 83 | 1.6% |
| 12:00 | 13:00 | | 144 | 6.1% | 152 | 5.6% | 296 | 5.8% |
| 13:00 | 13:15 | | 26 | 1.1% | 31 | 1.1% | 57 | 1.1% |
| 13:15 | 13:30 | | 26 | 1.1% | 31 | 1.1% | 57 | 1.1% |
| 13:30 | 13:45 | | 24 | 1.0% | 32 | 1.2% | 56 | 1.1% |
| 13:45 | 14:00 | | 33 | 1.4% | 31 | 1.1% | 64 | 1.3% |
| 13:00 | 14:00 | | 109 | 4.6% | 125 | 4.6% | 234 | 4.6% |
| 14:00 | 14:15 | | 52 | 2.2% | 33 | 1.2% | 85 | 1.7% |
| 14:15 | 14:30 | | 48 | 2.0% | 92 | 3.4% | 140 | 2.7% |
| 14:30 | 14:45 | | 34 | 1.4% | 58 | 2.1% | 92 | 1.8% |
| 14:45 | 15:00 | | 45 | 1.9% | 34 | 1.2% | 79 | 1.5% |
| 14:00 | 15:00 | | 179 | 7.5% | 217 | 7.9% | 396 | 7.8% |
| 15:00 | 15:15 | | 54 | 2.3% | 44 | 1.6% | 98 | 1.9% |
| 15:15 | 15:30 | | 69 | 2.9% | 39 | 1.4% | 108 | 2.1% |
| 15:30 | 15:45 | | 50 | 2.1% | 59 | 2.2% | 109 | 2.1% |
| 15:45 | 16:00 | | 40 | 1.7% | 54 | 2.0% | 94 | 1.8% |
| 15:00 | 16:00 | | 213 | 9.0% | 196 | 7.2% | 409 | 8.0% |
| 16:00 | 16:15 | | 56 | 2.4% | 49 | 1.8% | 105 | 2.1% |
| 16:15 | 16:30 | | 66 | 2.8% | 36 | 1.3% | 102 | 2.0% |
| 16:30 | 16:45 | | 68 | 2.9% | 30 | 1.1% | 98 | 1.9% |
| 16:45 | 17:00 | | 64 | 2.7% | 39 | 1.4% | 103 | 2.0% |
| 16:00 | 17:00 | | 254 | 10.7% | 154 | 5.6% | 408 | 8.0% |
| 17:00 | 17:15 | | 58 | 2.4% | 42 | 1.5% | 100 | 2.0% |
| 17:15 | 17:30 | | 63 | 2.7% | 40 | 1.5% | 103 | 2.0% |
| 17:30 | 17:45 | | 64 | 2.7% | 41 | 1.5% | 105 | 2.1% |
| 17:45 | 18:00 | | 61 | 2.6% | 40 | 1.5% | 101 | 2.0% |
| 17:00 | 18:00 | | 246 | 10.4% | 163 | 6.0% | 409 | 8.0% |
| 18:00 | 18:15 | | 55 | 2.3% | 40 | 1.5% | 95 | 1.9% |
| 18:15 | 18:30 | | 56 | 2.4% | 38 | 1.4% | 94 | 1.8% |
| 18:30 | 18:45 | | 57 | 2.4% | 41 | 1.5% | 98 | 1.9% |
| 18:45 | 19:00 | | 46 | 1.9% | 30 | 1.1% | 76 | 1.5% |
| 18:00 | 19:00 | | 214 | 9.0% | 149 | 5.5% | 363 | 7.1% |
| 19:00 | 19:15 | | 50 | 2.1% | 36 | 1.3% | 86 | 1.7% |
| 19:15 | 19:30 | | 54 | 2.3% | 31 | 1.1% | 85 | 1.7% |
| 19:30 | 19:45 | | 41 | 1.7% | 22 | 0.8% | 63 | 1.2% |
| 19:45 | 20:00 | | 44 | 1.9% | 36 | 1.3% | 80 | 1.6% |
| 19:00 | 20:00 | | 189 | 8.0% | 125 | 4.6% | 314 | 6.2% |
| 20:00 | 20:15 | | 34 | 1.4% | 19 | 0.7% | 53 | 1.0% |
| 20:15 | 20:30 | | 31 | 1.3% | 18 | 0.7% | 49 | 1.0% |
| 20:30 | 20:45 | | 41 | 1.7% | 20 | 0.7% | 61 | 1.2% |
| 20:45 | 21:00 | | 29 | 1.2% | 20 | 0.7% | 49 | 1.0% |
| 20:00 | 21:00 | | 135 | 5.7% | 77 | 2.8% | 212 | 4.2% |
| 21:00 | 21:15 | | 31 | 1.3% | 31 | 1.1% | 62 | 1.2% |
| 21:15 | 21:30 | | 16 | 0.7% | 19 | 0.7% | 35 | 0.7% |
| 21:30 | 21:45 | | | | | | | |
| 21:45 | 22:00 | | | | | | | |
| 21:00 | 22:00 | | 47 | 2.0% | 50 | 1.8% | 97 | 1.9% |
| 22:00 | 22:15 | | | | | | | |
| 22:15 | 22:30 | | | | | | | |
| 22:30 | 22:45 | | | | | | | |
| 22:45 | 23:00 | | | | | | | |
| 22:00 | 23:00 | | | | | | | |
| 23:00 | 23:15 | | | | | | | |
| 23:15 | 23:30 | | | | | | | |
| 23:30 | 23:45 | | | | | | | |
| 23:45 | 00:00 | | | | | | | |
| 23:00 | 00:00 | | | | | | | |
| Total | | | 2372 | | 2731 | | 5103 | 100.0% |
| | | | 46.5% | | 53.5% | | 100.0% | |
| AM PEAK | | | 90 | | 135 | | 225 | |
| period | | | 8:00 | | 8:00 | | 8:00 | |
| % of class | | | | 3.8% | | 4.9% | | 4.4% |
| PM PEAK | | | 69 | | 92 | | 140 | |
| period | | | 15:15 | | 14:15 | | 14:15 | |
| % of class | | | | 2.9% | | 3.4% | | 2.7% |

| Report-1.1 | | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|------|
| | | Direction : East Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 6 | | | | | | | | | | | | 6 | 0.2% |
| 0:15 | 0:30 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 0:30 | 0:45 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 0:45 | 1:00 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 00:00 | 1:00 | | 14 | 1 | | | | | | | | | | | 15 | 0.6% |
| 1:00 | 1:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:15 | 1:30 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:30 | 1:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 4 | | | | | | | | | | | | 4 | 0.2% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:45 | 3:00 | | | | | | | | | | | | | | | |
| 2:00 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 3:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:15 | 3:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:00 | 4:00 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 4:00 | 4:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 4:15 | 4:30 | | | | | | | | | | | | | | | |
| 4:30 | 4:45 | | | | | | | | | | | | | | | |
| 4:45 | 5:00 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 4:00 | 5:00 | | 3 | 1 | | | | | | | | | | | 4 | 0.2% |
| 5:00 | 5:15 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 5:15 | 5:30 | | 5 | | | | | | | | | | | | 5 | 0.2% |
| 5:30 | 5:45 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 5:45 | 6:00 | | 5 | 1 | | | | | | | | | | | 6 | 0.2% |
| 5:00 | 6:00 | | 14 | 2 | | | | | | | | | | | 16 | 0.6% |
| 6:00 | 6:15 | | 7 | 2 | | | | | | | | | | | 9 | 0.3% |
| 6:15 | 6:30 | | 8 | | | | | | | | | | | | 8 | 0.3% |
| 6:30 | 6:45 | | 8 | | | 1 | | | | | | | | | 9 | 0.3% |
| 6:45 | 7:00 | | 8 | 1 | | | | | | | | | | | 9 | 0.3% |
| 6:00 | 7:00 | | 31 | 3 | | 1 | | | | | | | | | 35 | 1.3% |
| 7:00 | 7:15 | | 15 | 2 | | 1 | | | | | | | | | 18 | 0.7% |
| 7:15 | 7:30 | | 13 | 1 | 1 | | | | | | | | | | 15 | 0.6% |
| 7:30 | 7:45 | | 14 | 1 | | | | | | | | | | | 15 | 0.6% |
| 7:45 | 8:00 | | 40 | 2 | 2 | 2 | | | | | | | | | 46 | 1.8% |
| 7:00 | 8:00 | | 82 | 6 | 3 | 3 | | | | | | | | | 94 | 3.6% |
| 8:00 | 8:15 | | 60 | 2 | | 3 | | | | | | | | | 65 | 2.5% |
| 8:15 | 8:30 | | 32 | 4 | 1 | | | | | | | | | | 37 | 1.4% |
| 8:30 | 8:45 | | 24 | 2 | 1 | 1 | | | | | | | | | 28 | 1.1% |
| 8:45 | 9:00 | | 19 | 1 | 1 | | 1 | | | | | | | | 22 | 0.8% |
| 8:00 | 9:00 | | 135 | 9 | 3 | 4 | 1 | | | | | | | | 152 | 5.8% |
| 9:00 | 9:15 | | 11 | 1 | | | | | | | | | | | 12 | 0.5% |
| 9:15 | 9:30 | | 24 | 3 | | | | | | | | | | | 27 | 1.0% |
| 9:30 | 9:45 | | 16 | 3 | | | | | | | | | | | 19 | 0.7% |
| 9:45 | 10:00 | | 18 | 4 | | 1 | | | | | | | | | 23 | 0.9% |
| 9:00 | 10:00 | | 69 | 11 | | 1 | | | | | | | | | 81 | 3.1% |
| 10:00 | 10:15 | | 12 | 4 | | | | | 1 | | | | | | 17 | 0.7% |
| 10:15 | 10:30 | | 14 | | | 1 | | | | | | | | | 15 | 0.6% |
| 10:30 | 10:45 | | 15 | 3 | | | | | | | | | | | 18 | 0.7% |
| 10:45 | 11:00 | | 17 | 2 | | 2 | | | | | | | | | 21 | 0.8% |
| 10:00 | 11:00 | | 58 | 9 | | 3 | | | 1 | | | | | | 71 | 2.7% |
| 11:00 | 11:15 | | 21 | 4 | | | | | | | | | | | 25 | 1.0% |
| 11:15 | 11:30 | | 28 | 5 | 1 | | 1 | | | | | | | | 35 | 1.3% |
| 11:30 | 11:45 | | 23 | 4 | | 3 | | | | | | | | | 30 | 1.2% |
| 11:45 | 12:00 | | 20 | 2 | | | | | | | | | | | 22 | 0.8% |
| 11:00 | 12:00 | | 92 | 15 | 1 | 3 | 1 | | | | | | | | 112 | 4.3% |

| | | | | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------|-------|
| 12:00 | 12:15 | 24 | 8 | | 2 | | | | | | | 34 | 1.3% |
| 12:15 | 12:30 | 22 | 8 | | | | | | | | | 30 | 1.2% |
| 12:30 | 12:45 | 23 | 7 | | 1 | | | | | | | 31 | 1.2% |
| 12:45 | 13:00 | 20 | 2 | | | | | | | | | 22 | 0.8% |
| 12:00 | 13:00 | 89 | 25 | | 3 | | | | | | | 117 | 4.5% |
| 13:00 | 13:15 | 23 | 5 | 1 | | | | | | | | 29 | 1.1% |
| 13:15 | 13:30 | 18 | 5 | | | | | | | | | 23 | 0.9% |
| 13:30 | 13:45 | 28 | 8 | | 1 | | | | | | | 37 | 1.4% |
| 13:45 | 14:00 | 31 | 1 | | 2 | | | | | | | 34 | 1.3% |
| 13:00 | 14:00 | 100 | 19 | 1 | 3 | | | | | | | 123 | 4.7% |
| 14:00 | 14:15 | 21 | 3 | | | | | | | | | 24 | 0.9% |
| 14:15 | 14:30 | 70 | 13 | 2 | 2 | | | | | | | 87 | 3.3% |
| 14:30 | 14:45 | 41 | 1 | 3 | | 1 | | | | | | 46 | 1.8% |
| 14:45 | 15:00 | 43 | 4 | | 2 | | | | | | | 49 | 1.9% |
| 14:00 | 15:00 | 175 | 21 | 5 | 4 | 1 | | | | | | 206 | 7.9% |
| 15:00 | 15:15 | 57 | 8 | 4 | 1 | 2 | | | | | | 72 | 2.8% |
| 15:15 | 15:30 | 46 | 9 | | | | | | | | | 55 | 2.1% |
| 15:30 | 15:45 | 49 | 11 | | | | | | | 3 | | 63 | 2.4% |
| 15:45 | 16:00 | 2 | 33 | 7 | | 1 | 2 | | | | | 45 | 1.7% |
| 15:00 | 16:00 | 2 | 185 | 35 | 4 | 2 | 7 | | | | | 235 | 9.0% |
| 16:00 | 16:15 | 45 | 8 | 2 | 4 | 2 | | | | | | 61 | 2.3% |
| 16:15 | 16:30 | 51 | 5 | | 1 | 1 | | | | | | 58 | 2.2% |
| 16:30 | 16:45 | 59 | 13 | | 1 | 3 | 1 | | | | | 77 | 3.0% |
| 16:45 | 17:00 | 49 | 8 | | 2 | 1 | | | | | | 60 | 2.3% |
| 16:00 | 17:00 | 204 | 34 | 2 | 8 | 7 | 1 | | | | | 256 | 9.8% |
| 17:00 | 17:15 | 66 | 12 | | 1 | 3 | | | | | | 82 | 3.2% |
| 17:15 | 17:30 | 56 | 13 | | 1 | | | | | 1 | | 71 | 2.7% |
| 17:30 | 17:45 | 55 | 10 | | 1 | 1 | | | | | | 67 | 2.6% |
| 17:45 | 18:00 | 2 | 60 | 7 | | 1 | | | | | | 70 | 2.7% |
| 17:00 | 18:00 | 2 | 237 | 42 | | 3 | 5 | | | 1 | | 290 | 11.1% |
| 18:00 | 18:15 | 57 | 8 | | 1 | 2 | | | | | | 68 | 2.6% |
| 18:15 | 18:30 | 49 | 7 | | | | | | | | | 56 | 2.2% |
| 18:30 | 18:45 | 40 | 8 | | 1 | 2 | | | | | | 51 | 2.0% |
| 18:45 | 19:00 | 37 | 10 | | | 3 | | | | | | 50 | 1.9% |
| 18:00 | 19:00 | 183 | 33 | | 2 | 7 | | | | | | 225 | 8.6% |
| 19:00 | 19:15 | 38 | 11 | | | 1 | | | | | | 50 | 1.9% |
| 19:15 | 19:30 | 40 | 5 | | | 3 | | | | | | 48 | 1.8% |
| 19:30 | 19:45 | 29 | 5 | | | 3 | | | | | | 37 | 1.4% |
| 19:45 | 20:00 | 27 | 5 | | | 1 | | | | | | 33 | 1.3% |
| 19:00 | 20:00 | 134 | 26 | | 7 | 1 | | | | | | 168 | 6.5% |
| 20:00 | 20:15 | 36 | 5 | | | 2 | | | | | | 43 | 1.7% |
| 20:15 | 20:30 | 26 | 3 | | | | | | | | | 29 | 1.1% |
| 20:30 | 20:45 | 29 | 2 | | | | | | | 1 | | 32 | 1.2% |
| 20:45 | 21:00 | 21 | 1 | | | | 2 | | | | | 24 | 0.9% |
| 20:00 | 21:00 | 112 | 11 | | 2 | 2 | | | | 1 | | 128 | 4.9% |
| 21:00 | 21:15 | 33 | 6 | | 1 | | | | | | | 40 | 1.5% |
| 21:15 | 21:30 | 33 | 2 | | | | | | | | | 35 | 1.3% |
| 21:30 | 21:45 | 21 | 2 | | | | | | | | | 23 | 0.9% |
| 21:45 | 22:00 | 22 | 3 | | 1 | | | | | | | 26 | 1.0% |
| 21:00 | 22:00 | 109 | 13 | | 2 | | | | | | | 124 | 4.8% |
| 22:00 | 22:15 | 31 | 3 | | | | | | | | | 34 | 1.3% |
| 22:15 | 22:30 | 21 | 5 | | | | | | | | | 26 | 1.0% |
| 22:30 | 22:45 | 11 | 3 | | | | | | | | | 14 | 0.5% |
| 22:45 | 23:00 | 22 | 1 | | 1 | | | | | | | 24 | 0.9% |
| 22:00 | 23:00 | 85 | 12 | | 1 | | | | | | | 98 | 3.8% |
| 23:00 | 23:15 | 11 | 2 | | 1 | | | | | | | 14 | 0.5% |
| 23:15 | 23:30 | 12 | 2 | | | | | | | | | 14 | 0.5% |
| 23:30 | 23:45 | 9 | | | | | | | | | | 9 | 0.3% |
| 23:45 | 00:00 | 3 | 1 | | | 2 | | | | | | 6 | 0.2% |
| 23:00 | 00:00 | 35 | 5 | | 1 | 2 | | | | | | 43 | 1.7% |
| Total | | 4 | 2155 | 333 | 19 | 53 | 34 | 1 | 1 | 1 | 1 | 2602 | |
| | | 0.2% | 82.8% | 12.8% | 0.7% | 2.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM PEAK | | 60 | 5 | 2 | 3 | 1 | | | 1 | | | 65 | |
| period | | 8:00 | 11:15 | 7:45 | 8:00 | 8:45 | | | 10:00 | | | 8:00 | |
| % of class | | 2.8% | 1.5% | 10.5% | 5.7% | 2.9% | | | 100.0% | | | 2.5% | |
| PM PEAK | | 2 | 70 | 13 | 4 | 4 | 3 | 1 | | 1 | 1 | 87 | |
| period | | 15:45 | 14:15 | 14:15 | 15:00 | 16:00 | 15:30 | 16:30 | | 17:15 | 20:30 | 14:15 | |
| % of class | | 50.0% | 3.2% | 3.9% | 21.1% | 7.5% | 8.8% | 100.0% | | 100.0% | 100.0% | 3.3% | |

| Report-1.2 | | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : West Road : | | | | | | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 6 | | | | | | | | | | | | 6 | 0.2% |
| 0:15 | 0:30 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 0:30 | 0:45 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 0:45 | 1:00 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 00:00 | 1:00 | | 16 | | | | | | | | | | | | 16 | 0.6% |
| 1:00 | 1:15 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 1:15 | 1:30 | | 2 | 1 | | | | | | | | | | | 3 | 0.1% |
| 1:30 | 1:45 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 8 | 1 | | | | | | | | | | | 9 | 0.3% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:30 | 2:45 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 2:45 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 2:00 | 3:00 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 3:00 | 3:15 | | | | | | | | | | | | | | | |
| 3:15 | 3:30 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 2 | | | | | | | | | | | | 2 | 0.1% |
| 3:00 | 4:00 | | 4 | | | | | | | | | | | | 4 | 0.1% |
| 4:00 | 4:15 | | 6 | | | | | | | | | | | | 6 | 0.2% |
| 4:15 | 4:30 | | | 1 | | | | | | | | | | | 1 | 0.0% |
| 4:30 | 4:45 | | 3 | 5 | | | | | | | | | | | 8 | 0.3% |
| 4:45 | 5:00 | | 4 | 5 | 1 | | | | | | | | | | 10 | 0.4% |
| 4:00 | 5:00 | | 13 | 11 | 1 | | | | | | | | | | 25 | 0.9% |
| 5:00 | 5:15 | | 15 | 4 | | | | | | | | | | | 19 | 0.7% |
| 5:15 | 5:30 | | 10 | 4 | 3 | | | | | | | | | | 17 | 0.6% |
| 5:30 | 5:45 | | 23 | 4 | | | | | | | | | | | 27 | 1.0% |
| 5:45 | 6:00 | | 16 | 7 | 1 | | | | | | | | | | 24 | 0.9% |
| 5:00 | 6:00 | | 64 | 19 | 4 | | | | | | | | | | 87 | 3.2% |
| 6:00 | 6:15 | | 21 | 6 | | | | | | | | | | | 27 | 1.0% |
| 6:15 | 6:30 | | 27 | 4 | 1 | 1 | | | | | | | | | 33 | 1.2% |
| 6:30 | 6:45 | | 40 | 10 | 1 | 2 | | | | | | | | | 53 | 1.9% |
| 6:45 | 7:00 | | 48 | 1 | | | | | | | | | | | 49 | 1.8% |
| 6:00 | 7:00 | | 136 | 21 | 2 | 3 | | | | | | | | | 162 | 5.9% |
| 7:00 | 7:15 | | 48 | 7 | | | | | | | | | | | 55 | 2.0% |
| 7:15 | 7:30 | | 58 | 6 | 1 | 1 | | | | | | | | | 66 | 2.4% |
| 7:30 | 7:45 | | 65 | 3 | 3 | | | | | | | | | | 71 | 2.6% |
| 7:45 | 8:00 | | 102 | 12 | 2 | | | | | | | | | | 116 | 4.2% |
| 7:00 | 8:00 | | 273 | 28 | 4 | 3 | | | | | | | | | 308 | 11.3% |
| 8:00 | 8:15 | | 168 | 4 | 1 | | | | | | | | | | 173 | 6.3% |
| 8:15 | 8:30 | | 90 | 17 | 3 | 3 | | | | | | | | | 113 | 4.1% |
| 8:30 | 8:45 | | 51 | 3 | | | | 1 | | | | | | | 55 | 2.0% |
| 8:45 | 9:00 | | 42 | 4 | 5 | | | | | | | | | | 51 | 1.9% |
| 8:00 | 9:00 | | 351 | 28 | 3 | 9 | | 1 | | | | | | | 392 | 14.3% |
| 9:00 | 9:15 | | 33 | 3 | 1 | | | | | | | | | | 37 | 1.4% |
| 9:15 | 9:30 | | 40 | 4 | 1 | | | | | | | | | | 45 | 1.6% |
| 9:30 | 9:45 | | 30 | 3 | 1 | | | | | | | | | | 34 | 1.2% |
| 9:45 | 10:00 | | 19 | 4 | | | | | | | | | | | 23 | 0.8% |
| 9:00 | 10:00 | | 122 | 14 | 2 | 1 | | | | | | | | | 139 | 5.1% |
| 10:00 | 10:15 | | 22 | 2 | 1 | 2 | | | | | | | | | 27 | 1.0% |
| 10:15 | 10:30 | | 21 | 2 | | | | | | | | | | | 23 | 0.8% |
| 10:30 | 10:45 | | 23 | 3 | | | | | | | | | | | 26 | 1.0% |
| 10:45 | 11:00 | | 28 | 4 | 3 | | | | | | | | | | 35 | 1.3% |
| 10:00 | 11:00 | | 94 | 11 | 1 | 5 | | | | | | | | | 111 | 4.1% |
| 11:00 | 11:15 | | 28 | 5 | 1 | | | | | | | | | | 34 | 1.2% |
| 11:15 | 11:30 | | 25 | 3 | 1 | | | | | | | | | | 29 | 1.1% |
| 11:30 | 11:45 | | 27 | 2 | | | | | | | | | | | 29 | 1.1% |
| 11:45 | 12:00 | | 20 | 4 | | | | | | | | | | | 24 | 0.9% |
| 11:00 | 12:00 | | 100 | 14 | 2 | | | | | | | | | | 116 | 4.2% |

| | | | | | | | | |
|------------|-------|-------|-------|-------|-------|--------|-------|------|
| 12:00 | 12:15 | 19 | 3 | | 1 | | 23 | 0.8% |
| 12:15 | 12:30 | 25 | 10 | | 2 | | 37 | 1.4% |
| 12:30 | 12:45 | 26 | 1 | | 1 | | 28 | 1.0% |
| 12:45 | 13:00 | 26 | 4 | | | | 30 | 1.1% |
| 12:00 | 13:00 | 96 | 18 | | 4 | | 118 | 4.3% |
| 13:00 | 13:15 | 18 | 7 | | 1 | | 26 | 1.0% |
| 13:15 | 13:30 | 15 | 1 | 1 | | | 17 | 0.6% |
| 13:30 | 13:45 | 29 | 2 | | 3 | | 34 | 1.2% |
| 13:45 | 14:00 | 20 | 2 | | | | 22 | 0.8% |
| 13:00 | 14:00 | 82 | 12 | 1 | 4 | | 99 | 3.6% |
| 14:00 | 14:15 | 24 | 3 | 2 | | | 29 | 1.1% |
| 14:15 | 14:30 | 39 | 4 | 1 | | | 44 | 1.6% |
| 14:30 | 14:45 | 32 | 5 | | 4 | | 41 | 1.5% |
| 14:45 | 15:00 | 20 | 3 | | | | 23 | 0.8% |
| 14:00 | 15:00 | 115 | 15 | 3 | 4 | | 137 | 5.0% |
| 15:00 | 15:15 | 38 | 4 | 1 | | | 43 | 1.6% |
| 15:15 | 15:30 | 46 | 5 | 2 | 3 | | 56 | 2.0% |
| 15:30 | 15:45 | 32 | 6 | | 2 | | 40 | 1.5% |
| 15:45 | 16:00 | 27 | 2 | | 2 | | 31 | 1.1% |
| 15:00 | 16:00 | 143 | 17 | 3 | 7 | | 170 | 6.2% |
| 16:00 | 16:15 | 25 | 7 | 1 | | | 33 | 1.2% |
| 16:15 | 16:30 | 32 | 2 | 2 | | | 36 | 1.3% |
| 16:30 | 16:45 | 30 | 4 | | 2 | | 36 | 1.3% |
| 16:45 | 17:00 | 44 | 4 | | 2 | | 50 | 1.8% |
| 16:00 | 17:00 | 131 | 17 | 3 | 4 | | 155 | 5.7% |
| 17:00 | 17:15 | 38 | 2 | | | | 40 | 1.5% |
| 17:15 | 17:30 | 30 | 6 | | 1 | | 37 | 1.4% |
| 17:30 | 17:45 | 42 | 5 | | 1 | | 48 | 1.8% |
| 17:45 | 18:00 | 45 | 4 | | | | 49 | 1.8% |
| 17:00 | 18:00 | 155 | 17 | | 2 | | 174 | 6.4% |
| 18:00 | 18:15 | 43 | 7 | | 1 | | 51 | 1.9% |
| 18:15 | 18:30 | 40 | 7 | | 3 | | 50 | 1.8% |
| 18:30 | 18:45 | 41 | 4 | | | | 45 | 1.6% |
| 18:45 | 19:00 | 35 | 9 | | 1 | | 45 | 1.6% |
| 18:00 | 19:00 | 159 | 27 | | 5 | | 191 | 7.0% |
| 19:00 | 19:15 | 25 | 6 | | | | 31 | 1.1% |
| 19:15 | 19:30 | 17 | 3 | | | | 20 | 0.7% |
| 19:30 | 19:45 | 30 | 4 | | 1 | | 35 | 1.3% |
| 19:45 | 20:00 | 27 | | | 1 | | 28 | 1.0% |
| 19:00 | 20:00 | 99 | 13 | | 2 | | 114 | 4.2% |
| 20:00 | 20:15 | 17 | 2 | | | | 19 | 0.7% |
| 20:15 | 20:30 | 13 | 4 | | | | 17 | 0.6% |
| 20:30 | 20:45 | 16 | 2 | | | | 18 | 0.7% |
| 20:45 | 21:00 | 17 | | | | | 17 | 0.6% |
| 20:00 | 21:00 | 63 | 8 | | | | 71 | 2.6% |
| 21:00 | 21:15 | 14 | 3 | | | | 17 | 0.6% |
| 21:15 | 21:30 | 17 | 4 | | 1 | | 22 | 0.8% |
| 21:30 | 21:45 | 8 | 2 | | 1 | | 11 | 0.4% |
| 21:45 | 22:00 | 11 | 1 | | | | 12 | 0.4% |
| 21:00 | 22:00 | 50 | 10 | | 2 | | 62 | 2.3% |
| 22:00 | 22:15 | 15 | 1 | | | | 16 | 0.6% |
| 22:15 | 22:30 | 9 | 1 | | | | 10 | 0.4% |
| 22:30 | 22:45 | 9 | 1 | | | | 10 | 0.4% |
| 22:45 | 23:00 | 9 | 1 | | | | 10 | 0.4% |
| 22:00 | 23:00 | 42 | 4 | | | | 46 | 1.7% |
| 23:00 | 23:15 | 8 | 1 | | | | 9 | 0.3% |
| 23:15 | 23:30 | 6 | 1 | | | | 7 | 0.3% |
| 23:30 | 23:45 | 5 | | | | | 5 | 0.2% |
| 23:45 | 00:00 | 4 | | | | | 4 | 0.1% |
| 23:00 | 00:00 | 23 | 2 | | | | 25 | 0.9% |
| Total | | 2343 | 307 | 22 | 62 | 1 | 2735 | |
| | | 85.7% | 11.2% | 0.8% | 2.3% | 0.0% | | |
| AM PEAK | | 168 | 17 | 3 | 5 | 1 | 173 | |
| period | | 8:00 | 8:15 | 7:30 | 8:45 | 8:30 | 8:00 | |
| % of class | | 7.2% | 5.5% | 13.6% | 8.1% | 100.0% | | 6.3% |
| PM PEAK | | 46 | 10 | 2 | 4 | | 56 | |
| period | | 15:15 | 12:15 | 14:00 | 14:30 | | 15:15 | |
| % of class | | 2.0% | 3.3% | 9.1% | 6.5% | | | 2.0% |

| Report-1.3 | | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | | | | | | |
|----------------|-------|---|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|-------|-------|
| | | Direction : East + West | | | | | Road : | | | | | | | | | |
| | | Dates : 1 2019-12-12 | | | | | | | | | | | | | | |
| Classes -----> | | Class-1 | Class-2 | Class-3 | Class-4 | Class-5 | Class-6 | Class-7 | Class-8 | Class-9 | Class-10 | Class-11 | Class-12 | Class-13 | Total | |
| 00:00 | 0:15 | | 12 | | | | | | | | | | | | 12 | 0.2% |
| 0:15 | 0:30 | | 6 | 1 | | | | | | | | | | | 7 | 0.1% |
| 0:30 | 0:45 | | 5 | | | | | | | | | | | | 5 | 0.1% |
| 0:45 | 1:00 | | 7 | | | | | | | | | | | | 7 | 0.1% |
| 00:00 | 1:00 | | 30 | 1 | | | | | | | | | | | 31 | 0.6% |
| 1:00 | 1:15 | | 5 | | | | | | | | | | | | 5 | 0.1% |
| 1:15 | 1:30 | | 4 | 1 | | | | | | | | | | | 5 | 0.1% |
| 1:30 | 1:45 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 1:45 | 2:00 | | | | | | | | | | | | | | | |
| 1:00 | 2:00 | | 12 | 1 | | | | | | | | | | | 13 | 0.2% |
| 2:00 | 2:15 | | | | | | | | | | | | | | | |
| 2:15 | 2:30 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 2:30 | 2:45 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 2:45 | 3:00 | | 2 | | | | | | | | | | | | 2 | 0.0% |
| 2:00 | 3:00 | | 6 | | | | | | | | | | | | 6 | 0.1% |
| 3:00 | 3:15 | | 1 | | | | | | | | | | | | 1 | 0.0% |
| 3:15 | 3:30 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 3:30 | 3:45 | | | | | | | | | | | | | | | |
| 3:45 | 4:00 | | 3 | | | | | | | | | | | | 3 | 0.1% |
| 3:00 | 4:00 | | 7 | | | | | | | | | | | | 7 | 0.1% |
| 4:00 | 4:15 | | 7 | | | | | | | | | | | | 7 | 0.1% |
| 4:15 | 4:30 | | | 1 | | | | | | | | | | | 1 | 0.0% |
| 4:30 | 4:45 | | 3 | 5 | | | | | | | | | | | 8 | 0.1% |
| 4:45 | 5:00 | | 6 | 6 | | 1 | | | | | | | | | 13 | 0.2% |
| 4:00 | 5:00 | | 16 | 12 | | 1 | | | | | | | | | 29 | 0.5% |
| 5:00 | 5:15 | | 17 | 4 | | | | | | | | | | | 21 | 0.4% |
| 5:15 | 5:30 | | 15 | 4 | | 3 | | | | | | | | | 22 | 0.4% |
| 5:30 | 5:45 | | 25 | 5 | | | | | | | | | | | 30 | 0.6% |
| 5:45 | 6:00 | | 21 | 8 | | 1 | | | | | | | | | 30 | 0.6% |
| 5:00 | 6:00 | | 78 | 21 | | 4 | | | | | | | | | 103 | 1.9% |
| 6:00 | 6:15 | | 28 | 8 | | | | | | | | | | | 36 | 0.7% |
| 6:15 | 6:30 | | 35 | 4 | 1 | 1 | | | | | | | | | 41 | 0.8% |
| 6:30 | 6:45 | | 48 | 10 | 1 | 3 | | | | | | | | | 62 | 1.2% |
| 6:45 | 7:00 | | 56 | 2 | | | | | | | | | | | 58 | 1.1% |
| 6:00 | 7:00 | | 167 | 24 | 2 | 4 | | | | | | | | | 197 | 3.7% |
| 7:00 | 7:15 | | 63 | 9 | | 1 | | | | | | | | | 73 | 1.4% |
| 7:15 | 7:30 | | 71 | 7 | 2 | 1 | | | | | | | | | 81 | 1.5% |
| 7:30 | 7:45 | | 79 | 4 | 3 | | | | | | | | | | 86 | 1.6% |
| 7:45 | 8:00 | | 142 | 14 | 2 | 4 | | | | | | | | | 162 | 3.0% |
| 7:00 | 8:00 | | 355 | 34 | 7 | 6 | | | | | | | | | 402 | 7.5% |
| 8:00 | 8:15 | | 228 | 6 | | 4 | | | | | | | | | 238 | 4.5% |
| 8:15 | 8:30 | | 122 | 21 | 4 | 3 | | | | | | | | | 150 | 2.8% |
| 8:30 | 8:45 | | 75 | 5 | 1 | 1 | | | 1 | | | | | | 83 | 1.6% |
| 8:45 | 9:00 | | 61 | 5 | 1 | 5 | 1 | | | | | | | | 73 | 1.4% |
| 8:00 | 9:00 | | 486 | 37 | 6 | 13 | 1 | | 1 | | | | | | 544 | 10.2% |
| 9:00 | 9:15 | | 44 | 4 | 1 | | | | | | | | | | 49 | 0.9% |
| 9:15 | 9:30 | | 64 | 7 | | 1 | | | | | | | | | 72 | 1.3% |
| 9:30 | 9:45 | | 46 | 6 | 1 | | | | | | | | | | 53 | 1.0% |
| 9:45 | 10:00 | | 37 | 8 | | 1 | | | | | | | | | 46 | 0.9% |
| 9:00 | 10:00 | | 191 | 25 | 2 | 2 | | | | | | | | | 220 | 4.1% |
| 10:00 | 10:15 | | 34 | 6 | 1 | 2 | | | 1 | | | | | | 44 | 0.8% |
| 10:15 | 10:30 | | 35 | 2 | | 1 | | | | | | | | | 38 | 0.7% |
| 10:30 | 10:45 | | 38 | 6 | | | | | | | | | | | 44 | 0.8% |
| 10:45 | 11:00 | | 45 | 6 | | 5 | | | | | | | | | 56 | 1.0% |
| 10:00 | 11:00 | | 152 | 20 | 1 | 8 | | | 1 | | | | | | 182 | 3.4% |
| 11:00 | 11:15 | | 49 | 9 | | 1 | | | | | | | | | 59 | 1.1% |
| 11:15 | 11:30 | | 53 | 8 | 1 | 1 | 1 | | | | | | | | 64 | 1.2% |
| 11:30 | 11:45 | | 50 | 6 | | 3 | | | | | | | | | 59 | 1.1% |
| 11:45 | 12:00 | | 40 | 6 | | | | | | | | | | | 46 | 0.9% |
| 11:00 | 12:00 | | 192 | 29 | 1 | 5 | 1 | | | | | | | | 228 | 4.3% |

| | | | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|--------|------|--------|--------|-------|
| 12:00 | 12:15 | 43 | 11 | 3 | | | | | | | 57 | 1.1% |
| 12:15 | 12:30 | 47 | 18 | 2 | | | | | | | 67 | 1.3% |
| 12:30 | 12:45 | 49 | 8 | 2 | | | | | | | 59 | 1.1% |
| 12:45 | 13:00 | 46 | 6 | | | | | | | | 52 | 1.0% |
| 12:00 | 13:00 | 185 | 43 | 7 | | | | | | | 235 | 4.4% |
| 13:00 | 13:15 | 41 | 12 | 1 | 1 | | | | | | 55 | 1.0% |
| 13:15 | 13:30 | 33 | 6 | 1 | | | | | | | 40 | 0.7% |
| 13:30 | 13:45 | 57 | 10 | | 4 | | | | | | 71 | 1.3% |
| 13:45 | 14:00 | 51 | 3 | | 2 | | | | | | 56 | 1.0% |
| 13:00 | 14:00 | 182 | 31 | 2 | 7 | | | | | | 222 | 4.2% |
| 14:00 | 14:15 | 45 | 6 | 2 | | | | | | | 53 | 1.0% |
| 14:15 | 14:30 | 109 | 17 | 3 | 2 | | | | | | 131 | 2.5% |
| 14:30 | 14:45 | 73 | 6 | 3 | 4 | 1 | | | | | 87 | 1.6% |
| 14:45 | 15:00 | 63 | 7 | | 2 | | | | | | 72 | 1.3% |
| 14:00 | 15:00 | 290 | 36 | 8 | 8 | 1 | | | | | 343 | 6.4% |
| 15:00 | 15:15 | 95 | 12 | 5 | 1 | 2 | | | | | 115 | 2.2% |
| 15:15 | 15:30 | 92 | 14 | 2 | 3 | | | | | | 111 | 2.1% |
| 15:30 | 15:45 | 81 | 17 | | 2 | 3 | | | | | 103 | 1.9% |
| 15:45 | 16:00 | 2 | 60 | 9 | 3 | 2 | | | | | 76 | 1.4% |
| 15:00 | 16:00 | 2 | 328 | 52 | 7 | 9 | 7 | | | | 405 | 7.6% |
| 16:00 | 16:15 | 70 | 15 | 3 | 4 | 2 | | | | | 94 | 1.8% |
| 16:15 | 16:30 | 83 | 7 | 2 | 1 | 1 | | | | | 94 | 1.8% |
| 16:30 | 16:45 | 89 | 17 | | 3 | 3 | 1 | | | | 113 | 2.1% |
| 16:45 | 17:00 | 93 | 12 | | 4 | 1 | | | | | 110 | 2.1% |
| 16:00 | 17:00 | 335 | 51 | 5 | 12 | 7 | 1 | | | | 411 | 7.7% |
| 17:00 | 17:15 | 104 | 14 | | 1 | 3 | | | | | 122 | 2.3% |
| 17:15 | 17:30 | 86 | 19 | | 2 | | | 1 | | | 108 | 2.0% |
| 17:30 | 17:45 | 97 | 15 | | 2 | 1 | | | | | 115 | 2.2% |
| 17:45 | 18:00 | 2 | 105 | 11 | | 1 | | | | | 119 | 2.2% |
| 17:00 | 18:00 | 2 | 392 | 59 | 5 | 5 | | 1 | | | 464 | 8.7% |
| 18:00 | 18:15 | 100 | 15 | | 2 | 2 | | | | | 119 | 2.2% |
| 18:15 | 18:30 | 89 | 14 | | 3 | | | | | | 106 | 2.0% |
| 18:30 | 18:45 | 81 | 12 | | 1 | 2 | | | | | 96 | 1.8% |
| 18:45 | 19:00 | 72 | 19 | | 1 | 3 | | | | | 95 | 1.8% |
| 18:00 | 19:00 | 342 | 60 | | 7 | 7 | | | | | 416 | 7.8% |
| 19:00 | 19:15 | 63 | 17 | | | 1 | | | | | 81 | 1.5% |
| 19:15 | 19:30 | 57 | 8 | | 3 | | | | | | 68 | 1.3% |
| 19:30 | 19:45 | 59 | 9 | | 4 | | | | | | 72 | 1.3% |
| 19:45 | 20:00 | 54 | 5 | | 2 | | | | | | 61 | 1.1% |
| 19:00 | 20:00 | 233 | 39 | | 9 | 1 | | | | | 282 | 5.3% |
| 20:00 | 20:15 | 53 | 7 | | 2 | | | | | | 62 | 1.2% |
| 20:15 | 20:30 | 39 | 7 | | | | | | | | 46 | 0.9% |
| 20:30 | 20:45 | 45 | 4 | | | | | 1 | | | 50 | 0.9% |
| 20:45 | 21:00 | 38 | 1 | | | 2 | | | | | 41 | 0.8% |
| 20:00 | 21:00 | 175 | 19 | | 2 | 2 | | | 1 | | 199 | 3.7% |
| 21:00 | 21:15 | 47 | 9 | | 1 | | | | | | 57 | 1.1% |
| 21:15 | 21:30 | 50 | 6 | | 1 | | | | | | 57 | 1.1% |
| 21:30 | 21:45 | 29 | 4 | | 1 | | | | | | 34 | 0.6% |
| 21:45 | 22:00 | 33 | 4 | | 1 | | | | | | 38 | 0.7% |
| 21:00 | 22:00 | 159 | 23 | | 4 | | | | | | 186 | 3.5% |
| 22:00 | 22:15 | 46 | 4 | | | | | | | | 50 | 0.9% |
| 22:15 | 22:30 | 30 | 6 | | | | | | | | 36 | 0.7% |
| 22:30 | 22:45 | 20 | 4 | | | | | | | | 24 | 0.4% |
| 22:45 | 23:00 | 31 | 2 | | 1 | | | | | | 34 | 0.6% |
| 22:00 | 23:00 | 127 | 16 | | 1 | | | | | | 144 | 2.7% |
| 23:00 | 23:15 | 19 | 3 | | 1 | | | | | | 23 | 0.4% |
| 23:15 | 23:30 | 18 | 3 | | | | | | | | 21 | 0.4% |
| 23:30 | 23:45 | 14 | | | | | | | | | 14 | 0.3% |
| 23:45 | 00:00 | 7 | 1 | | | 2 | | | | | 10 | 0.2% |
| 23:00 | 00:00 | 58 | 7 | | 1 | 2 | | | | | 68 | 1.3% |
| Total | | 4 | 4498 | 640 | 41 | 115 | 34 | 1 | 2 | 1 | 1 | 5337 |
| | | 0.1% | 84.3% | 12.0% | 0.8% | 2.2% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM PEAK | | 228 | 21 | 4 | 5 | 1 | 1 | | | | | 238 |
| period | | 8:00 | 8:15 | 8:15 | 8:45 | 8:45 | 8:30 | | | | | 8:00 |
| % of class | | 5.1% | 3.3% | 9.8% | 4.3% | 2.9% | 50.0% | | | | | 4.5% |
| PM PEAK | | 2 | 109 | 19 | 5 | 4 | 3 | 1 | | 1 | 1 | 131 |
| period | | 15:45 | 14:15 | 17:15 | 15:00 | 13:30 | 15:30 | 16:30 | | 17:15 | 20:30 | 14:15 |
| % of class | | 50.0% | 2.4% | 3.0% | 12.2% | 3.5% | 8.8% | 100.0% | | 100.0% | 100.0% | 2.5% |

| Report-2.1 Speeds,km/h -----> | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|----------------------------------|---|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East Road : | | | | | | | | | | | | | | | |
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | | 6 | | | | | | | | 6 | 44.0-64.0 | 6 |
| 0:15 0:30 | | | | | | 2 | 1 | | | | | | | 3 | 56.4-76.4 | 3 |
| 0:30 0:45 | | | | | | 3 | | | | | | | | 3 | 48.9-68.9 | 3 |
| 0:45 1:00 | | | | | | 3 | | | | | | | | 3 | 48.9-68.9 | 3 |
| 00:00 1:00 | | | | | | 14 | 1 | | | | | | | 15 | 44.0-64.0 | 6 |
| 1:00 1:15 | | | | | | 1 | | | | | | | | 1 | 41.5-61.5 | 1 |
| 1:15 1:30 | | | | | | | | 1 | 1 | | | | | 2 | 60.3-80.3 | 2 |
| 1:30 1:45 | | | | | | | | 1 | | | | | | 1 | 51.8-71.8 | 1 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | | | 1 | 2 | 1 | | | | | | 4 | 60.3-80.3 | 2 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | | | | 1 | | | | | | 1 | 51.8-71.8 | 1 |
| 2:30 2:45 | | | | | 1 | | | | | | | | | 1 | 34.5-54.5 | 1 |
| 2:45 3:00 | | | | | | | | | | | | | | | | |
| 2:00 3:00 | | | | | 1 | | | 1 | | | | | | 2 | 51.8-71.8 | 1 |
| 3:00 3:15 | | | | | | | | 1 | | | | | | 1 | 57.5-77.5 | 1 |
| 3:15 3:30 | | | | | | | | 1 | | | | | | 1 | 59.7-79.7 | 1 |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | | | 1 | | | | | | 1 | 55.0-75.0 | 1 |
| 3:00 4:00 | | | | | | | | 3 | | | | | | 3 | 57.5-77.5 | 1 |
| 4:00 4:15 | | | | | | | | 1 | | | | | | 1 | 55.0-75.0 | 1 |
| 4:15 4:30 | | | | | | | | | | | | | | | | |
| 4:30 4:45 | | | | | | | | | | | | | | | | |
| 4:45 5:00 | | | | | 1 | 1 | | 1 | | | | | | 3 | 35.8-55.8 | 2 |
| 4:00 5:00 | | | | | 1 | 1 | | 2 | | | | | | 4 | 35.8-55.8 | 2 |
| 5:00 5:15 | | | | | 2 | | | | | | | | | 2 | 38.2-58.2 | 2 |
| 5:15 5:30 | | | | | | | 4 | 1 | | | | | | 5 | 53.6-73.6 | 5 |
| 5:30 5:45 | | | | | | | 3 | | | | | | | 3 | 46.4-66.4 | 3 |
| 5:45 6:00 | | | | | 1 | | 4 | | | 1 | | | | 6 | 46.5-66.5 | 4 |
| 5:00 6:00 | | | | | 1 | 2 | 11 | 1 | | 1 | | | | 16 | 53.6-73.6 | 5 |
| 6:00 6:15 | | | | | 5 | 3 | 1 | | | | | | | 9 | 45.2-65.2 | 8 |
| 6:15 6:30 | | | | | 3 | 5 | | | | | | | | 8 | 45.6-65.6 | 8 |
| 6:30 6:45 | | | | | 1 | 6 | 1 | | 1 | | | | | 9 | 51.7-71.7 | 8 |
| 6:45 7:00 | | | | 1 | 2 | 3 | 2 | | | 1 | | | | 9 | 43.2-63.2 | 6 |
| 6:00 7:00 | | | | 1 | 11 | 17 | 4 | 1 | 1 | | | | | 35 | 45.2-65.2 | 8 |
| 7:00 7:15 | | | | | 6 | 12 | | | | | | | | 18 | 44.3-64.3 | 18 |
| 7:15 7:30 | | | | | | 11 | 4 | | | | | | | 15 | 58.7-78.7 | 15 |
| 7:30 7:45 | | | | | 1 | 14 | | | | | | | | 15 | 49.8-69.8 | 15 |
| 7:45 8:00 | | | | | 23 | 21 | 2 | | | | | | | 46 | 47.2-67.2 | 44 |
| 7:00 8:00 | | | | | 30 | 58 | 6 | | | | | | | 94 | 47.2-67.2 | 44 |
| 8:00 8:15 | | | | 2 | 25 | 37 | 1 | | | | | | | 65 | 48.5-68.5 | 63 |
| 8:15 8:30 | | | | | 18 | 19 | | | | | | | | 37 | 47.8-67.8 | 37 |
| 8:30 8:45 | | | | 1 | 3 | 18 | 4 | | 1 | | | | 1 | 28 | 56.3-76.3 | 24 |
| 8:45 9:00 | | | 1 | | 5 | 15 | 1 | | | | | | | 22 | 51.3-71.3 | 21 |
| 8:00 9:00 | | | 1 | 3 | 51 | 89 | 6 | 1 | | | | | 1 | 152 | 48.5-68.5 | 63 |
| 9:00 9:15 | | | | | 2 | 9 | | 1 | | | | | | 12 | 46.2-66.2 | 11 |
| 9:15 9:30 | | | | | 1 | 13 | 13 | | | | | | | 27 | 57.0-77.0 | 27 |
| 9:30 9:45 | | | | | 2 | 16 | 1 | | | | | | | 19 | 52.2-72.2 | 19 |
| 9:45 10:00 | | | | 2 | 2 | 16 | 3 | | | | | | | 23 | 51.2-71.2 | 19 |
| 9:00 10:00 | | | | 2 | 7 | 54 | 17 | 1 | | | | | | 81 | 57.0-77.0 | 27 |
| 10:00 10:15 | | | 1 | | 4 | 6 | 4 | 2 | | | | | | 17 | 55.5-75.5 | 12 |
| 10:15 10:30 | | | | | 3 | 12 | | | | | | | | 15 | 49.9-69.9 | 15 |
| 10:30 10:45 | | | | | 1 | 12 | 3 | 2 | | | | | | 18 | 57.9-77.9 | 16 |
| 10:45 11:00 | | | | | | 11 | 6 | 4 | | | | | | 21 | 57.2-77.2 | 17 |
| 10:00 11:00 | | | | 1 | 8 | 41 | 13 | 8 | | | | | | 71 | 57.2-77.2 | 17 |
| 11:00 11:15 | | | | | 4 | 14 | 6 | 1 | | | | | | 25 | 55.2-75.2 | 21 |
| 11:15 11:30 | | | | | 4 | 12 | 17 | 2 | | | | | | 35 | 58.5-78.5 | 32 |
| 11:30 11:45 | | | | | 7 | 12 | 9 | 1 | | 1 | | | | 30 | 54.1-74.1 | 23 |
| 11:45 12:00 | | | | | 1 | 16 | 4 | 1 | | | | | | 22 | 56.4-76.4 | 20 |
| 11:00 12:00 | | | | | 16 | 54 | 36 | 5 | 1 | | | | | 112 | 58.5-78.5 | 32 |

| | | | | | | | | | | | | | | | |
|------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|-----------|------|--|
| 12:00 | 12:15 | | | | 20 | 10 | 3 | 1 | | | | 34 | 59.8-79.8 | 30 | |
| 12:15 | 12:30 | | | 5 | 15 | 8 | 2 | | | | | 30 | 57.9-77.9 | 25 | |
| 12:30 | 12:45 | | | 2 | 18 | 8 | 2 | 1 | | | | 31 | 55.3-75.3 | 26 | |
| 12:45 | 13:00 | | | 3 | 9 | 7 | 3 | | | | | 22 | 56.9-76.9 | 17 | |
| 12:00 | 13:00 | | | 10 | 62 | 33 | 10 | 2 | | | | 117 | 59.8-79.8 | 30 | |
| 13:00 | 13:15 | 1 | | 8 | 13 | 5 | 1 | 1 | | | | 29 | 52.6-72.6 | 23 | |
| 13:15 | 13:30 | | | 8 | 12 | 1 | 1 | 1 | | | | 23 | 49.9-69.9 | 20 | |
| 13:30 | 13:45 | | 1 | 10 | 15 | 10 | 1 | | | | | 37 | 57.6-77.6 | 31 | |
| 13:45 | 14:00 | | | 10 | 19 | 2 | 2 | 1 | | | | 34 | 47.9-67.9 | 29 | |
| 13:00 | 14:00 | 1 | 1 | 36 | 59 | 18 | 5 | 3 | | | | 123 | 57.6-77.6 | 31 | |
| 14:00 | 14:15 | | | 3 | 13 | 7 | 1 | | | | | 24 | 51.6-71.6 | 20 | |
| 14:15 | 14:30 | | | 5 | 12 | 52 | 12 | 5 | 1 | | | 87 | 53.0-73.0 | 71 | |
| 14:30 | 14:45 | | | 7 | 11 | 21 | 5 | 1 | 1 | | | 46 | 56.2-76.2 | 35 | |
| 14:45 | 15:00 | | 1 | 4 | 7 | 25 | 11 | | 1 | | | 49 | 55.3-75.3 | 40 | |
| 14:00 | 15:00 | 1 | 16 | 33 | 111 | 35 | 7 | 3 | | | | 206 | 53.0-73.0 | 71 | |
| 15:00 | 15:15 | | | 4 | 15 | 30 | 21 | 2 | | | | 72 | 52.2-72.2 | 54 | |
| 15:15 | 15:30 | | | | 6 | 38 | 10 | 1 | | | | 55 | 58.8-78.8 | 50 | |
| 15:30 | 15:45 | | | | 5 | 35 | 20 | 2 | | 1 | | 63 | 60.6-80.6 | 56 | |
| 15:45 | 16:00 | | | | 5 | 23 | 15 | 1 | 1 | | | 45 | 54.0-74.0 | 41 | |
| 15:00 | 16:00 | | 4 | 31 | 126 | 66 | 6 | 1 | 1 | 1 | | 235 | 60.6-80.6 | 56 | |
| 16:00 | 16:15 | | | | 8 | 30 | 19 | 4 | | | | 61 | 54.2-74.2 | 52 | |
| 16:15 | 16:30 | | | | 4 | 24 | 27 | 2 | | 1 | | 58 | 58.6-78.6 | 52 | |
| 16:30 | 16:45 | | | | 26 | 25 | 21 | 5 | | | | 77 | 53.3-73.3 | 67 | |
| 16:45 | 17:00 | | | | 13 | 29 | 17 | 1 | | | | 60 | 53.8-73.8 | 55 | |
| 16:00 | 17:00 | | | | 51 | 108 | 84 | 12 | | 1 | | 256 | 53.3-73.3 | 67 | |
| 17:00 | 17:15 | | 4 | 20 | 47 | 7 | 4 | | | | | 82 | 51.0-71.0 | 69 | |
| 17:15 | 17:30 | | | | 13 | 44 | 12 | 1 | | | | 71 | 54.5-74.5 | 66 | |
| 17:30 | 17:45 | | | | 2 | 48 | 14 | 3 | | | | 67 | 57.4-77.4 | 64 | |
| 17:45 | 18:00 | | 1 | 12 | 42 | 13 | 2 | | | | | 70 | 56.0-76.0 | 61 | |
| 17:00 | 18:00 | | 5 | 47 | 181 | 46 | 10 | | | | | 290 | 51.0-71.0 | 69 | |
| 18:00 | 18:15 | | | | 4 | 45 | 15 | 2 | 1 | | | 68 | 56.5-76.5 | 63 | |
| 18:15 | 18:30 | | | | 5 | 35 | 13 | 3 | | | | 56 | 57.5-77.5 | 51 | |
| 18:30 | 18:45 | | | | 5 | 27 | 18 | 1 | | | | 51 | 57.7-77.7 | 48 | |
| 18:45 | 19:00 | | | | 14 | 27 | 7 | 2 | | | | 50 | 52.8-72.8 | 46 | |
| 18:00 | 19:00 | | | | 28 | 134 | 53 | 8 | 1 | | | 225 | 56.5-76.5 | 63 | |
| 19:00 | 19:15 | | | | 7 | 26 | 16 | 1 | | | | 50 | 56.9-76.9 | 49 | |
| 19:15 | 19:30 | 1 | 1 | 12 | 25 | 8 | | | 1 | 1 | | 48 | 54.2-74.2 | 40 | |
| 19:30 | 19:45 | | | | 3 | 21 | 10 | 2 | 1 | | | 37 | 57.1-77.1 | 32 | |
| 19:45 | 20:00 | | 3 | 2 | 17 | 10 | 1 | | | | | 33 | 55.1-75.1 | 29 | |
| 19:00 | 20:00 | 1 | 4 | 24 | 89 | 44 | 4 | 1 | 1 | | | 168 | 56.9-76.9 | 49 | |
| 20:00 | 20:15 | | | | 10 | 24 | 5 | 4 | | | | 43 | 49.5-69.5 | 34 | |
| 20:15 | 20:30 | | 2 | 6 | 14 | 7 | | | | | | 29 | 51.1-71.1 | 24 | |
| 20:30 | 20:45 | | | | 9 | 14 | 5 | 3 | | | | 32 | 50.3-70.3 | 24 | |
| 20:45 | 21:00 | | 1 | 2 | 15 | 4 | 1 | | 1 | | | 24 | 55.6-75.6 | 21 | |
| 20:00 | 21:00 | | 3 | 27 | 67 | 21 | 8 | | 1 | | | 128 | 49.5-69.5 | 34 | |
| 21:00 | 21:15 | | | | 5 | 25 | 7 | 3 | | | | 40 | 54.3-74.3 | 35 | |
| 21:15 | 21:30 | | | | 2 | 16 | 14 | 2 | 1 | | | 35 | 58.8-78.8 | 31 | |
| 21:30 | 21:45 | | 2 | 1 | 19 | 1 | | | | | | 23 | 48.2-68.2 | 21 | |
| 21:45 | 22:00 | | | | 5 | 13 | 8 | | | | | 26 | 55.7-75.7 | 23 | |
| 21:00 | 22:00 | | 2 | 13 | 73 | 30 | 5 | 1 | | | | 124 | 54.3-74.3 | 35 | |
| 22:00 | 22:15 | | | | 5 | 21 | 6 | 2 | | | | 34 | 53.1-73.1 | 29 | |
| 22:15 | 22:30 | | | | 7 | 14 | 4 | 1 | | | | 26 | 53.8-73.8 | 23 | |
| 22:30 | 22:45 | | | | | 8 | 6 | | | | | 14 | 58.9-78.9 | 14 | |
| 22:45 | 23:00 | | | | 3 | 14 | 5 | 1 | 1 | | | 24 | 58.1-78.1 | 20 | |
| 22:00 | 23:00 | | | | 15 | 57 | 21 | 4 | 1 | | | 98 | 53.1-73.1 | 29 | |
| 23:00 | 23:15 | | | | 3 | 7 | 2 | 2 | | | | 14 | 53.4-73.4 | 12 | |
| 23:15 | 23:30 | | | | 1 | 10 | 3 | | | | | 14 | 56.8-76.8 | 14 | |
| 23:30 | 23:45 | | | | | 4 | 3 | 1 | 1 | | | 9 | 55.0-75.0 | 7 | |
| 23:45 | 00:00 | | | | | 5 | 1 | | | | | 6 | 55.3-75.3 | 6 | |
| 23:00 | 00:00 | | | | 4 | 26 | 9 | 3 | 1 | | | 43 | 56.8-76.8 | 14 | |
| Total | | 1 | 3 | 44 | 446 | 1432 | 552 | 99 | 17 | 3 | 1 | 1 | 2602 | | |
| AM PEAK | | 0.0% | 0.1% | 1.7% | 17.1% | 55.0% | 21.2% | 3.8% | 0.7% | 0.1% | 0.0% | 0.0% | | | |
| period | | | 1 | 2 | 25 | 37 | 17 | 4 | 1 | | 1 | | 65 | | |
| % of class | | | 8:45 | 8:00 | 8:00 | 8:00 | 11:15 | 10:45 | 5:45 | | 8:30 | | 8:00 | | |
| | | | 33.3% | 4.5% | 5.6% | 2.6% | 3.1% | 4.0% | 5.9% | | 100.0% | | | 2.5% | |
| PM PEAK | | 1 | 1 | 7 | 26 | 52 | 27 | 5 | 1 | 1 | 1 | | 87 | | |
| period | | 13:00 | 14:45 | 14:30 | 16:30 | 14:15 | 16:15 | 14:15 | 12:00 | 16:15 | 15:30 | | 14:15 | | |
| % of class | | 100.0% | 33.3% | 15.9% | 5.8% | 3.6% | 4.9% | 5.1% | 5.9% | 33.3% | 100.0% | | | 3.3% | |

| | |
|------------------|--------|
| 15% Percentile : | 58 KPH |
| 50% Percentile : | 66 KPH |
| 85% Percentile : | 75 KPH |
| 95% Percentile : | 80 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 55.7-75.7 KPH |
| Number in Pace: | 2172 |
| Percent in Pace: | 83.5 % |
| Number of Vehicles >60 KPH: | 2105 |
| Percent of Vehicles >60 KPH: | 80.9 % |
| Mean Speed(average): | 66 KPH |

| Report-2.2 | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|----|-----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : West Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | | | 6 | | | | | | | 6 | 57.6-77.6 | 6 |
| 0:15 0:30 | | | | | | 3 | 1 | | | | | | | 4 | 52.1-72.1 | 4 |
| 0:30 0:45 | | | | | | 2 | | | | | | | | 2 | 49.8-69.8 | 2 |
| 0:45 1:00 | | | | | 1 | 2 | 1 | | | | | | | 4 | 43.4-63.4 | 3 |
| 00:00 1:00 | | | | | 1 | 7 | 8 | | | | | | | 16 | 57.6-77.6 | 6 |
| 1:00 1:15 | | | | | | | 1 | 3 | | | | | | 4 | 67.5-87.5 | 4 |
| 1:15 1:30 | | | | | | 1 | 1 | 2 | | | | | | 3 | 63.9-83.9 | 2 |
| 1:30 1:45 | | | | 1 | 1 | | | | | | | | | 2 | 40.0-60.0 | 2 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 1 | 1 | 1 | 1 | 5 | | | | | | 9 | 67.5-87.5 | 4 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | 1 | | | | | | | | | 1 | 39.5-59.5 | 1 |
| 2:30 2:45 | | | | | | | 1 | | | | | | | 1 | 58.1-78.1 | 1 |
| 2:45 3:00 | | | | | | | 1 | 1 | | | | | | 2 | 62.8-82.8 | 2 |
| 2:00 3:00 | | | | | 1 | 1 | 1 | 1 | | | | | | 4 | 62.8-82.8 | 2 |
| 3:00 3:15 | | | | | | | | | | | | | | | | |
| 3:15 3:30 | | | | | 1 | 1 | | | | | | | | 2 | 46.4-66.4 | 2 |
| 3:30 3:45 | | | | | | | 2 | | | | | | | 2 | 44.5-64.5 | 2 |
| 3:45 4:00 | | | | | | | | | | | | | | | | |
| 3:00 4:00 | | | | | 1 | 3 | | | | | | | | 4 | 46.4-66.4 | 2 |
| 4:00 4:15 | | | | | 3 | 1 | 1 | 1 | | | | | | 6 | 44.6-64.6 | 4 |
| 4:15 4:30 | | | | 1 | | | | | | | | | | 1 | 25.7-45.7 | 1 |
| 4:30 4:45 | | | | 2 | 1 | 4 | 1 | | | | | | | 8 | 51.7-71.7 | 6 |
| 4:45 5:00 | | | | | 2 | 7 | 1 | | | | | | | 10 | 52.2-72.2 | 10 |
| 4:00 5:00 | | | | 3 | 6 | 12 | 3 | 1 | | | | | | 25 | 52.2-72.2 | 10 |
| 5:00 5:15 | | | | | 3 | 11 | 3 | 2 | | | | | | 19 | 51.0-71.0 | 16 |
| 5:15 5:30 | | | | 1 | 2 | 3 | 8 | 2 | | 1 | | | | 17 | 59.2-79.2 | 12 |
| 5:30 5:45 | | | | 1 | 7 | 13 | 4 | 1 | | 1 | | | | 27 | 54.7-74.7 | 22 |
| 5:45 6:00 | | | | | 5 | 15 | 2 | 1 | 1 | | | | | 24 | 52.4-72.4 | 21 |
| 5:00 6:00 | | | | 1 | 1 | 17 | 42 | 17 | 6 | 1 | 2 | | | 87 | 54.7-74.7 | 22 |
| 6:00 6:15 | | | | 1 | 6 | 15 | 5 | | | | | | | 27 | 52.1-72.1 | 22 |
| 6:15 6:30 | | | | | 12 | 17 | 4 | | | | | | | 33 | 50.6-70.6 | 30 |
| 6:30 6:45 | | | | 1 | 23 | 21 | 8 | | | | | | | 53 | 50.1-70.1 | 46 |
| 6:45 7:00 | | | | | 9 | 24 | 14 | 1 | | 1 | | | | 49 | 55.5-75.5 | 45 |
| 6:00 7:00 | | | | 2 | 50 | 77 | 31 | 1 | | 1 | | | | 162 | 50.1-70.1 | 46 |
| 7:00 7:15 | | | | 1 | 12 | 32 | 10 | | | | | | | 55 | 52.9-72.9 | 49 |
| 7:15 7:30 | | | | | 19 | 33 | 14 | | | | | | | 66 | 53.1-73.1 | 60 |
| 7:30 7:45 | | | | 1 | 11 | 45 | 12 | 2 | | | | | | 71 | 53.1-73.1 | 60 |
| 7:45 8:00 | | | | 3 | 27 | 58 | 27 | 1 | | | | | | 116 | 54.3-74.3 | 98 |
| 7:00 8:00 | | | | 5 | 69 | 168 | 63 | 3 | | | | | | 308 | 54.3-74.3 | 98 |
| 8:00 8:15 | | | | | 37 | 103 | 32 | 1 | | | | | | 173 | 52.6-72.6 | 154 |
| 8:15 8:30 | | | | | 25 | 63 | 24 | 1 | | | | | | 113 | 54.9-74.9 | 104 |
| 8:30 8:45 | | | | 1 | 9 | 27 | 16 | 2 | | | | | | 55 | 55.5-75.5 | 46 |
| 8:45 9:00 | | | | | 11 | 25 | 13 | 1 | 1 | | | | | 51 | 56.1-76.1 | 45 |
| 8:00 9:00 | | | | 1 | 82 | 218 | 85 | 5 | 1 | | | | | 392 | 52.6-72.6 | 154 |
| 9:00 9:15 | | | | | 11 | 20 | 6 | | | | | | | 37 | 54.2-74.2 | 34 |
| 9:15 9:30 | | | | 1 | 3 | 22 | 16 | 3 | | | | | | 45 | 59.6-79.6 | 38 |
| 9:30 9:45 | | | | | 5 | 20 | 7 | 2 | | | | | | 34 | 56.4-76.4 | 31 |
| 9:45 10:00 | | | | | 6 | 9 | 7 | 1 | | | | | | 23 | 50.5-70.5 | 17 |
| 9:00 10:00 | | | | 1 | 25 | 71 | 36 | 6 | | | | | | 139 | 59.6-79.6 | 38 |
| 10:00 10:15 | | | | 1 | 4 | 14 | 5 | 1 | 2 | | | | | 27 | 55.2-75.2 | 22 |
| 10:15 10:30 | | | | 1 | 6 | 10 | 5 | 1 | | | | | | 23 | 54.0-74.0 | 20 |
| 10:30 10:45 | | | | | 4 | 12 | 8 | 2 | | | | | | 26 | 58.1-78.1 | 23 |
| 10:45 11:00 | | | | | 7 | 14 | 11 | 3 | | | | | | 35 | 57.7-77.7 | 28 |
| 10:00 11:00 | | | | 2 | 21 | 50 | 29 | 7 | 2 | | | | | 111 | 57.7-77.7 | 28 |
| 11:00 11:15 | | | | | 5 | 20 | 9 | | | | | | | 34 | 57.1-77.1 | 32 |
| 11:15 11:30 | | | | | 4 | 12 | 12 | 1 | | | | | | 29 | 57.3-77.3 | 26 |
| 11:30 11:45 | | | | | 2 | 15 | 10 | 2 | | | | | | 29 | 60.3-80.3 | 26 |
| 11:45 12:00 | | | | | 3 | 7 | 12 | 2 | | | | | | 24 | 60.7-80.7 | 20 |
| 11:00 12:00 | | | | | 14 | 54 | 43 | 5 | | | | | | 116 | 57.1-77.1 | 32 |

| | | | | | | | | | | | | |
|------------|-------|--|-------|-------|-------|-------|-------|-------|-------|-------|-----------|-------|
| 12:00 | 12:15 | | | 6 | 14 | 2 | 1 | | | 23 | 62.1-82.1 | 21 |
| 12:15 | 12:30 | | 7 | 18 | 8 | 3 | 1 | | | 37 | 58.6-78.6 | 30 |
| 12:30 | 12:45 | | 7 | 11 | 8 | 2 | | | | 28 | 56.9-76.9 | 22 |
| 12:45 | 13:00 | | 2 | 14 | 12 | 2 | | | | 30 | 56.4-76.4 | 27 |
| 12:00 | 13:00 | | 16 | 49 | 42 | 9 | 2 | | | 118 | 58.6-78.6 | 30 |
| 13:00 | 13:15 | | 1 | 4 | 10 | 10 | 1 | | | 26 | 58.0-78.0 | 22 |
| 13:15 | 13:30 | | 1 | 3 | 11 | 2 | | | | 17 | 49.7-69.7 | 15 |
| 13:30 | 13:45 | | 1 | 7 | 14 | 9 | 3 | | | 34 | 55.3-75.3 | 25 |
| 13:45 | 14:00 | | 1 | 7 | 6 | 5 | 2 | 1 | | 22 | 54.5-74.5 | 16 |
| 13:00 | 14:00 | | 4 | 21 | 41 | 26 | 6 | 1 | | 99 | 55.3-75.3 | 25 |
| 14:00 | 14:15 | | 1 | 6 | 13 | 7 | 2 | | | 29 | 51.1-71.1 | 22 |
| 14:15 | 14:30 | | 2 | 12 | 22 | 6 | 1 | 1 | | 44 | 52.7-72.7 | 39 |
| 14:30 | 14:45 | | | 8 | 18 | 11 | 4 | | | 41 | 54.7-74.7 | 31 |
| 14:45 | 15:00 | | 1 | 5 | 7 | 6 | 4 | | | 23 | 55.0-75.0 | 16 |
| 14:00 | 15:00 | | 4 | 31 | 60 | 30 | 11 | 1 | | 137 | 52.7-72.7 | 39 |
| 15:00 | 15:15 | | | 7 | 21 | 11 | 3 | 1 | | 43 | 55.0-75.0 | 38 |
| 15:15 | 15:30 | | 3 | 8 | 27 | 16 | 2 | | | 56 | 56.4-76.4 | 46 |
| 15:30 | 15:45 | | 1 | 9 | 20 | 8 | | 2 | | 40 | 52.2-72.2 | 31 |
| 15:45 | 16:00 | | | 1 | 21 | 8 | 1 | | | 31 | 58.6-78.6 | 29 |
| 15:00 | 16:00 | | 4 | 25 | 89 | 43 | 6 | 1 | 2 | 170 | 56.4-76.4 | 46 |
| 16:00 | 16:15 | | | 3 | 14 | 14 | 2 | | | 33 | 55.6-75.6 | 29 |
| 16:15 | 16:30 | | 1 | 5 | 9 | 16 | 4 | 1 | | 36 | 61.0-81.0 | 28 |
| 16:30 | 16:45 | | | 4 | 19 | 11 | 2 | | | 36 | 61.1-81.1 | 32 |
| 16:45 | 17:00 | | 1 | 4 | 28 | 15 | 2 | | | 50 | 55.9-75.9 | 45 |
| 16:00 | 17:00 | | 2 | 16 | 70 | 56 | 10 | 1 | | 155 | 55.9-75.9 | 45 |
| 17:00 | 17:15 | | 1 | 13 | 12 | 13 | 1 | | | 40 | 55.8-75.8 | 32 |
| 17:15 | 17:30 | | | 6 | 21 | 7 | 3 | | | 37 | 52.8-72.8 | 31 |
| 17:30 | 17:45 | | | 5 | 22 | 18 | 2 | 1 | | 48 | 55.2-75.2 | 42 |
| 17:45 | 18:00 | | 1 | 7 | 25 | 16 | | | | 49 | 56.4-76.4 | 46 |
| 17:00 | 18:00 | | 2 | 31 | 80 | 54 | 6 | 1 | | 174 | 56.4-76.4 | 46 |
| 18:00 | 18:15 | | 2 | 13 | 25 | 9 | 2 | | | 51 | 50.3-70.3 | 40 |
| 18:15 | 18:30 | | 1 | 13 | 23 | 10 | 3 | | | 50 | 53.3-73.3 | 41 |
| 18:30 | 18:45 | | | 8 | 25 | 11 | 1 | | | 45 | 53.9-73.9 | 41 |
| 18:45 | 19:00 | | 1 | 10 | 20 | 14 | | | | 45 | 53.4-73.4 | 39 |
| 18:00 | 19:00 | | 4 | 44 | 93 | 44 | 6 | | | 191 | 53.3-73.3 | 41 |
| 19:00 | 19:15 | | | 8 | 13 | 8 | 2 | | | 31 | 53.9-73.9 | 27 |
| 19:15 | 19:30 | | | 1 | 11 | 6 | 2 | | | 20 | 54.7-74.7 | 18 |
| 19:30 | 19:45 | | | 6 | 17 | 12 | | | | 35 | 56.1-76.1 | 32 |
| 19:45 | 20:00 | | | 4 | 17 | 7 | | | | 28 | 55.2-75.2 | 26 |
| 19:00 | 20:00 | | | 19 | 58 | 33 | 4 | | | 114 | 56.1-76.1 | 32 |
| 20:00 | 20:15 | | | | 13 | 5 | 1 | | | 19 | 58.9-78.9 | 18 |
| 20:15 | 20:30 | | | 9 | 6 | 2 | | | | 17 | 52.9-72.9 | 16 |
| 20:30 | 20:45 | | 1 | 6 | 8 | 3 | | | | 18 | 48.9-68.9 | 14 |
| 20:45 | 21:00 | | | 6 | 10 | 1 | | | | 17 | 50.2-70.2 | 17 |
| 20:00 | 21:00 | | 1 | 21 | 37 | 11 | 1 | | | 71 | 58.9-78.9 | 18 |
| 21:00 | 21:15 | | 1 | 3 | 6 | 6 | 1 | | | 17 | 53.7-73.7 | 13 |
| 21:15 | 21:30 | | 1 | 4 | 11 | 6 | | | | 22 | 54.5-74.5 | 19 |
| 21:30 | 21:45 | | | 2 | 8 | 1 | | | | 11 | 52.7-72.7 | 11 |
| 21:45 | 22:00 | | | 1 | 8 | 3 | | | | 12 | 57.3-77.3 | 11 |
| 21:00 | 22:00 | | 1 | 1 | 10 | 33 | 16 | 1 | | 62 | 54.5-74.5 | 19 |
| 22:00 | 22:15 | | | 3 | 7 | 6 | | | | 16 | 55.4-75.4 | 16 |
| 22:15 | 22:30 | | | 1 | 6 | 2 | 1 | | | 10 | 55.0-75.0 | 9 |
| 22:30 | 22:45 | | | 1 | 8 | 1 | | | | 10 | 52.4-72.4 | 10 |
| 22:45 | 23:00 | | | 3 | 5 | 2 | | | | 10 | 52.6-72.6 | 9 |
| 22:00 | 23:00 | | | 8 | 26 | 11 | 1 | | | 46 | 55.4-75.4 | 16 |
| 23:00 | 23:15 | | | 1 | 2 | 2 | 4 | | | 9 | 63.0-83.0 | 7 |
| 23:15 | 23:30 | | | | 1 | 6 | | | | 7 | 57.3-77.3 | 7 |
| 23:30 | 23:45 | | | 1 | 1 | 3 | | | | 5 | 53.6-73.6 | 4 |
| 23:45 | 00:00 | | | 2 | | 2 | | | | 4 | 52.5-72.5 | 4 |
| 23:00 | 00:00 | | | 4 | 4 | 13 | 4 | | | 25 | 63.0-83.0 | 7 |
| Total | | | 2 | 38 | 534 | 1344 | 696 | 105 | 11 | 5 | | 2735 |
| AM PEAK | | | 0.1% | 1.4% | 19.5% | 49.1% | 25.4% | 3.8% | 0.4% | 0.2% | | |
| period | | | 1 | 3 | 37 | 103 | 32 | 3 | 2 | 1 | | 173 |
| % of class | | | 5:15 | 7:45 | 8:00 | 8:00 | 8:00 | 1:00 | 10:00 | 5:15 | | 8:00 |
| | | | 50.0% | 7.9% | 6.9% | 7.7% | 4.6% | 2.9% | 18.2% | 20.0% | | 6.3% |
| PM PEAK | | | 1 | 3 | 13 | 28 | 18 | 4 | 1 | 2 | | 56 |
| period | | | 21:15 | 15:15 | 17:00 | 16:45 | 17:30 | 14:30 | 12:00 | 15:30 | | 15:15 |
| % of class | | | 50.0% | 7.9% | 2.4% | 2.1% | 2.6% | 3.8% | 9.1% | 40.0% | | 2.0% |

| | |
|------------------|--------|
| 15% Percentile : | 57 KPH |
| 50% Percentile : | 66 KPH |
| 85% Percentile : | 76 KPH |
| 95% Percentile : | 80 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 55.5-75.5 KPH |
| Number in Pace: | 2236 |
| Percent in Pace: | 81.8 % |
| Number of Vehicles >60 KPH: | 2161 |
| Percent of Vehicles >60 KPH: | 79.0 % |
| Mean Speed(average): | 66 KPH |

| Report-2.3 | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|---|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-------|---------------|-------------------|
| | Direction : East + West Road : | | | | | | | | | | | | | | | |
| | Dates : 1 2019-12-12 | | | | | | | | | | | | | | | |
| Speeds,km/h -----> | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | | | |
| 00:00 0:15 | | | | | | 6 | 6 | | | | | | | 12 | 57.6-77.6 | 12 |
| 0:15 0:30 | | | | | | 5 | 2 | | | | | | | 7 | 56.4-76.4 | 7 |
| 0:30 0:45 | | | | | | 5 | | | | | | | | 5 | 49.8-69.8 | 5 |
| 0:45 1:00 | | | | | 1 | 5 | 1 | | | | | | | 7 | 48.9-68.9 | 6 |
| 00:00 1:00 | | | | | 1 | 21 | 9 | | | | | | | 31 | 57.6-77.6 | 12 |
| 1:00 1:15 | | | | | | 1 | 1 | 3 | | | | | | 5 | 67.5-87.5 | 4 |
| 1:15 1:30 | | | | | | 1 | 1 | 3 | | | | | | 5 | 63.9-83.9 | 4 |
| 1:30 1:45 | | | | 1 | 1 | | 1 | | | | | | | 3 | 40.0-60.0 | 2 |
| 1:45 2:00 | | | | | | | | | | | | | | | | |
| 1:00 2:00 | | | | 1 | 1 | 2 | 3 | 6 | | | | | | 13 | 67.5-87.5 | 4 |
| 2:00 2:15 | | | | | | | | | | | | | | | | |
| 2:15 2:30 | | | | | 1 | | 1 | | | | | | | 2 | 51.8-71.8 | 2 |
| 2:30 2:45 | | | | | 1 | | 1 | | | | | | | 2 | 34.5-54.5 | 1 |
| 2:45 3:00 | | | | | | 1 | | 1 | | | | | | 2 | 62.8-82.8 | 2 |
| 2:00 3:00 | | | | | 2 | 1 | 2 | 1 | | | | | | 6 | 51.8-71.8 | 2 |
| 3:00 3:15 | | | | | | | 1 | | | | | | | 1 | 57.5-77.5 | 1 |
| 3:15 3:30 | | | | | 1 | 1 | 1 | | | | | | | 3 | 46.4-66.4 | 2 |
| 3:30 3:45 | | | | | | | | | | | | | | | | |
| 3:45 4:00 | | | | | | 2 | 1 | | | | | | | 3 | 55.0-75.0 | 3 |
| 3:00 4:00 | | | | | 1 | 3 | 3 | | | | | | | 7 | 55.0-75.0 | 3 |
| 4:00 4:15 | | | | | 3 | 1 | 2 | 1 | | | | | | 7 | 58.6-78.6 | 5 |
| 4:15 4:30 | | | 1 | | | | | | | | | | | 1 | 25.7-45.7 | 1 |
| 4:30 4:45 | | | 2 | 1 | 4 | 1 | | | | | | | | 8 | 51.7-71.7 | 6 |
| 4:45 5:00 | | | 1 | 3 | 7 | 2 | | | | | | | | 13 | 52.2-72.2 | 11 |
| 4:00 5:00 | | | 4 | 7 | 12 | 5 | 1 | | | | | | | 29 | 52.2-72.2 | 11 |
| 5:00 5:15 | | | | 5 | 11 | 3 | 2 | | | | | | | 21 | 51.0-71.0 | 18 |
| 5:15 5:30 | | | 1 | | 2 | 7 | 9 | 2 | | 1 | | | | 22 | 59.2-79.2 | 17 |
| 5:30 5:45 | | | 1 | 7 | 16 | 4 | 1 | | | 1 | | | | 30 | 54.7-74.7 | 25 |
| 5:45 6:00 | | | 1 | 5 | 19 | 2 | 1 | 2 | | | | | | 30 | 52.4-72.4 | 25 |
| 5:00 6:00 | | | 1 | 2 | 19 | 53 | 18 | 6 | 2 | 2 | | | | 103 | 54.7-74.7 | 25 |
| 6:00 6:15 | | | | 1 | 11 | 18 | 6 | | | | | | | 36 | 49.5-69.5 | 29 |
| 6:15 6:30 | | | | | 15 | 22 | 4 | | | | | | | 41 | 50.6-70.6 | 38 |
| 6:30 6:45 | | | 1 | 24 | 27 | 9 | 1 | | | | | | | 62 | 51.8-71.8 | 54 |
| 6:45 7:00 | | | 1 | 11 | 27 | 16 | 1 | 1 | 1 | | | | | 58 | 55.5-75.5 | 50 |
| 6:00 7:00 | | | 3 | 61 | 94 | 35 | 2 | 1 | 1 | | | | | 197 | 51.8-71.8 | 54 |
| 7:00 7:15 | | | 1 | 18 | 44 | 10 | | | | | | | | 73 | 52.9-72.9 | 67 |
| 7:15 7:30 | | | | 19 | 44 | 18 | | | | | | | | 81 | 53.5-73.5 | 73 |
| 7:30 7:45 | | | 1 | 12 | 59 | 12 | 2 | | | | | | | 86 | 53.1-73.1 | 75 |
| 7:45 8:00 | | | 3 | 50 | 79 | 29 | 1 | | | | | | | 162 | 54.1-74.1 | 140 |
| 7:00 8:00 | | | 5 | 99 | 226 | 69 | 3 | | | | | | | 402 | 54.1-74.1 | 140 |
| 8:00 8:15 | | | 2 | 62 | 140 | 33 | 1 | | | | | | | 238 | 52.6-72.6 | 215 |
| 8:15 8:30 | | | | 43 | 82 | 24 | 1 | | | | | | | 150 | 53.1-73.1 | 140 |
| 8:30 8:45 | | | 2 | 12 | 45 | 20 | 3 | | | | | 1 | | 83 | 55.5-75.5 | 69 |
| 8:45 9:00 | | | 1 | 16 | 40 | 14 | 1 | 1 | | | | | | 73 | 56.1-76.1 | 66 |
| 8:00 9:00 | | | 1 | 4 | 133 | 307 | 91 | 6 | 1 | | | 1 | | 544 | 52.6-72.6 | 215 |
| 9:00 9:15 | | | | 13 | 29 | 6 | 1 | | | | | | | 49 | 54.2-74.2 | 45 |
| 9:15 9:30 | | | 1 | 4 | 35 | 29 | 3 | | | | | | | 72 | 59.6-79.6 | 64 |
| 9:30 9:45 | | | | 7 | 36 | 8 | 2 | | | | | | | 53 | 56.4-76.4 | 50 |
| 9:45 10:00 | | | 2 | 8 | 25 | 10 | 1 | | | | | | | 46 | 51.2-71.2 | 36 |
| 9:00 10:00 | | | 3 | 32 | 125 | 53 | 7 | | | | | | | 220 | 59.6-79.6 | 64 |
| 10:00 10:15 | | | 2 | 8 | 20 | 9 | 3 | 2 | | | | | | 44 | 55.5-75.5 | 34 |
| 10:15 10:30 | | | 1 | 9 | 22 | 5 | 1 | | | | | | | 38 | 50.7-70.7 | 33 |
| 10:30 10:45 | | | | 5 | 24 | 11 | 4 | | | | | | | 44 | 58.1-78.1 | 39 |
| 10:45 11:00 | | | | 7 | 25 | 17 | 7 | | | | | | | 56 | 57.7-77.7 | 45 |
| 10:00 11:00 | | | 3 | 29 | 91 | 42 | 15 | 2 | | | | | | 182 | 57.7-77.7 | 45 |
| 11:00 11:15 | | | | 9 | 34 | 15 | 1 | | | | | | | 59 | 57.6-77.6 | 53 |
| 11:15 11:30 | | | | 8 | 24 | 29 | 3 | | | | | | | 64 | 58.5-78.5 | 58 |
| 11:30 11:45 | | | | 9 | 27 | 19 | 3 | 1 | | | | | | 59 | 59.1-79.1 | 46 |
| 11:45 12:00 | | | | 4 | 23 | 16 | 3 | | | | | | | 46 | 60.7-80.7 | 40 |
| 11:00 12:00 | | | | 30 | 108 | 79 | 10 | 1 | | | | | | 228 | 58.5-78.5 | 58 |

| | | | | | | | | | | | | | | |
|------------|-------|--|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-----------|-------|
| 12:00 | 12:15 | | | | 26 | 24 | 5 | 2 | | | | 57 | 59.8-79.8 | 50 |
| 12:15 | 12:30 | | | | 12 | 33 | 16 | 5 | 1 | | | 67 | 57.9-77.9 | 54 |
| 12:30 | 12:45 | | | | 9 | 29 | 16 | 4 | 1 | | | 59 | 55.3-75.3 | 47 |
| 12:45 | 13:00 | | | | 5 | 23 | 19 | 5 | | | | 52 | 56.9-76.9 | 43 |
| 12:00 | 13:00 | | | | 26 | 111 | 75 | 19 | 4 | | | 235 | 57.9-77.9 | 54 |
| 13:00 | 13:15 | | 1 | 1 | 12 | 23 | 15 | 2 | 1 | | | 55 | 54.6-74.6 | 44 |
| 13:15 | 13:30 | | | 1 | 11 | 23 | 3 | 1 | 1 | | | 40 | 49.9-69.9 | 35 |
| 13:30 | 13:45 | | | 2 | 17 | 29 | 19 | 4 | | | | 71 | 57.6-77.6 | 55 |
| 13:45 | 14:00 | | | 1 | 17 | 25 | 7 | 4 | 2 | | | 56 | 53.5-73.5 | 44 |
| 13:00 | 14:00 | | 1 | 5 | 57 | 100 | 44 | 11 | 4 | | | 222 | 57.6-77.6 | 55 |
| 14:00 | 14:15 | | | 1 | 9 | 26 | 14 | 3 | | | | 53 | 57.5-77.5 | 41 |
| 14:15 | 14:30 | | | 7 | 24 | 74 | 18 | 6 | 2 | | | 131 | 53.0-73.0 | 110 |
| 14:30 | 14:45 | | | 7 | 19 | 39 | 16 | 5 | 1 | | | 87 | 54.7-74.7 | 65 |
| 14:45 | 15:00 | | 1 | 5 | 12 | 32 | 17 | 4 | 1 | | | 72 | 55.3-75.3 | 56 |
| 14:00 | 15:00 | | 1 | 20 | 64 | 171 | 65 | 18 | 4 | | | 343 | 53.0-73.0 | 110 |
| 15:00 | 15:15 | | | 4 | 22 | 51 | 32 | 5 | 1 | | | 115 | 54.9-74.9 | 89 |
| 15:15 | 15:30 | | | 3 | 14 | 65 | 26 | 3 | | | | 111 | 56.4-76.4 | 95 |
| 15:30 | 15:45 | | | 1 | 14 | 55 | 28 | 2 | | 2 | 1 | 103 | 59.8-79.8 | 84 |
| 15:45 | 16:00 | | | | 6 | 44 | 23 | 2 | 1 | | | 76 | 54.0-74.0 | 68 |
| 15:00 | 16:00 | | | 8 | 56 | 215 | 109 | 12 | 2 | 2 | 1 | 405 | 56.4-76.4 | 95 |
| 16:00 | 16:15 | | | | 11 | 44 | 33 | 6 | | | | 94 | 57.0-77.0 | 81 |
| 16:15 | 16:30 | | | 1 | 9 | 33 | 43 | 6 | 1 | 1 | | 94 | 61.0-81.0 | 79 |
| 16:30 | 16:45 | | | | 30 | 44 | 32 | 7 | | | | 113 | 54.3-74.3 | 94 |
| 16:45 | 17:00 | | | 1 | 17 | 57 | 32 | 3 | | | | 110 | 55.9-75.9 | 100 |
| 16:00 | 17:00 | | | 2 | 67 | 178 | 140 | 22 | 1 | 1 | | 411 | 55.9-75.9 | 100 |
| 17:00 | 17:15 | | | 5 | 33 | 59 | 20 | 5 | | | | 122 | 51.9-71.9 | 97 |
| 17:15 | 17:30 | | | | 19 | 65 | 19 | 4 | | | | 108 | 54.5-74.5 | 96 |
| 17:30 | 17:45 | | | | 7 | 70 | 32 | 5 | 1 | | | 115 | 59.1-79.1 | 105 |
| 17:45 | 18:00 | | | 2 | 19 | 67 | 29 | 2 | | | | 119 | 56.0-76.0 | 106 |
| 17:00 | 18:00 | | | 7 | 78 | 261 | 100 | 16 | 1 | | | 464 | 56.0-76.0 | 106 |
| 18:00 | 18:15 | | | 2 | 17 | 70 | 24 | 4 | 1 | | | 119 | 54.4-74.4 | 99 |
| 18:15 | 18:30 | | | 1 | 18 | 58 | 23 | 6 | | | | 106 | 55.3-75.3 | 91 |
| 18:30 | 18:45 | | | | 13 | 52 | 29 | 2 | | | | 96 | 57.7-77.7 | 89 |
| 18:45 | 19:00 | | | 1 | 24 | 47 | 21 | 2 | | | | 95 | 53.4-73.4 | 85 |
| 18:00 | 19:00 | | | 4 | 72 | 227 | 97 | 14 | 1 | | | 416 | 54.4-74.4 | 99 |
| 19:00 | 19:15 | | | | 15 | 39 | 24 | 3 | | | | 81 | 56.3-76.3 | 75 |
| 19:15 | 19:30 | | 1 | 1 | 13 | 36 | 14 | 2 | | 1 | | 68 | 55.6-75.6 | 58 |
| 19:30 | 19:45 | | | | 9 | 38 | 22 | 2 | 1 | | | 72 | 56.1-76.1 | 63 |
| 19:45 | 20:00 | | | 3 | 6 | 34 | 17 | 1 | | | | 61 | 55.2-75.2 | 55 |
| 19:00 | 20:00 | | 1 | 4 | 43 | 147 | 77 | 8 | 1 | 1 | | 282 | 56.3-76.3 | 75 |
| 20:00 | 20:15 | | | | 10 | 37 | 10 | 5 | | | | 62 | 56.3-76.3 | 51 |
| 20:15 | 20:30 | | | 2 | 15 | 20 | 9 | | | | | 46 | 52.9-72.9 | 40 |
| 20:30 | 20:45 | | | 1 | 15 | 22 | 8 | 3 | | | | 50 | 50.3-70.3 | 38 |
| 20:45 | 21:00 | | | 1 | 8 | 25 | 5 | 1 | | 1 | | 41 | 50.3-70.3 | 35 |
| 20:00 | 21:00 | | | 4 | 48 | 104 | 32 | 9 | | 1 | | 199 | 56.3-76.3 | 51 |
| 21:00 | 21:15 | | | 1 | 8 | 31 | 13 | 4 | | | | 57 | 54.3-74.3 | 48 |
| 21:15 | 21:30 | | 1 | | 6 | 27 | 20 | 2 | 1 | | | 57 | 58.8-78.8 | 49 |
| 21:30 | 21:45 | | | 2 | 3 | 27 | 2 | | | | | 34 | 53.2-73.2 | 32 |
| 21:45 | 22:00 | | | | 6 | 21 | 11 | | | | | 38 | 55.7-75.7 | 33 |
| 21:00 | 22:00 | | 1 | 3 | 23 | 106 | 46 | 6 | 1 | | | 186 | 58.8-78.8 | 49 |
| 22:00 | 22:15 | | | | 8 | 28 | 12 | 2 | | | | 50 | 55.7-75.7 | 45 |
| 22:15 | 22:30 | | | | 8 | 20 | 6 | 2 | | | | 36 | 55.3-75.3 | 31 |
| 22:30 | 22:45 | | | | 1 | 16 | 7 | | | | | 24 | 54.2-74.2 | 23 |
| 22:45 | 23:00 | | | | 6 | 19 | 7 | 1 | 1 | | | 34 | 52.6-72.6 | 27 |
| 22:00 | 23:00 | | | | 23 | 83 | 32 | 5 | 1 | | | 144 | 55.7-75.7 | 45 |
| 23:00 | 23:15 | | | | 4 | 9 | 4 | 6 | | | | 23 | 53.7-73.7 | 16 |
| 23:15 | 23:30 | | | | 1 | 11 | 9 | | | | | 21 | 57.3-77.3 | 20 |
| 23:30 | 23:45 | | | | 1 | 5 | 6 | 1 | 1 | | | 14 | 55.0-75.0 | 11 |
| 23:45 | 00:00 | | | | 2 | 5 | 3 | | | | | 10 | 52.5-72.5 | 9 |
| 23:00 | 00:00 | | | | 8 | 30 | 22 | 7 | 1 | | | 68 | 57.3-77.3 | 20 |
| Total | | | 1 | 5 | 82 | 980 | 2776 | 1248 | 204 | 28 | 8 | 1 | 1 | 5337 |
| AM PEAK | | | 0.0% | 0.1% | 1.5% | 18.4% | 52.0% | 23.4% | 3.8% | 0.5% | 0.1% | 0.0% | 0.0% | |
| period | | | | 1 | 3 | 62 | 140 | 33 | 7 | 2 | 1 | 1 | | 238 |
| % of class | | | | 5:15 | 7:45 | 8:00 | 8:00 | 8:00 | 10:45 | 5:45 | 5:15 | 8:30 | | 8:00 |
| | | | | 20.0% | 3.7% | 6.3% | 5.0% | 2.6% | 3.4% | 7.1% | 12.5% | 100.0% | | 4.5% |
| PM PEAK | | | 1 | 1 | 7 | 33 | 74 | 43 | 7 | 2 | 2 | 1 | | 131 |
| period | | | 13:00 | 14:45 | 14:15 | 17:00 | 14:15 | 16:15 | 16:30 | 12:00 | 15:30 | 15:30 | | 14:15 |
| % of class | | | 100.0% | 20.0% | 8.5% | 3.4% | 2.7% | 3.4% | 3.4% | 7.1% | 25.0% | 100.0% | | 2.5% |

| | |
|------------------|--------|
| 15% Percentile : | 57 KPH |
| 50% Percentile : | 66 KPH |
| 85% Percentile : | 76 KPH |
| 95% Percentile : | 80 KPH |

| | |
|------------------------------|---------------|
| 20 KPH Pace Speed: | 55.7-75.7 KPH |
| Number in Pace: | 4403 |
| Percent in Pace: | 82.5 % |
| Number of Vehicles >60 KPH: | 4266 |
| Percent of Vehicles >60 KPH: | 79.9 % |
| Mean Speed(average): | 66 KPH |

| Report-3.1 Directions -----> | Location : CAL2019-A3EW Columbia Way - west of Westchester Blvd | | | | | | | | | |
|---------------------------------|---|--|-------------------|--|------------------|------|------------------|-------|-------------------|-------|
| | Road : | | | | | | | | | |
| | Dates : 2019-12-12 | | | | | | | | | |
| | North Volume % | | South Volume % | | East Volume % | | West Volume % | | Total Volume % | |
| 00:00 0:15 | | | | | 6 | 0.2% | 6 | 0.2% | 12 | 0.2% |
| 0:15 0:30 | | | | | 3 | 0.1% | 4 | 0.1% | 7 | 0.1% |
| 0:30 0:45 | | | | | 3 | 0.1% | 2 | 0.1% | 5 | 0.1% |
| 0:45 1:00 | | | | | 3 | 0.1% | 4 | 0.1% | 7 | 0.1% |
| 00:00 1:00 | | | | | 15 | 0.6% | 16 | 0.6% | 31 | 0.6% |
| 1:00 1:15 | | | | | 1 | 0.0% | 4 | 0.1% | 5 | 0.1% |
| 1:15 1:30 | | | | | 2 | 0.1% | 3 | 0.1% | 5 | 0.1% |
| 1:30 1:45 | | | | | 1 | 0.0% | 2 | 0.1% | 3 | 0.1% |
| 1:45 2:00 | | | | | | | | | | |
| 1:00 2:00 | | | | | 4 | 0.2% | 9 | 0.3% | 13 | 0.2% |
| 2:00 2:15 | | | | | | | | | | |
| 2:15 2:30 | | | | | 1 | 0.0% | 1 | 0.0% | 2 | 0.0% |
| 2:30 2:45 | | | | | 1 | 0.0% | 1 | 0.0% | 2 | 0.0% |
| 2:45 3:00 | | | | | | | 2 | 0.1% | 2 | 0.0% |
| 2:00 3:00 | | | | | 2 | 0.1% | 4 | 0.1% | 6 | 0.1% |
| 3:00 3:15 | | | | | 1 | 0.0% | | | 1 | 0.0% |
| 3:15 3:30 | | | | | 1 | 0.0% | 2 | 0.1% | 3 | 0.1% |
| 3:30 3:45 | | | | | | | | | | |
| 3:45 4:00 | | | | | 1 | 0.0% | 2 | 0.1% | 3 | 0.1% |
| 3:00 4:00 | | | | | 3 | 0.1% | 4 | 0.1% | 7 | 0.1% |
| 4:00 4:15 | | | | | 1 | 0.0% | 6 | 0.2% | 7 | 0.1% |
| 4:15 4:30 | | | | | | | 1 | 0.0% | 1 | 0.0% |
| 4:30 4:45 | | | | | | | 8 | 0.3% | 8 | 0.1% |
| 4:45 5:00 | | | | | 3 | 0.1% | 10 | 0.4% | 13 | 0.2% |
| 4:00 5:00 | | | | | 4 | 0.2% | 25 | 0.9% | 29 | 0.5% |
| 5:00 5:15 | | | | | 2 | 0.1% | 19 | 0.7% | 21 | 0.4% |
| 5:15 5:30 | | | | | 5 | 0.2% | 17 | 0.6% | 22 | 0.4% |
| 5:30 5:45 | | | | | 3 | 0.1% | 27 | 1.0% | 30 | 0.6% |
| 5:45 6:00 | | | | | 6 | 0.2% | 24 | 0.9% | 30 | 0.6% |
| 5:00 6:00 | | | | | 16 | 0.6% | 87 | 3.2% | 103 | 1.9% |
| 6:00 6:15 | | | | | 9 | 0.3% | 27 | 1.0% | 36 | 0.7% |
| 6:15 6:30 | | | | | 8 | 0.3% | 33 | 1.2% | 41 | 0.8% |
| 6:30 6:45 | | | | | 9 | 0.3% | 53 | 1.9% | 62 | 1.2% |
| 6:45 7:00 | | | | | 9 | 0.3% | 49 | 1.8% | 58 | 1.1% |
| 6:00 7:00 | | | | | 35 | 1.3% | 162 | 5.9% | 197 | 3.7% |
| 7:00 7:15 | | | | | 18 | 0.7% | 55 | 2.0% | 73 | 1.4% |
| 7:15 7:30 | | | | | 15 | 0.6% | 66 | 2.4% | 81 | 1.5% |
| 7:30 7:45 | | | | | 15 | 0.6% | 71 | 2.6% | 86 | 1.6% |
| 7:45 8:00 | | | | | 46 | 1.8% | 116 | 4.2% | 162 | 3.0% |
| 7:00 8:00 | | | | | 94 | 3.6% | 308 | 11.3% | 402 | 7.5% |
| 8:00 8:15 | | | | | 65 | 2.5% | 173 | 6.3% | 238 | 4.5% |
| 8:15 8:30 | | | | | 37 | 1.4% | 113 | 4.1% | 150 | 2.8% |
| 8:30 8:45 | | | | | 28 | 1.1% | 55 | 2.0% | 83 | 1.6% |
| 8:45 9:00 | | | | | 22 | 0.8% | 51 | 1.9% | 73 | 1.4% |
| 8:00 9:00 | | | | | 152 | 5.8% | 392 | 14.3% | 544 | 10.2% |
| 9:00 9:15 | | | | | 12 | 0.5% | 37 | 1.4% | 49 | 0.9% |
| 9:15 9:30 | | | | | 27 | 1.0% | 45 | 1.6% | 72 | 1.3% |
| 9:30 9:45 | | | | | 19 | 0.7% | 34 | 1.2% | 53 | 1.0% |
| 9:45 10:00 | | | | | 23 | 0.9% | 23 | 0.8% | 46 | 0.9% |
| 9:00 10:00 | | | | | 81 | 3.1% | 139 | 5.1% | 220 | 4.1% |
| 10:00 10:15 | | | | | 17 | 0.7% | 27 | 1.0% | 44 | 0.8% |
| 10:15 10:30 | | | | | 15 | 0.6% | 23 | 0.8% | 38 | 0.7% |
| 10:30 10:45 | | | | | 18 | 0.7% | 26 | 1.0% | 44 | 0.8% |
| 10:45 11:00 | | | | | 21 | 0.8% | 35 | 1.3% | 56 | 1.0% |
| 10:00 11:00 | | | | | 71 | 2.7% | 111 | 4.1% | 182 | 3.4% |
| 11:00 11:15 | | | | | 25 | 1.0% | 34 | 1.2% | 59 | 1.1% |
| 11:15 11:30 | | | | | 35 | 1.3% | 29 | 1.1% | 64 | 1.2% |
| 11:30 11:45 | | | | | 30 | 1.2% | 29 | 1.1% | 59 | 1.1% |
| 11:45 12:00 | | | | | 22 | 0.8% | 24 | 0.9% | 46 | 0.9% |
| 11:00 12:00 | | | | | 112 | 4.3% | 116 | 4.2% | 228 | 4.3% |

| | | | | | | | | |
|------------|-------|--|-------|-------|-------|------|--------|--------|
| 12:00 | 12:15 | | 34 | 1.3% | 23 | 0.8% | 57 | 1.1% |
| 12:15 | 12:30 | | 30 | 1.2% | 37 | 1.4% | 67 | 1.3% |
| 12:30 | 12:45 | | 31 | 1.2% | 28 | 1.0% | 59 | 1.1% |
| 12:45 | 13:00 | | 22 | 0.8% | 30 | 1.1% | 52 | 1.0% |
| 12:00 | 13:00 | | 117 | 4.5% | 118 | 4.3% | 235 | 4.4% |
| 13:00 | 13:15 | | 29 | 1.1% | 26 | 1.0% | 55 | 1.0% |
| 13:15 | 13:30 | | 23 | 0.9% | 17 | 0.6% | 40 | 0.7% |
| 13:30 | 13:45 | | 37 | 1.4% | 34 | 1.2% | 71 | 1.3% |
| 13:45 | 14:00 | | 34 | 1.3% | 22 | 0.8% | 56 | 1.0% |
| 13:00 | 14:00 | | 123 | 4.7% | 99 | 3.6% | 222 | 4.2% |
| 14:00 | 14:15 | | 24 | 0.9% | 29 | 1.1% | 53 | 1.0% |
| 14:15 | 14:30 | | 87 | 3.3% | 44 | 1.6% | 131 | 2.5% |
| 14:30 | 14:45 | | 46 | 1.8% | 41 | 1.5% | 87 | 1.6% |
| 14:45 | 15:00 | | 49 | 1.9% | 23 | 0.8% | 72 | 1.3% |
| 14:00 | 15:00 | | 206 | 7.9% | 137 | 5.0% | 343 | 6.4% |
| 15:00 | 15:15 | | 72 | 2.8% | 43 | 1.6% | 115 | 2.2% |
| 15:15 | 15:30 | | 55 | 2.1% | 56 | 2.0% | 111 | 2.1% |
| 15:30 | 15:45 | | 63 | 2.4% | 40 | 1.5% | 103 | 1.9% |
| 15:45 | 16:00 | | 45 | 1.7% | 31 | 1.1% | 76 | 1.4% |
| 15:00 | 16:00 | | 235 | 9.0% | 170 | 6.2% | 405 | 7.6% |
| 16:00 | 16:15 | | 61 | 2.3% | 33 | 1.2% | 94 | 1.8% |
| 16:15 | 16:30 | | 58 | 2.2% | 36 | 1.3% | 94 | 1.8% |
| 16:30 | 16:45 | | 77 | 3.0% | 36 | 1.3% | 113 | 2.1% |
| 16:45 | 17:00 | | 60 | 2.3% | 50 | 1.8% | 110 | 2.1% |
| 16:00 | 17:00 | | 256 | 9.8% | 155 | 5.7% | 411 | 7.7% |
| 17:00 | 17:15 | | 82 | 3.2% | 40 | 1.5% | 122 | 2.3% |
| 17:15 | 17:30 | | 71 | 2.7% | 37 | 1.4% | 108 | 2.0% |
| 17:30 | 17:45 | | 67 | 2.6% | 48 | 1.8% | 115 | 2.2% |
| 17:45 | 18:00 | | 70 | 2.7% | 49 | 1.8% | 119 | 2.2% |
| 17:00 | 18:00 | | 290 | 11.1% | 174 | 6.4% | 464 | 8.7% |
| 18:00 | 18:15 | | 68 | 2.6% | 51 | 1.9% | 119 | 2.2% |
| 18:15 | 18:30 | | 56 | 2.2% | 50 | 1.8% | 106 | 2.0% |
| 18:30 | 18:45 | | 51 | 2.0% | 45 | 1.6% | 96 | 1.8% |
| 18:45 | 19:00 | | 50 | 1.9% | 45 | 1.6% | 95 | 1.8% |
| 18:00 | 19:00 | | 225 | 8.6% | 191 | 7.0% | 416 | 7.8% |
| 19:00 | 19:15 | | 50 | 1.9% | 31 | 1.1% | 81 | 1.5% |
| 19:15 | 19:30 | | 48 | 1.8% | 20 | 0.7% | 68 | 1.3% |
| 19:30 | 19:45 | | 37 | 1.4% | 35 | 1.3% | 72 | 1.3% |
| 19:45 | 20:00 | | 33 | 1.3% | 28 | 1.0% | 61 | 1.1% |
| 19:00 | 20:00 | | 168 | 6.5% | 114 | 4.2% | 282 | 5.3% |
| 20:00 | 20:15 | | 43 | 1.7% | 19 | 0.7% | 62 | 1.2% |
| 20:15 | 20:30 | | 29 | 1.1% | 17 | 0.6% | 46 | 0.9% |
| 20:30 | 20:45 | | 32 | 1.2% | 18 | 0.7% | 50 | 0.9% |
| 20:45 | 21:00 | | 24 | 0.9% | 17 | 0.6% | 41 | 0.8% |
| 20:00 | 21:00 | | 128 | 4.9% | 71 | 2.6% | 199 | 3.7% |
| 21:00 | 21:15 | | 40 | 1.5% | 17 | 0.6% | 57 | 1.1% |
| 21:15 | 21:30 | | 35 | 1.3% | 22 | 0.8% | 57 | 1.1% |
| 21:30 | 21:45 | | 23 | 0.9% | 11 | 0.4% | 34 | 0.6% |
| 21:45 | 22:00 | | 26 | 1.0% | 12 | 0.4% | 38 | 0.7% |
| 21:00 | 22:00 | | 124 | 4.8% | 62 | 2.3% | 186 | 3.5% |
| 22:00 | 22:15 | | 34 | 1.3% | 16 | 0.6% | 50 | 0.9% |
| 22:15 | 22:30 | | 26 | 1.0% | 10 | 0.4% | 36 | 0.7% |
| 22:30 | 22:45 | | 14 | 0.5% | 10 | 0.4% | 24 | 0.4% |
| 22:45 | 23:00 | | 24 | 0.9% | 10 | 0.4% | 34 | 0.6% |
| 22:00 | 23:00 | | 98 | 3.8% | 46 | 1.7% | 144 | 2.7% |
| 23:00 | 23:15 | | 14 | 0.5% | 9 | 0.3% | 23 | 0.4% |
| 23:15 | 23:30 | | 14 | 0.5% | 7 | 0.3% | 21 | 0.4% |
| 23:30 | 23:45 | | 9 | 0.3% | 5 | 0.2% | 14 | 0.3% |
| 23:45 | 00:00 | | 6 | 0.2% | 4 | 0.1% | 10 | 0.2% |
| 23:00 | 00:00 | | 43 | 1.7% | 25 | 0.9% | 68 | 1.3% |
| Total | | | 2602 | | 2735 | | 5337 | 100.0% |
| | | | 48.8% | | 51.2% | | 100.0% | |
| AM PEAK | | | 65 | | 173 | | 238 | |
| period | | | 8:00 | | 8:00 | | 8:00 | |
| % of class | | | 2.5% | | 6.3% | | 4.5% | |
| PM PEAK | | | 87 | | 56 | | 131 | |
| period | | | 14:15 | | 15:15 | | 14:15 | |
| % of class | | | 3.3% | | 2.0% | | 2.5% | |

APPENDIX H

ARCADY OUTPUTS

| |
|---|
| Junctions 9 |
| ARCADY 9 - Roundabout Module |
| Version: 9.5.1.7462 © Copyright TRL Limited, 2019 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Arcady.j9

Path: \\NIAGARAFS01\Projects_2019\195072 - Columbia Way Class EA - Prelim. Des\ Design-T\02 Roads\F. Transportation Planning\Analysis\ARCADY

Report generation date: 2020-11-20 1:16:33 PM

»2032, AM

»2032, PM

Summary of intersection performance

| | AM | | | | | | | | | PM | | | | | | | | |
|------------------------|--------|-------------|-----------------|-----------|-----------|------|------------------------|----------------------------------|---------------------------|--------|-------------|-----------------|-----------|-----------|------|------------------------|-----------------------------------|---------------------------|
| | Set ID | Queue (Veh) | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity | Set ID | Queue (Veh) | 95% Queue (Veh) | Delay (s) | V/C Ratio | LOS | Intersection Delay (s) | Intersection LOS | Network Residual Capacity |
| 2032 | | | | | | | | | | | | | | | | | | |
| Intersection 1 - Leg 1 | 0.8 | 2.3 | 5.75 | 0.45 | A | 4.94 | A | 90 % [Intersection 1 - Leg 1] | D2 | 0.2 | 0.5 | 3.75 | 0.19 | A | 4.28 | A | 156 % [Intersection 1 - Leg 2] | |
| Intersection 1 - Leg 2 | 0.4 | 1.2 | 4.15 | 0.27 | A | | | | | 0.6 | 2.6 | 4.64 | 0.36 | A | | | | |
| Intersection 1 - Leg 3 | 0.2 | 0.9 | 4.15 | 0.20 | A | | | | | 0.1 | 0.5 | 3.96 | 0.12 | A | | | | |
| Intersection 2 - Leg 1 | 0.4 | 1.9 | 4.49 | 0.31 | A | 4.22 | A | | | 0.2 | 0.5 | 3.78 | 0.18 | A | 4.16 | A | | |
| Intersection 2 - Leg 2 | 0.1 | 0.5 | 4.13 | 0.13 | A | | | | | 0.0 | 0.5 | 3.41 | 0.04 | A | | | | |
| Intersection 2 - Leg 3 | 0.4 | 1.1 | 4.05 | 0.27 | A | | | | | 0.5 | 2.2 | 4.50 | 0.33 | A | | | | |
| Intersection 2 - Leg 4 | 0.1 | 0.5 | 3.72 | 0.07 | A | 4.03 | A | | | 0.0 | 0.5 | 3.64 | 0.04 | A | 3.84 | A | | |
| Intersection 3 - Leg 1 | 0.2 | 0.7 | 3.92 | 0.19 | A | | | | | 0.2 | 0.8 | 3.73 | 0.19 | A | | | | |
| Intersection 3 - Leg 2 | 0.3 | 1.4 | 3.94 | 0.25 | A | | | | | 0.3 | 1.4 | 4.04 | 0.25 | A | | | | |
| Intersection 3 - Leg 3 | 0.3 | 1.2 | 4.27 | 0.21 | A | | | 0.1 | 0.5 | 3.49 | 0.08 | A | | | | | | |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Intersection LOS and Intersection Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

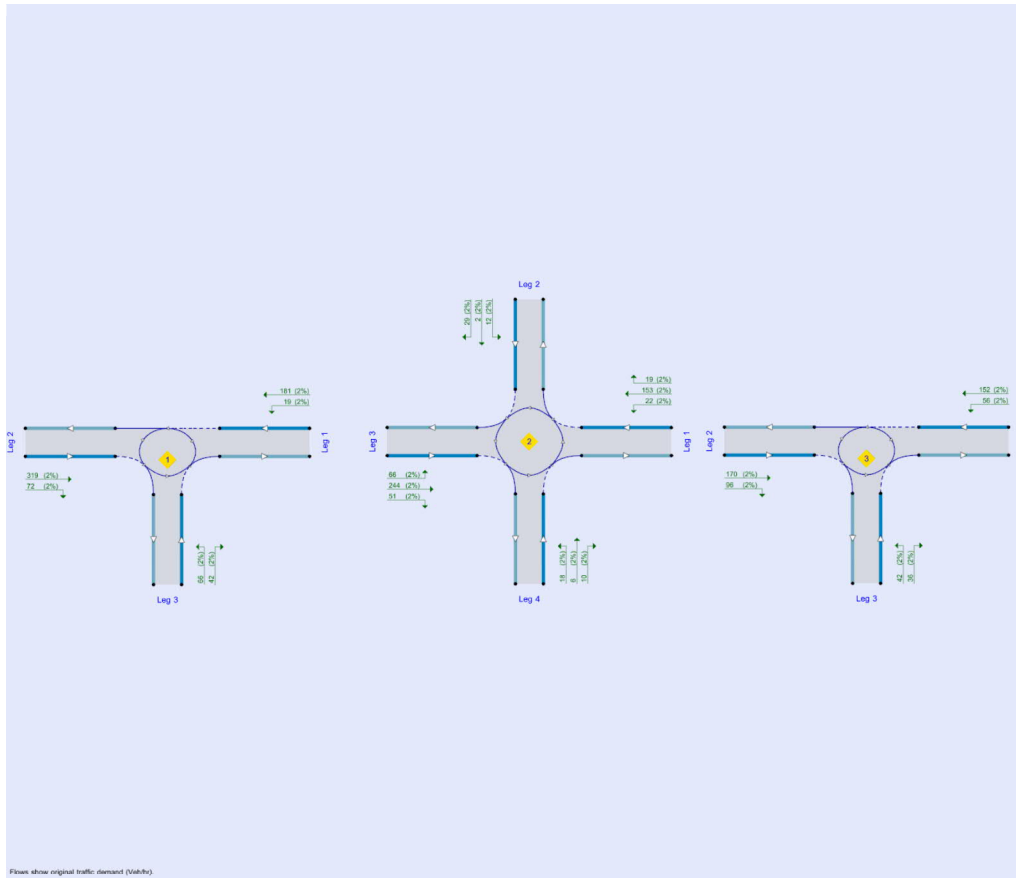
File summary

File Description

| | |
|-------------|---------------|
| Title | |
| Location | |
| Site number | |
| Date | 2020-11-20 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Job number | |
| Analyst | RVAINT\arcady |
| Description | |

Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | Veh | Veh | perHour | s | -Min | perMin |



Please show original traffic demand (Vehicles).
The intersection diagram reflects the last run of Intersections.

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | Residual capacity criteria type | V/C Ratio Threshold | Average Delay threshold (s) | Queue threshold (PCE) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------------------------|---------------------|-----------------------------|-----------------------|
| 5.75 | ✓ | | ✓ | Delay | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2032 | AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |
| D2 | 2032 | PM | ONE HOUR | 17:00 | 18:30 | 15 | ✓ |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓ | 100.000 | 100.000 |

2032, AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|------------------|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Intersection Network

Intersections

| Intersection | Name | Intersection type | Use circulating lanes | Leg order | Intersection Delay (s) | Intersection LOS |
|--------------|---------------------------------------|---------------------|-----------------------|------------|------------------------|------------------|
| 1 | Westchester Boulevard at Columbia Way | Standard Roundabout | | 1, 2, 3 | 4.94 | A |
| 2 | Mount Hope Road at Columbia Way | Standard Roundabout | | 1, 2, 3, 4 | 4.22 | A |
| 3 | Forest Gate Avenue at Columbia Way | Standard Roundabout | | 1, 2, 3 | 4.03 | A |

Intersection Network Options

| Driving side | Lighting | Network residual capacity (%) | First leg reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Right | Normal/unknown | 90 | Intersection 1 - Leg 1 |

Legs

Legs

| Intersection | Leg | Name | Description |
|--------------|-----|--------------------------|-------------|
| 1 | 1 | Columbia Way WB | |
| | 2 | Columbia Way EB | |
| | 3 | Westchester Boulevard NB | |
| 2 | 1 | Columbia Way WB | |
| | 2 | Mount Hope Road SB | |
| | 3 | Columbia Way EB | |
| | 4 | Columbia Way NB | |
| 3 | 1 | Columbia Way WB | |
| | 2 | Columbia Way EB | |
| | 3 | Forest Gate Avenue NB | |

Roundabout Geometry

| Intersection | Leg | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only |
|--------------|-----|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 | 1 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 2 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 3 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| 2 | 1 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 2 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 3 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 4 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| 3 | 1 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 2 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |
| | 3 | 3.50 | 4.25 | 20.0 | 15.0 | 40.0 | 30.0 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Intersection | Leg | Final slope | Final intercept (PCE/hr) |
|--------------|-----|-------------|--------------------------|
| 1 | 1 | 0.546 | 1243 |
| | 2 | 0.546 | 1243 |
| | 3 | 0.546 | 1243 |
| 2 | 1 | 0.546 | 1243 |
| | 2 | 0.546 | 1243 |
| | 3 | 0.546 | 1243 |
| | 4 | 0.546 | 1243 |
| 3 | 1 | 0.546 | 1243 |
| | 2 | 0.546 | 1243 |
| | 3 | 0.546 | 1243 |

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2032 | AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

| | | | |
|------------------------------|-------------------------------|--------------------|------------------------------|
| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCE Factor for a Truck (PCE) |
| ✓ | ✓ | Truck Percentages | 2.00 |

Demand overview (Traffic)

| Intersection | Leg | Linked leg | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1 | 1 | | ONE HOUR | ✓ | 465 | 100.000 |
| | 2 | | ONE HOUR | ✓ | 291 | 100.000 |
| | 3 | | ONE HOUR | ✓ | 191 | 100.000 |
| 2 | 1 | | ONE HOUR | ✓ | 329 | 100.000 |
| | 2 | | ONE HOUR | ✓ | 119 | 100.000 |
| | 3 | | ONE HOUR | ✓ | 293 | 100.000 |
| | 4 | | ONE HOUR | ✓ | 64 | 100.000 |
| 3 | 1 | | ONE HOUR | ✓ | 196 | 100.000 |
| | 2 | | ONE HOUR | ✓ | 274 | 100.000 |
| | 3 | | ONE HOUR | ✓ | 206 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

Intersection 1

| | | To | | |
|------|---|-----|-----|----|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 414 | 51 |
| | 2 | 236 | 0 | 55 |
| | 3 | 57 | 134 | 0 |

Demand (Veh/hr)

Intersection 2

| | | To | | | |
|------|---|-----|----|-----|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 17 | 312 | 0 |
| | 2 | 12 | 0 | 106 | 1 |
| | 3 | 247 | 41 | 0 | 5 |
| | 4 | 15 | 2 | 47 | 0 |

Demand (Veh/hr)

Intersection 3

| | | To | | |
|------|---|-----|-----|----|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 190 | 6 |
| | 2 | 246 | 0 | 28 |
| | 3 | 67 | 139 | 0 |

Vehicle Mix

Truck Percentages

Intersection 1

| | | To | | |
|------|---|----|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 2 | 2 | 2 |
| | 2 | 2 | 2 | 2 |
| | 3 | 2 | 2 | 2 |

Truck Percentages

Intersection 2

| | | To | | | |
|------|---|----|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 2 | 2 | 2 | 2 |
| | 2 | 2 | 2 | 2 | 2 |
| | 3 | 2 | 2 | 2 | 2 |
| | 4 | 2 | 2 | 2 | 2 |

Truck Percentages

Intersection 3

| | | To | | |
|------|---|----|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 2 | 2 | 2 |
| | 2 | 2 | 2 | 2 |
| | 3 | 2 | 2 | 2 |

Results

Results Summary for whole modelled period

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

| Intersection | Leg | Max V/C Ratio | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Intersection Arrivals (Veh) |
|--------------|-----|---------------|---------------|-----------------|---------------------------------|---------|-------------------------|-----------------------------------|
| 1 | 1 | 0.45 | 5.75 | 0.8 | 2.3 | A | 427 | 640 |
| | 2 | 0.27 | 4.15 | 0.4 | 1.2 | A | 267 | 401 |
| | 3 | 0.20 | 4.15 | 0.2 | 0.9 | A | 175 | 263 |
| 2 | 1 | 0.31 | 4.49 | 0.4 | 1.9 | A | 302 | 453 |
| | 2 | 0.13 | 4.13 | 0.1 | 0.5 | A | 109 | 164 |
| | 3 | 0.27 | 4.05 | 0.4 | 1.1 | A | 269 | 403 |
| | 4 | 0.07 | 3.72 | 0.1 | 0.5 | A | 59 | 88 |
| 3 | 1 | 0.19 | 3.92 | 0.2 | 0.7 | A | 180 | 270 |
| | 2 | 0.25 | 3.94 | 0.3 | 1.4 | A | 251 | 377 |
| | 3 | 0.21 | 4.27 | 0.3 | 1.2 | A | 189 | 284 |

Main Results for each time segment

08:00 - 08:15

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 350 | 88 | 100 | 1164 | 0.301 | 348 | 220 | 0.0 | 0.4 | 4.407 | A |
| | 2 | 219 | 55 | 38 | 1198 | 0.183 | 218 | 411 | 0.0 | 0.2 | 3.672 | A |
| | 3 | 144 | 36 | 177 | 1122 | 0.128 | 143 | 79 | 0.0 | 0.1 | 3.676 | A |
| 2 | 1 | 248 | 62 | 67 | 1182 | 0.210 | 247 | 205 | 0.0 | 0.3 | 3.846 | A |
| | 2 | 90 | 22 | 269 | 1072 | 0.084 | 89 | 45 | 0.0 | 0.1 | 3.665 | A |
| | 3 | 221 | 55 | 10 | 1213 | 0.182 | 220 | 349 | 0.0 | 0.2 | 3.620 | A |
| | 4 | 48 | 12 | 225 | 1096 | 0.044 | 48 | 4 | 0.0 | 0.0 | 3.435 | A |
| 3 | 1 | 148 | 37 | 104 | 1162 | 0.127 | 147 | 235 | 0.0 | 0.1 | 3.546 | A |
| | 2 | 206 | 52 | 4 | 1216 | 0.170 | 205 | 247 | 0.0 | 0.2 | 3.558 | A |
| | 3 | 155 | 39 | 184 | 1118 | 0.139 | 154 | 25 | 0.0 | 0.2 | 3.735 | A |

08:15 - 08:30

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 418 | 105 | 120 | 1153 | 0.363 | 417 | 263 | 0.4 | 0.6 | 4.893 | A |
| | 2 | 262 | 65 | 46 | 1193 | 0.219 | 261 | 492 | 0.2 | 0.3 | 3.861 | A |
| | 3 | 172 | 43 | 212 | 1103 | 0.156 | 172 | 95 | 0.1 | 0.2 | 3.866 | A |
| 2 | 1 | 296 | 74 | 81 | 1174 | 0.252 | 295 | 246 | 0.3 | 0.3 | 4.095 | A |
| | 2 | 107 | 27 | 322 | 1042 | 0.103 | 107 | 54 | 0.1 | 0.1 | 3.847 | A |
| | 3 | 263 | 66 | 12 | 1212 | 0.217 | 263 | 418 | 0.2 | 0.3 | 3.793 | A |
| | 4 | 58 | 14 | 269 | 1071 | 0.054 | 57 | 5 | 0.0 | 0.1 | 3.549 | A |
| 3 | 1 | 176 | 44 | 125 | 1150 | 0.153 | 176 | 281 | 0.1 | 0.2 | 3.694 | A |
| | 2 | 246 | 62 | 5 | 1215 | 0.203 | 246 | 296 | 0.2 | 0.3 | 3.713 | A |
| | 3 | 185 | 46 | 221 | 1098 | 0.169 | 185 | 31 | 0.2 | 0.2 | 3.944 | A |

08:30 - 08:45

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 512 | 128 | 147 | 1138 | 0.450 | 511 | 322 | 0.6 | 0.8 | 5.731 | A |
| | 2 | 320 | 80 | 56 | 1188 | 0.270 | 320 | 602 | 0.3 | 0.4 | 4.146 | A |
| | 3 | 210 | 53 | 260 | 1077 | 0.195 | 210 | 117 | 0.2 | 0.2 | 4.152 | A |
| 2 | 1 | 362 | 91 | 99 | 1164 | 0.311 | 362 | 301 | 0.3 | 0.4 | 4.483 | A |
| | 2 | 131 | 33 | 395 | 1003 | 0.131 | 131 | 66 | 0.1 | 0.1 | 4.128 | A |
| | 3 | 323 | 81 | 14 | 1211 | 0.266 | 322 | 511 | 0.3 | 0.4 | 4.052 | A |
| | 4 | 70 | 18 | 330 | 1038 | 0.068 | 70 | 7 | 0.1 | 0.1 | 3.718 | A |
| 3 | 1 | 216 | 54 | 153 | 1135 | 0.190 | 216 | 344 | 0.2 | 0.2 | 3.914 | A |
| | 2 | 302 | 75 | 7 | 1215 | 0.248 | 301 | 362 | 0.3 | 0.3 | 3.940 | A |
| | 3 | 227 | 57 | 271 | 1071 | 0.212 | 227 | 37 | 0.2 | 0.3 | 4.263 | A |

08:45 - 09:00

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 512 | 128 | 148 | 1138 | 0.450 | 512 | 323 | 0.8 | 0.8 | 5.750 | A |
| | 2 | 320 | 80 | 56 | 1188 | 0.270 | 320 | 603 | 0.4 | 0.4 | 4.150 | A |
| | 3 | 210 | 53 | 260 | 1077 | 0.195 | 210 | 117 | 0.2 | 0.2 | 4.155 | A |
| 2 | 1 | 362 | 91 | 99 | 1164 | 0.311 | 362 | 302 | 0.4 | 0.4 | 4.487 | A |
| | 2 | 131 | 33 | 395 | 1003 | 0.131 | 131 | 66 | 0.1 | 0.1 | 4.129 | A |
| | 3 | 323 | 81 | 14 | 1211 | 0.266 | 323 | 512 | 0.4 | 0.4 | 4.053 | A |
| | 4 | 70 | 18 | 330 | 1038 | 0.068 | 70 | 7 | 0.1 | 0.1 | 3.719 | A |
| 3 | 1 | 216 | 54 | 153 | 1135 | 0.190 | 216 | 345 | 0.2 | 0.2 | 3.916 | A |
| | 2 | 302 | 75 | 7 | 1215 | 0.248 | 302 | 362 | 0.3 | 0.3 | 3.942 | A |
| | 3 | 227 | 57 | 271 | 1071 | 0.212 | 227 | 37 | 0.3 | 0.3 | 4.265 | A |

09:00 - 09:15

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| | | | | | | | | | | | | |

| Intersection | Leg | (Veh/hr) | Arrivals (Veh) | flow (Veh/hr) | (Veh/hr) | V/C Ratio | (Veh/hr) | (exit side) (Veh/hr) | (Veh) | (Veh) | Delay (s) | level of service |
|--------------|-----|----------|----------------|---------------|----------|-----------|----------|----------------------|-------|-------|-----------|------------------|
| 1 | 1 | 418 | 105 | 121 | 1153 | 0.363 | 419 | 264 | 0.8 | 0.6 | 4.914 | A |
| | 2 | 262 | 65 | 46 | 1193 | 0.219 | 262 | 494 | 0.4 | 0.3 | 3.867 | A |
| | 3 | 172 | 43 | 212 | 1103 | 0.156 | 172 | 95 | 0.2 | 0.2 | 3.869 | A |
| 2 | 1 | 296 | 74 | 81 | 1174 | 0.252 | 296 | 247 | 0.4 | 0.3 | 4.103 | A |
| | 2 | 107 | 27 | 323 | 1042 | 0.103 | 107 | 54 | 0.1 | 0.1 | 3.852 | A |
| | 3 | 263 | 66 | 12 | 1212 | 0.217 | 264 | 419 | 0.4 | 0.3 | 3.799 | A |
| | 4 | 58 | 14 | 270 | 1071 | 0.054 | 58 | 5 | 0.1 | 0.1 | 3.554 | A |
| 3 | 1 | 176 | 44 | 125 | 1150 | 0.153 | 176 | 282 | 0.2 | 0.2 | 3.696 | A |
| | 2 | 246 | 62 | 5 | 1215 | 0.203 | 247 | 296 | 0.3 | 0.3 | 3.718 | A |
| | 3 | 185 | 46 | 221 | 1098 | 0.169 | 185 | 31 | 0.3 | 0.2 | 3.949 | A |

09:15 - 09:30

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 350 | 88 | 101 | 1163 | 0.301 | 351 | 221 | 0.6 | 0.4 | 4.434 | A |
| | 2 | 219 | 55 | 38 | 1197 | 0.183 | 219 | 413 | 0.3 | 0.2 | 3.680 | A |
| | 3 | 144 | 36 | 178 | 1121 | 0.128 | 144 | 80 | 0.2 | 0.1 | 3.682 | A |
| 2 | 1 | 248 | 62 | 68 | 1181 | 0.210 | 248 | 206 | 0.3 | 0.3 | 3.857 | A |
| | 2 | 90 | 22 | 271 | 1071 | 0.084 | 90 | 45 | 0.1 | 0.1 | 3.668 | A |
| | 3 | 221 | 55 | 10 | 1213 | 0.182 | 221 | 350 | 0.3 | 0.2 | 3.627 | A |
| | 4 | 48 | 12 | 226 | 1095 | 0.044 | 48 | 5 | 0.1 | 0.0 | 3.440 | A |
| 3 | 1 | 148 | 37 | 105 | 1161 | 0.127 | 148 | 236 | 0.2 | 0.1 | 3.554 | A |
| | 2 | 206 | 52 | 5 | 1216 | 0.170 | 206 | 248 | 0.3 | 0.2 | 3.565 | A |
| | 3 | 155 | 39 | 185 | 1117 | 0.139 | 155 | 26 | 0.2 | 0.2 | 3.744 | A |

Queue Variation Results for each time segment

08:00 - 08:15

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.43 | 0.00 | 0.00 | 0.43 | 0.43 | | | N/A | N/A |
| | 2 | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| | 3 | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| 2 | 1 | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| | 2 | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| | 3 | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| | 4 | 0.05 | 0.00 | 0.00 | 0.05 | 0.05 | | | N/A | N/A |
| 3 | 1 | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |
| | 2 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| | 3 | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

08:15 - 08:30

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.56 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| | 2 | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| | 3 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 2 | 1 | 0.33 | 0.00 | 0.00 | 0.33 | 0.33 | | | N/A | N/A |
| | 2 | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| | 3 | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| | 4 | 0.06 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 3 | 1 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| | 2 | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | | | N/A | N/A |
| | 3 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |

08:30 - 08:45

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.81 | 0.03 | 0.26 | 0.81 | 0.81 | | | N/A | N/A |
| | 2 | 0.37 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 3 | 0.24 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 2 | 1 | 0.45 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 2 | 0.15 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| | 3 | 0.36 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| | 4 | 0.07 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 3 | 1 | 0.23 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 2 | 0.33 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 3 | 0.27 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |

08:45 - 09:00

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.81 | 0.03 | 0.28 | 0.81 | 2.30 | | | N/A | N/A |
| | 2 | 0.37 | 0.03 | 0.32 | 1.19 | 1.19 | | | N/A | N/A |
| | 3 | 0.24 | 0.03 | 0.27 | 0.49 | 0.93 | | | N/A | N/A |
| 2 | 1 | 0.45 | 0.03 | 0.31 | 1.36 | 1.91 | | | N/A | N/A |
| | 2 | 0.15 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

| | | | | | | | | | | |
|---|---|------|------|------|------|------|--|--|-----|-----|
| 3 | 3 | 0.36 | 0.03 | 0.32 | 1.12 | 1.12 | | | N/A | N/A |
| | 4 | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| | 1 | 0.23 | 0.03 | 0.27 | 0.48 | 0.74 | | | N/A | N/A |
| | 2 | 0.33 | 0.03 | 0.32 | 1.13 | 1.40 | | | N/A | N/A |
| | 3 | 0.27 | 0.03 | 0.29 | 0.83 | 1.17 | | | N/A | N/A |
| | | | | | | | | | | |

09:00 - 09:15

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.57 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| | 2 | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| | 3 | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| 2 | 1 | 0.34 | 0.00 | 0.00 | 0.34 | 0.34 | | | N/A | N/A |
| | 2 | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| | 3 | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| | 4 | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| 3 | 1 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| | 2 | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| | 3 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |

09:15 - 09:30

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.43 | 0.00 | 0.00 | 0.43 | 0.43 | | | N/A | N/A |
| | 2 | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| | 3 | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| 2 | 1 | 0.27 | 0.00 | 0.00 | 0.27 | 0.27 | | | N/A | N/A |
| | 2 | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| | 3 | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| | 4 | 0.05 | 0.00 | 0.00 | 0.05 | 0.05 | | | N/A | N/A |
| 3 | 1 | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| | 2 | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| | 3 | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

2032, PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|------------------|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Intersection Network

Intersections

| Intersection | Name | Intersection type | Use circulating lanes | Leg order | Intersection Delay (s) | Intersection LOS |
|--------------|---------------------------------------|---------------------|-----------------------|------------|------------------------|------------------|
| 1 | Westchester Boulevard at Columbia Way | Standard Roundabout | | 1, 2, 3 | 4.28 | A |
| 2 | Mount Hope Road at Columbia Way | Standard Roundabout | | 1, 2, 3, 4 | 4.16 | A |
| 3 | Forest Gate Avenue at Columbia Way | Standard Roundabout | | 1, 2, 3 | 3.84 | A |

Intersection Network Options

| Driving side | Lighting | Network residual capacity (%) | First leg reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Right | Normal/unknown | 156 | Intersection 1 - Leg 2 |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2032 | PM | ONE HOUR | 17:00 | 18:30 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCE Factor for a Truck (PCE) |
|------------------------------|-------------------------------|--------------------|------------------------------|
| ✓ | ✓ | Truck Percentages | 2.00 |

Demand overview (Traffic)

| Intersection | Leg | Linked leg | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1 | 1 | | ONE HOUR | ✓ | 200 | 100.000 |
| | 2 | | ONE HOUR | ✓ | 391 | 100.000 |
| | 3 | | ONE HOUR | ✓ | 108 | 100.000 |
| 2 | 1 | | ONE HOUR | ✓ | 194 | 100.000 |
| | 2 | | ONE HOUR | ✓ | 43 | 100.000 |
| | 3 | | ONE HOUR | ✓ | 361 | 100.000 |
| | 4 | | ONE HOUR | ✓ | 34 | 100.000 |
| 3 | 1 | | ONE HOUR | ✓ | 208 | 100.000 |
| | 2 | | ONE HOUR | ✓ | 266 | 100.000 |
| | 3 | | ONE HOUR | ✓ | 78 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|----------------|------|----|-----|-----|----|
| | | 1 | 2 | 3 | |
| Intersection 1 | From | 1 | 0 | 181 | 19 |
| | | 2 | 319 | 0 | 72 |
| | | 3 | 42 | 66 | 0 |

Demand (Veh/hr)

| | | To | | | | |
|----------------|------|----|-----|----|-----|----|
| | | 1 | 2 | 3 | 4 | |
| Intersection 2 | From | 1 | 0 | 19 | 153 | 22 |
| | | 2 | 12 | 0 | 29 | 2 |
| | | 3 | 244 | 66 | 0 | 51 |
| | | 4 | 10 | 6 | 18 | 0 |

Demand (Veh/hr)

| | | To | | | |
|----------------|------|----|-----|-----|----|
| | | 1 | 2 | 3 | |
| Intersection 3 | From | 1 | 0 | 152 | 56 |
| | | 2 | 170 | 0 | 96 |
| | | 3 | 36 | 42 | 0 |

Vehicle Mix

Truck Percentages

Intersection 1

| | | To | | |
|------|---|----|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 2 | 2 | 2 |
| | 2 | 2 | 2 | 2 |
| | 3 | 2 | 2 | 2 |

Truck Percentages

Intersection 2

| | | To | | | |
|------|---|----|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 2 | 2 | 2 | 2 |
| | 2 | 2 | 2 | 2 | 2 |
| | 3 | 2 | 2 | 2 | 2 |
| | 4 | 2 | 2 | 2 | 2 |

Truck Percentages

Intersection 3

| | | To | | |
|------|---|----|---|---|
| | | 1 | 2 | 3 |
| From | 1 | 2 | 2 | 2 |
| | 2 | 2 | 2 | 2 |
| | 3 | 2 | 2 | 2 |

Results

Results Summary for whole modelled period

| Intersection | Leg | Max V/C Ratio | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Intersection Arrivals (Veh) |
|--------------|-----|---------------|---------------|-----------------|---------------------------------|---------|-------------------------|-----------------------------------|
| 1 | 1 | 0.19 | 3.75 | 0.2 | 0.5 | A | 184 | 275 |
| | 2 | 0.36 | 4.64 | 0.6 | 2.6 | A | 359 | 538 |
| | 3 | 0.12 | 3.96 | 0.1 | 0.5 | A | 99 | 149 |
| 2 | 1 | 0.18 | 3.78 | 0.2 | 0.5 | A | 178 | 267 |
| | 2 | 0.04 | 3.41 | 0.0 | 0.5 | A | 39 | 59 |
| | 3 | 0.33 | 4.50 | 0.5 | 2.2 | A | 331 | 497 |
| | 4 | 0.04 | 3.64 | 0.0 | 0.5 | A | 31 | 47 |
| 3 | 1 | 0.19 | 3.73 | 0.2 | 0.8 | A | 191 | 286 |
| | 2 | 0.25 | 4.04 | 0.3 | 1.4 | A | 244 | 366 |
| | 3 | 0.08 | 3.49 | 0.1 | 0.5 | A | 72 | 107 |

Main Results for each time segment

17:00 - 17:15

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 151 | 38 | 49 | 1191 | 0.126 | 150 | 271 | 0.0 | 0.1 | 3.455 | A |
| | 2 | 294 | 74 | 14 | 1211 | 0.243 | 293 | 185 | 0.0 | 0.3 | 3.917 | A |
| | 3 | 81 | 20 | 239 | 1088 | 0.075 | 81 | 68 | 0.0 | 0.1 | 3.575 | A |
| 2 | 1 | 146 | 37 | 67 | 1182 | 0.124 | 145 | 199 | 0.0 | 0.1 | 3.472 | A |
| | 2 | 32 | 8 | 145 | 1139 | 0.028 | 32 | 68 | 0.0 | 0.0 | 3.251 | A |
| | 3 | 272 | 68 | 27 | 1204 | 0.226 | 271 | 150 | 0.0 | 0.3 | 3.853 | A |
| | 4 | 26 | 6 | 241 | 1087 | 0.024 | 26 | 56 | 0.0 | 0.0 | 3.391 | A |
| 3 | 1 | 157 | 39 | 32 | 1201 | 0.130 | 156 | 154 | 0.0 | 0.1 | 3.442 | A |
| | 2 | 200 | 50 | 42 | 1196 | 0.168 | 199 | 146 | 0.0 | 0.2 | 3.610 | A |
| | 3 | 59 | 15 | 127 | 1149 | 0.051 | 59 | 114 | 0.0 | 0.1 | 3.301 | A |

17:15 - 17:30

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 180 | 45 | 59 | 1186 | 0.152 | 180 | 324 | 0.1 | 0.2 | 3.576 | A |
| | 2 | 352 | 88 | 17 | 1209 | 0.291 | 351 | 222 | 0.3 | 0.4 | 4.194 | A |
| | 3 | 97 | 24 | 286 | 1062 | 0.091 | 97 | 82 | 0.1 | 0.1 | 3.729 | A |
| 2 | 1 | 174 | 44 | 81 | 1174 | 0.149 | 174 | 239 | 0.1 | 0.2 | 3.599 | A |
| | 2 | 39 | 10 | 173 | 1124 | 0.034 | 39 | 82 | 0.0 | 0.0 | 3.316 | A |
| | 3 | 325 | 81 | 32 | 1201 | 0.270 | 324 | 180 | 0.3 | 0.4 | 4.106 | A |
| | 4 | 31 | 8 | 289 | 1061 | 0.029 | 31 | 67 | 0.0 | 0.0 | 3.494 | A |
| | 1 | 187 | 47 | 38 | 1198 | 0.156 | 187 | 185 | 0.1 | 0.2 | 3.560 | A |

| | | | | | | | | | | | | |
|---|---|-----|----|-----|------|-------|-----|-----|-----|-----|-------|---|
| 3 | 2 | 239 | 60 | 50 | 1191 | 0.201 | 239 | 174 | 0.2 | 0.2 | 3.781 | A |
| | 3 | 70 | 18 | 153 | 1135 | 0.062 | 70 | 137 | 0.1 | 0.1 | 3.379 | A |

17:30 - 17:45

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 220 | 55 | 73 | 1179 | 0.187 | 220 | 397 | 0.2 | 0.2 | 3.754 | A |
| | 2 | 430 | 108 | 21 | 1207 | 0.357 | 430 | 272 | 0.4 | 0.6 | 4.630 | A |
| | 3 | 119 | 30 | 351 | 1027 | 0.116 | 119 | 100 | 0.1 | 0.1 | 3.963 | A |
| 2 | 1 | 214 | 53 | 99 | 1164 | 0.183 | 213 | 293 | 0.2 | 0.2 | 3.785 | A |
| | 2 | 47 | 12 | 212 | 1103 | 0.043 | 47 | 100 | 0.0 | 0.0 | 3.410 | A |
| | 3 | 397 | 99 | 40 | 1197 | 0.332 | 397 | 220 | 0.4 | 0.5 | 4.497 | A |
| | 4 | 37 | 9 | 354 | 1025 | 0.037 | 37 | 82 | 0.0 | 0.0 | 3.643 | A |
| 3 | 1 | 229 | 57 | 46 | 1193 | 0.192 | 229 | 227 | 0.2 | 0.2 | 3.732 | A |
| | 2 | 293 | 73 | 62 | 1185 | 0.247 | 293 | 213 | 0.2 | 0.3 | 4.034 | A |
| | 3 | 86 | 21 | 187 | 1116 | 0.077 | 86 | 167 | 0.1 | 0.1 | 3.492 | A |

17:45 - 18:00

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 220 | 55 | 73 | 1179 | 0.187 | 220 | 397 | 0.2 | 0.2 | 3.754 | A |
| | 2 | 430 | 108 | 21 | 1207 | 0.357 | 430 | 272 | 0.6 | 0.6 | 4.635 | A |
| | 3 | 119 | 30 | 351 | 1027 | 0.116 | 119 | 100 | 0.1 | 0.1 | 3.965 | A |
| 2 | 1 | 214 | 53 | 99 | 1164 | 0.183 | 214 | 293 | 0.2 | 0.2 | 3.785 | A |
| | 2 | 47 | 12 | 212 | 1102 | 0.043 | 47 | 100 | 0.0 | 0.0 | 3.411 | A |
| | 3 | 397 | 99 | 40 | 1197 | 0.332 | 397 | 220 | 0.5 | 0.5 | 4.503 | A |
| | 4 | 37 | 9 | 355 | 1025 | 0.037 | 37 | 83 | 0.0 | 0.0 | 3.644 | A |
| 3 | 1 | 229 | 57 | 46 | 1193 | 0.192 | 229 | 227 | 0.2 | 0.2 | 3.732 | A |
| | 2 | 293 | 73 | 62 | 1185 | 0.247 | 293 | 214 | 0.3 | 0.3 | 4.035 | A |
| | 3 | 86 | 21 | 187 | 1116 | 0.077 | 86 | 167 | 0.1 | 0.1 | 3.492 | A |

18:00 - 18:15

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 180 | 45 | 59 | 1186 | 0.152 | 180 | 325 | 0.2 | 0.2 | 3.581 | A |
| | 2 | 352 | 88 | 17 | 1209 | 0.291 | 352 | 222 | 0.6 | 0.4 | 4.204 | A |
| | 3 | 97 | 24 | 287 | 1062 | 0.091 | 97 | 82 | 0.1 | 0.1 | 3.734 | A |
| 2 | 1 | 174 | 44 | 81 | 1174 | 0.149 | 175 | 239 | 0.2 | 0.2 | 3.601 | A |
| | 2 | 39 | 10 | 174 | 1124 | 0.034 | 39 | 82 | 0.0 | 0.0 | 3.319 | A |
| | 3 | 325 | 81 | 32 | 1201 | 0.270 | 325 | 180 | 0.5 | 0.4 | 4.112 | A |
| | 4 | 31 | 8 | 290 | 1060 | 0.029 | 31 | 68 | 0.0 | 0.0 | 3.495 | A |
| 3 | 1 | 187 | 47 | 38 | 1198 | 0.156 | 187 | 185 | 0.2 | 0.2 | 3.562 | A |
| | 2 | 239 | 60 | 50 | 1191 | 0.201 | 239 | 175 | 0.3 | 0.3 | 3.786 | A |
| | 3 | 70 | 18 | 153 | 1135 | 0.062 | 70 | 137 | 0.1 | 0.1 | 3.380 | A |

18:15 - 18:30

| Intersection | Leg | Total Demand (Veh/hr) | Intersection Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | V/C Ratio | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------|-----|-----------------------|-----------------------------|---------------------------|-------------------|-----------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 | 1 | 151 | 38 | 50 | 1191 | 0.126 | 151 | 272 | 0.2 | 0.1 | 3.461 | A |
| | 2 | 294 | 74 | 14 | 1211 | 0.243 | 295 | 186 | 0.4 | 0.3 | 3.931 | A |
| | 3 | 81 | 20 | 240 | 1087 | 0.075 | 81 | 69 | 0.1 | 0.1 | 3.581 | A |
| 2 | 1 | 146 | 37 | 68 | 1181 | 0.124 | 146 | 200 | 0.2 | 0.1 | 3.477 | A |
| | 2 | 32 | 8 | 145 | 1139 | 0.028 | 32 | 69 | 0.0 | 0.0 | 3.252 | A |
| | 3 | 272 | 68 | 27 | 1204 | 0.226 | 272 | 151 | 0.4 | 0.3 | 3.867 | A |
| | 4 | 26 | 6 | 243 | 1086 | 0.024 | 26 | 57 | 0.0 | 0.0 | 3.394 | A |
| 3 | 1 | 157 | 39 | 32 | 1201 | 0.130 | 157 | 155 | 0.2 | 0.2 | 3.446 | A |
| | 2 | 200 | 50 | 42 | 1195 | 0.168 | 200 | 146 | 0.3 | 0.2 | 3.618 | A |
| | 3 | 59 | 15 | 128 | 1149 | 0.051 | 59 | 115 | 0.1 | 0.1 | 3.305 | A |

Queue Variation Results for each time segment

17:00 - 17:15

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |
| | 2 | 0.32 | 0.00 | 0.00 | 0.32 | 0.32 | | | N/A | N/A |
| | 3 | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 | 1 | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |
| | 2 | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| | 3 | 0.29 | 0.00 | 0.00 | 0.29 | 0.29 | | | N/A | N/A |
| | 4 | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| 3 | 1 | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| | 2 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| | 3 | 0.05 | 0.00 | 0.00 | 0.05 | 0.05 | | | N/A | N/A |

17:15 - 17:30

| | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| | 2 | 0.41 | 0.00 | 0.00 | 0.41 | 0.41 | | | N/A | N/A |
| | 3 | 0.10 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 | 1 | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| | 2 | 0.04 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| | 3 | 0.37 | 0.00 | 0.00 | 0.37 | 0.37 | | | N/A | N/A |
| | 4 | 0.03 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 3 | 1 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| | 2 | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | | | N/A | N/A |
| | 3 | 0.07 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

17:30 - 17:45

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.23 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 2 | 0.55 | 0.03 | 0.25 | 0.55 | 0.55 | | | N/A | N/A |
| | 3 | 0.13 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| 2 | 1 | 0.22 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 2 | 0.04 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 3 | 0.49 | 0.03 | 0.25 | 0.49 | 0.49 | | | N/A | N/A |
| | 4 | 0.04 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 3 | 1 | 0.24 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 2 | 0.33 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| | 3 | 0.08 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

17:45 - 18:00

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.23 | 0.03 | 0.26 | 0.47 | 0.53 | | | N/A | N/A |
| | 2 | 0.55 | 0.03 | 0.29 | 1.25 | 2.55 | | | N/A | N/A |
| | 3 | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| 2 | 1 | 0.22 | 0.03 | 0.26 | 0.47 | 0.50 | | | N/A | N/A |
| | 2 | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| | 3 | 0.50 | 0.03 | 0.30 | 1.34 | 2.24 | | | N/A | N/A |
| | 4 | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| 3 | 1 | 0.24 | 0.03 | 0.27 | 0.48 | 0.79 | | | N/A | N/A |
| | 2 | 0.33 | 0.03 | 0.32 | 1.12 | 1.40 | | | N/A | N/A |
| | 3 | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |

18:00 - 18:15

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| | 2 | 0.41 | 0.00 | 0.00 | 0.41 | 0.41 | | | N/A | N/A |
| | 3 | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 | 1 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| | 2 | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| | 3 | 0.37 | 0.00 | 0.00 | 0.37 | 0.37 | | | N/A | N/A |
| | 4 | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| 3 | 1 | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| | 2 | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | | | N/A | N/A |
| | 3 | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |

18:15 - 18:30

| Intersection | Leg | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------|-----|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 | 1 | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| | 2 | 0.32 | 0.00 | 0.00 | 0.32 | 0.32 | | | N/A | N/A |
| | 3 | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 | 1 | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |
| | 2 | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| | 3 | 0.29 | 0.00 | 0.00 | 0.29 | 0.29 | | | N/A | N/A |
| | 4 | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| 3 | 1 | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| | 2 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| | 3 | 0.05 | 0.00 | 0.00 | 0.05 | 0.05 | | | N/A | N/A |