

Quadra St between McKenzie Ave and Nicholson St

October 28, 2019 To November 01, 2019



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Start Date: 28-Oct-19
 Start Time: 0:00
 Station ID: M0027-08

Location 1: Quadra St between McKenzie Ave and Nicholson St

Note:

| DATE: | October 28, 2019 | | October 29, 2019 | | October 30, 2019 | | October 31, 2019 | | November 1, 2019 | | WK AVG | | WK AVG | HOURLY |
|--------------|------------------|----|------------------|-------------|------------------|-------------|------------------|-------------|------------------|----|--------------|-------------|--------------|---------------|
| | MON | | TUE | | WED | | THURS | | FRI | | NB | SB | CH 1+2 | % |
| Time: | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | | |
| 12-1 AM | | | 35 | 42 | 45 | 42 | 57 | 38 | | | 46 | 41 | 86 | 0.4% |
| 1-2 AM | | | 19 | 9 | 27 | 12 | 31 | 20 | | | 26 | 14 | 39 | 0.2% |
| 2-3 AM | | | 22 | 8 | 21 | 14 | 18 | 11 | | | 20 | 11 | 31 | 0.2% |
| 3-4 AM | | | 17 | 16 | 26 | 13 | 26 | 14 | | | 23 | 14 | 37 | 0.2% |
| 4-5 AM | | | 34 | 25 | 37 | 28 | 38 | 21 | | | 36 | 25 | 61 | 0.3% |
| 5-6 AM | | | 107 | 65 | 94 | 57 | 90 | 77 | | | 97 | 66 | 163 | 0.8% |
| 6-7 AM | | | 226 | 232 | 210 | 243 | 217 | 227 | | | 218 | 234 | 452 | 2.2% |
| 7-8 AM | | | 576 | 612 | 552 | 625 | 529 | 614 | | | 552 | 617 | 1169 | 5.7% |
| 8-9 AM | | | 756 | 798 | 708 | 821 | 689 | 805 | | | 718 | 808 | 1526 | 7.4% |
| 9-10 AM | | | 556 | 677 | 624 | 662 | 542 | 632 | | | 574 | 657 | 1231 | 6.0% |
| 10-11 AM | | | 622 | 607 | 571 | 603 | 592 | 598 | | | 595 | 603 | 1198 | 5.8% |
| 11-12 PM | | | 644 | 647 | 682 | 653 | 662 | 624 | | | 663 | 641 | 1304 | 6.3% |
| 12-1 PM | | | 705 | 667 | 665 | 671 | 698 | 650 | | | 689 | 663 | 1352 | 6.6% |
| 1-2 PM | | | 728 | 575 | 789 | 608 | 677 | 608 | | | 731 | 597 | 1328 | 6.4% |
| 2-3 PM | | | 794 | 664 | 858 | 655 | 829 | 658 | | | 827 | 659 | 1486 | 7.2% |
| 3-4 PM | | | 972 | 722 | 976 | 723 | 920 | 679 | | | 956 | 708 | 1664 | 8.1% |
| 4-5 PM | | | 1151 | 723 | 1078 | 708 | 1130 | 720 | | | 1120 | 717 | 1837 | 8.9% |
| 5-6 PM | | | 1002 | 638 | 947 | 725 | 1023 | 609 | | | 991 | 657 | 1648 | 8.0% |
| 6-7 PM | | | 682 | 531 | 664 | 579 | 546 | 409 | | | 631 | 506 | 1137 | 5.5% |
| 7-8 PM | | | 472 | 453 | 551 | 412 | 419 | 384 | | | 481 | 416 | 897 | 4.4% |
| 8-9 PM | | | 381 | 293 | 435 | 320 | 431 | 340 | | | 416 | 318 | 733 | 3.6% |
| 9-10 PM | | | 390 | 238 | 414 | 251 | 338 | 282 | | | 381 | 257 | 638 | 3.1% |
| 10-11 PM | | | 218 | 144 | 190 | 160 | 207 | 168 | | | 205 | 157 | 362 | 1.8% |
| 11-12 AM | | | 111 | 73 | 115 | 90 | 152 | 118 | | | 126 | 94 | 220 | 1.1% |
| LANES | | | 11220 | 9459 | 11279 | 9675 | 10861 | 9306 | | | 11120 | 9480 | 20600 | 100.0% |
| TOTAL | | | 20679 | | 20954 | | 20167 | | | | 20600 | | | |
| | MON | | TUE | | WED | | THURS | | FRI | | WK AVG | | | |

| PEAK HOUR | | | | | TOTAL VEHICALS-PEAK PERIODS | | 2 HOUR PEAK INTERVALS | | | | | |
|-----------------------------|------|---|------|-----------------|-----------------------------|--------------|------------------------------|-----------|--------|-------|--|--|
| MAX. 7 - 9 am PEAK HOUR | 1526 | ⇒ | 7.4% | between 8-9 AM | 8836 | ⇒ 6 HR TOTAL | 2 HR AM (7 - 9 AM) | | | | | |
| MAX. 7 - 11 am PEAK HOUR | 1526 | ⇒ | 7.4% | between 8-9 AM | 6180 | ⇒ 4 HR TOTAL | VEH / HR | VEH / 2HR | 2 HR % | | | |
| MAX. 11 am - 1 pm PEAK HOUR | 1352 | ⇒ | 6.6% | between 12-1 PM | | | 7-8 AM | 1169 | 2695 | 13.1% | | |
| MAX. 11 am - 3 pm PEAK HOUR | 1486 | ⇒ | 7.2% | between 2-3 PM | | | 8-9 AM | 1526 | | | | |
| MAX. 4 - 6 pm PEAK HOUR | 1837 | ⇒ | 8.9% | between 4-5 PM | | | 2 HR NOON (11 - 1 PM) | | | | | |
| MAX. 3 - 6 pm PEAK HOUR | 1837 | ⇒ | 8.9% | between 4-5 PM | | | VEH / HR | VEH / 2HR | 2 HR % | | | |
| | | | | | | | 11-12 PM | 1304 | 2656 | 12.9% | | |
| | | | | | | | 12-1 PM | 1352 | | | | |
| | | | | | | | 2 HR PM (4 - 6 PM) | | | | | |
| | | | | | | | VEH / HR | VEH / 2HR | 2 HR % | | | |
| | | | | | | | 4-5 PM | 1837 | 3485 | 16.9% | | |
| | | | | | | | 5-6 PM | 1648 | | | | |

Quadra St between McKenzie Ave and Nicholson St

Northbound

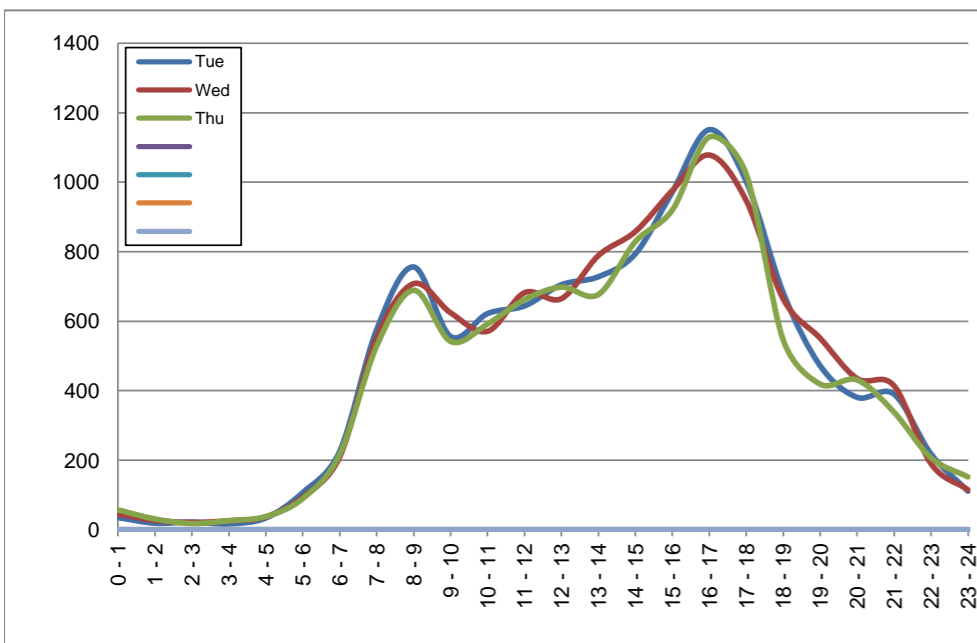
October 29, 2019 to October 31, 2019

Hourly Volumes

| Time Period | Tue | Wed | Thu | | | | |
|------------------|--------------|--------------|--------------|--|--|--|--|
| | Oct 29 | Oct 30 | Oct 31 | | | | |
| 0 - 1 | 35 | 45 | 57 | | | | |
| 1 - 2 | 19 | 27 | 31 | | | | |
| 2 - 3 | 22 | 21 | 18 | | | | |
| 3 - 4 | 17 | 26 | 26 | | | | |
| 4 - 5 | 34 | 37 | 38 | | | | |
| 5 - 6 | 107 | 94 | 90 | | | | |
| 6 - 7 | 226 | 210 | 217 | | | | |
| 7 - 8 | 576 | 552 | 529 | | | | |
| 8 - 9 | 756 | 708 | 689 | | | | |
| 9 - 10 | 556 | 624 | 542 | | | | |
| 10 - 11 | 622 | 571 | 592 | | | | |
| 11 - 12 | 644 | 682 | 662 | | | | |
| 12 - 13 | 705 | 665 | 698 | | | | |
| 13 - 14 | 728 | 789 | 677 | | | | |
| 14 - 15 | 794 | 858 | 829 | | | | |
| 15 - 16 | 972 | 976 | 920 | | | | |
| 16 - 17 | 1151 | 1078 | 1130 | | | | |
| 17 - 18 | 1002 | 947 | 1023 | | | | |
| 18 - 19 | 682 | 664 | 546 | | | | |
| 19 - 20 | 472 | 551 | 419 | | | | |
| 20 - 21 | 381 | 435 | 431 | | | | |
| 21 - 22 | 390 | 414 | 338 | | | | |
| 22 - 23 | 218 | 190 | 207 | | | | |
| 23 - 24 | 111 | 115 | 152 | | | | |
| Day Total | 11220 | 11279 | 10861 | | | | |

15-Minute Volumes

| Time Start | Tue | Wed | Thu | | | | |
|------------|--------|--------|--------|--|--|--|--|
| | Oct 29 | Oct 30 | Oct 31 | | | | |
| 0:00 | 17 | 18 | 22 | | | | |
| 0:15 | 7 | 12 | 9 | | | | |
| 0:30 | 6 | 5 | 15 | | | | |
| 0:45 | 5 | 10 | 11 | | | | |
| 1:00 | 4 | 10 | 8 | | | | |
| 1:15 | 7 | 8 | 7 | | | | |
| 1:30 | 6 | 5 | 6 | | | | |
| 1:45 | 2 | 4 | 10 | | | | |
| 2:00 | 6 | 4 | 8 | | | | |
| 2:15 | 4 | 6 | 2 | | | | |
| 2:30 | 7 | 6 | 4 | | | | |
| 2:45 | 5 | 5 | 4 | | | | |
| 3:00 | 2 | 3 | 10 | | | | |
| 3:15 | 7 | 8 | 8 | | | | |
| 3:30 | 4 | 6 | 1 | | | | |
| 3:45 | 4 | 9 | 7 | | | | |
| 4:00 | 7 | 9 | 8 | | | | |
| 4:15 | 9 | 11 | 8 | | | | |
| 4:30 | 11 | 12 | 14 | | | | |
| 4:45 | 7 | 5 | 8 | | | | |
| 5:00 | 10 | 10 | 15 | | | | |
| 5:15 | 24 | 26 | 22 | | | | |
| 5:30 | 39 | 28 | 35 | | | | |
| 5:45 | 34 | 30 | 18 | | | | |
| 6:00 | 31 | 30 | 30 | | | | |
| 6:15 | 55 | 56 | 53 | | | | |
| 6:30 | 65 | 57 | 52 | | | | |
| 6:45 | 75 | 67 | 82 | | | | |
| 7:00 | 94 | 104 | 91 | | | | |
| 7:15 | 123 | 123 | 131 | | | | |
| 7:30 | 150 | 144 | 140 | | | | |
| 7:45 | 209 | 181 | 167 | | | | |
| 8:00 | 222 | 181 | 178 | | | | |
| 8:15 | 194 | 177 | 203 | | | | |
| 8:30 | 185 | 173 | 163 | | | | |
| 8:45 | 155 | 177 | 145 | | | | |
| 9:00 | 120 | 164 | 128 | | | | |
| 9:15 | 131 | 137 | 136 | | | | |
| 9:30 | 159 | 162 | 136 | | | | |
| 9:45 | 146 | 161 | 142 | | | | |
| 10:00 | 170 | 140 | 141 | | | | |
| 10:15 | 135 | 143 | 149 | | | | |
| 10:30 | 163 | 141 | 151 | | | | |
| 10:45 | 154 | 147 | 151 | | | | |
| 11:00 | 141 | 160 | 154 | | | | |
| 11:15 | 141 | 157 | 150 | | | | |
| 11:30 | 173 | 196 | 183 | | | | |
| 11:45 | 189 | 169 | 175 | | | | |
| 12:00 | 185 | 185 | 187 | | | | |
| 12:15 | 178 | 161 | 179 | | | | |
| 12:30 | 190 | 154 | 162 | | | | |
| 12:45 | 152 | 165 | 170 | | | | |
| 13:00 | 181 | 198 | 164 | | | | |
| 13:15 | 185 | 185 | 171 | | | | |
| 13:30 | 185 | 189 | 165 | | | | |
| 13:45 | 177 | 217 | 177 | | | | |
| 14:00 | 180 | 212 | 185 | | | | |
| 14:15 | 193 | 202 | 215 | | | | |
| 14:30 | 213 | 219 | 210 | | | | |
| 14:45 | 208 | 225 | 219 | | | | |
| 15:00 | 213 | 226 | 219 | | | | |
| 15:15 | 253 | 243 | 182 | | | | |
| 15:30 | 259 | 233 | 247 | | | | |
| 15:45 | 247 | 274 | 272 | | | | |
| 16:00 | 259 | 282 | 279 | | | | |
| 16:15 | 292 | 262 | 268 | | | | |
| 16:30 | 288 | 255 | 299 | | | | |
| 16:45 | 312 | 279 | 284 | | | | |
| 17:00 | 282 | 244 | 288 | | | | |
| 17:15 | 255 | 266 | 271 | | | | |
| 17:30 | 266 | 219 | 273 | | | | |
| 17:45 | 199 | 218 | 191 | | | | |
| 18:00 | 178 | 183 | 167 | | | | |
| 18:15 | 198 | 170 | 138 | | | | |
| 18:30 | 169 | 158 | 115 | | | | |
| 18:45 | 137 | 153 | 126 | | | | |
| 19:00 | 138 | 150 | 106 | | | | |
| 19:15 | 132 | 139 | 86 | | | | |
| 19:30 | 102 | 144 | 125 | | | | |
| 19:45 | 100 | 118 | 102 | | | | |
| 20:00 | 111 | 115 | 100 | | | | |
| 20:15 | 89 | 114 | 106 | | | | |
| 20:30 | 81 | 95 | 113 | | | | |
| 20:45 | 100 | 111 | 112 | | | | |
| 21:00 | 104 | 112 | 94 | | | | |
| 21:15 | 99 | 97 | 96 | | | | |
| 21:30 | 78 | 127 | 74 | | | | |
| 21:45 | 109 | 78 | 74 | | | | |
| 22:00 | 70 | 63 | 61 | | | | |
| 22:15 | 67 | 52 | 58 | | | | |
| 22:30 | 34 | 40 | 42 | | | | |
| 22:45 | 47 | 35 | 46 | | | | |
| 23:00 | 37 | 39 | 46 | | | | |
| 23:15 | 32 | 32 | 49 | | | | |
| 23:30 | 23 | 29 | 33 | | | | |
| 23:45 | 19 | 15 | 24 | | | | |



Site notes:

Quadra St between McKenzie Ave and Nicholson St

Southbound

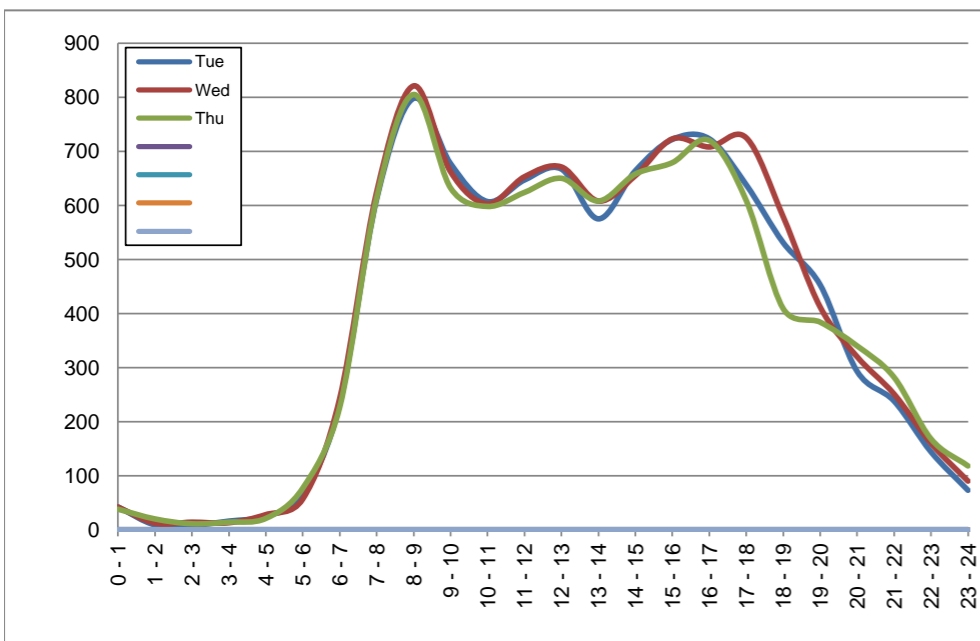
October 29, 2019 to October 31, 2019

Hourly Volumes

| Time Period | Tue | Wed | Thu | | | | |
|------------------|-------------|-------------|-------------|--|--|--|--|
| | Oct 29 | Oct 30 | Oct 31 | | | | |
| 0 - 1 | 42 | 42 | 38 | | | | |
| 1 - 2 | 9 | 12 | 20 | | | | |
| 2 - 3 | 8 | 14 | 11 | | | | |
| 3 - 4 | 16 | 13 | 14 | | | | |
| 4 - 5 | 25 | 28 | 21 | | | | |
| 5 - 6 | 65 | 57 | 77 | | | | |
| 6 - 7 | 232 | 243 | 227 | | | | |
| 7 - 8 | 612 | 625 | 614 | | | | |
| 8 - 9 | 798 | 821 | 805 | | | | |
| 9 - 10 | 677 | 662 | 632 | | | | |
| 10 - 11 | 607 | 603 | 598 | | | | |
| 11 - 12 | 647 | 653 | 624 | | | | |
| 12 - 13 | 667 | 671 | 650 | | | | |
| 13 - 14 | 575 | 608 | 608 | | | | |
| 14 - 15 | 664 | 655 | 658 | | | | |
| 15 - 16 | 722 | 723 | 679 | | | | |
| 16 - 17 | 723 | 708 | 720 | | | | |
| 17 - 18 | 638 | 725 | 609 | | | | |
| 18 - 19 | 531 | 579 | 409 | | | | |
| 19 - 20 | 453 | 412 | 384 | | | | |
| 20 - 21 | 293 | 320 | 340 | | | | |
| 21 - 22 | 238 | 251 | 282 | | | | |
| 22 - 23 | 144 | 160 | 168 | | | | |
| 23 - 24 | 73 | 90 | 118 | | | | |
| Day Total | 9459 | 9675 | 9306 | | | | |

15-Minute Volumes

| Time Start | Tue | Wed | Thu | | | | |
|------------|--------|--------|--------|--|--|--|--|
| | Oct 29 | Oct 30 | Oct 31 | | | | |
| 0:00 | 11 | 11 | 12 | | | | |
| 0:15 | 13 | 12 | 12 | | | | |
| 0:30 | 8 | 5 | 8 | | | | |
| 0:45 | 10 | 14 | 6 | | | | |
| 1:00 | 3 | 4 | 2 | | | | |
| 1:15 | 2 | 7 | 4 | | | | |
| 1:30 | 2 | 1 | 8 | | | | |
| 1:45 | 2 | 0 | 6 | | | | |
| 2:00 | 0 | 4 | 3 | | | | |
| 2:15 | 3 | 3 | 2 | | | | |
| 2:30 | 4 | 5 | 4 | | | | |
| 2:45 | 1 | 2 | 2 | | | | |
| 3:00 | 2 | 0 | 1 | | | | |
| 3:15 | 3 | 1 | 2 | | | | |
| 3:30 | 7 | 8 | 4 | | | | |
| 3:45 | 4 | 4 | 7 | | | | |
| 4:00 | 3 | 3 | 0 | | | | |
| 4:15 | 3 | 4 | 4 | | | | |
| 4:30 | 6 | 9 | 6 | | | | |
| 4:45 | 13 | 12 | 11 | | | | |
| 5:00 | 10 | 6 | 15 | | | | |
| 5:15 | 20 | 14 | 6 | | | | |
| 5:30 | 14 | 17 | 24 | | | | |
| 5:45 | 21 | 20 | 32 | | | | |
| 6:00 | 32 | 25 | 29 | | | | |
| 6:15 | 38 | 44 | 40 | | | | |
| 6:30 | 84 | 83 | 82 | | | | |
| 6:45 | 78 | 91 | 76 | | | | |
| 7:00 | 94 | 112 | 103 | | | | |
| 7:15 | 130 | 127 | 130 | | | | |
| 7:30 | 181 | 182 | 166 | | | | |
| 7:45 | 207 | 204 | 215 | | | | |
| 8:00 | 204 | 216 | 205 | | | | |
| 8:15 | 222 | 200 | 222 | | | | |
| 8:30 | 183 | 208 | 190 | | | | |
| 8:45 | 189 | 197 | 188 | | | | |
| 9:00 | 180 | 172 | 166 | | | | |
| 9:15 | 165 | 161 | 157 | | | | |
| 9:30 | 177 | 154 | 165 | | | | |
| 9:45 | 155 | 175 | 144 | | | | |
| 10:00 | 159 | 141 | 145 | | | | |
| 10:15 | 148 | 148 | 124 | | | | |
| 10:30 | 133 | 153 | 169 | | | | |
| 10:45 | 167 | 161 | 160 | | | | |
| 11:00 | 157 | 167 | 140 | | | | |
| 11:15 | 170 | 146 | 149 | | | | |
| 11:30 | 167 | 174 | 161 | | | | |
| 11:45 | 153 | 166 | 174 | | | | |
| 12:00 | 176 | 176 | 168 | | | | |
| 12:15 | 154 | 136 | 134 | | | | |
| 12:30 | 152 | 183 | 168 | | | | |
| 12:45 | 185 | 176 | 180 | | | | |
| 13:00 | 158 | 161 | 146 | | | | |
| 13:15 | 159 | 150 | 158 | | | | |
| 13:30 | 136 | 158 | 157 | | | | |
| 13:45 | 122 | 139 | 147 | | | | |
| 14:00 | 161 | 167 | 167 | | | | |
| 14:15 | 161 | 169 | 166 | | | | |
| 14:30 | 166 | 168 | 143 | | | | |
| 14:45 | 176 | 151 | 182 | | | | |
| 15:00 | 162 | 185 | 183 | | | | |
| 15:15 | 216 | 187 | 155 | | | | |
| 15:30 | 165 | 175 | 164 | | | | |
| 15:45 | 179 | 176 | 177 | | | | |
| 16:00 | 172 | 159 | 174 | | | | |
| 16:15 | 174 | 175 | 187 | | | | |
| 16:30 | 201 | 200 | 189 | | | | |
| 16:45 | 176 | 174 | 170 | | | | |
| 17:00 | 171 | 209 | 172 | | | | |
| 17:15 | 170 | 184 | 169 | | | | |
| 17:30 | 152 | 182 | 138 | | | | |
| 17:45 | 145 | 150 | 130 | | | | |
| 18:00 | 130 | 147 | 115 | | | | |
| 18:15 | 136 | 160 | 102 | | | | |
| 18:30 | 136 | 140 | 101 | | | | |
| 18:45 | 129 | 132 | 91 | | | | |
| 19:00 | 108 | 128 | 140 | | | | |
| 19:15 | 144 | 126 | 88 | | | | |
| 19:30 | 89 | 83 | 79 | | | | |
| 19:45 | 112 | 75 | 77 | | | | |
| 20:00 | 69 | 104 | 76 | | | | |
| 20:15 | 81 | 83 | 102 | | | | |
| 20:30 | 67 | 70 | 82 | | | | |
| 20:45 | 76 | 63 | 80 | | | | |
| 21:00 | 75 | 79 | 96 | | | | |
| 21:15 | 63 | 55 | 76 | | | | |
| 21:30 | 63 | 63 | 48 | | | | |
| 21:45 | 37 | 54 | 62 | | | | |
| 22:00 | 46 | 55 | 43 | | | | |
| 22:15 | 36 | 26 | 37 | | | | |
| 22:30 | 34 | 35 | 43 | | | | |
| 22:45 | 28 | 44 | 45 | | | | |
| 23:00 | 32 | 30 | 45 | | | | |
| 23:15 | 19 | 28 | 23 | | | | |
| 23:30 | 12 | 21 | 28 | | | | |
| 23:45 | 10 | 11 | 22 | | | | |



Site notes:

Vehicle Speed Summary

Saanich Engineering Department

Count Id: **M0027-08**

Filename: **Quadra St between McKenzie Ave and Nicholson St-Oct-2019.xlsm**

Location: Quadra St between McKenzie Ave and Nicholson St

Note:

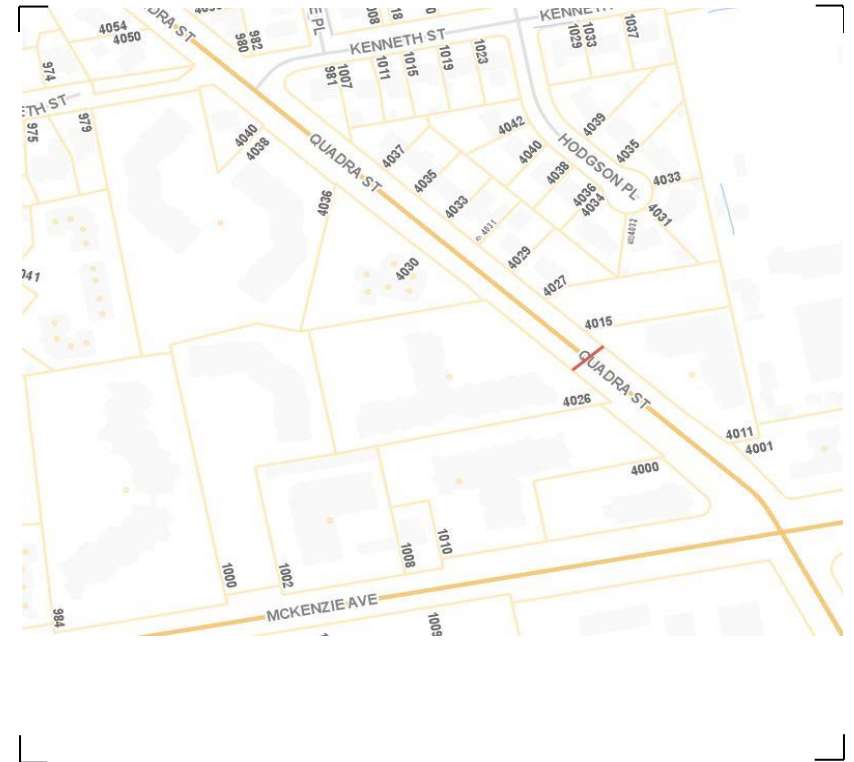
Direction: **North-South**

Dates: **October 28, 2019 To November 01, 2019**

Filtered data

| | | |
|------------|---------------|----------------|
| AVG. SPEED | 30 mph | 49 km/h |
| 50 % SPEED | 31 mph | 51 km/h |
| 85 % SPEED | 36 mph | 58 km/h |
| 95 % SPEED | 39 mph | 62 km/h |

Location Map



Quadra St between McKenzie Ave and Nicholson St

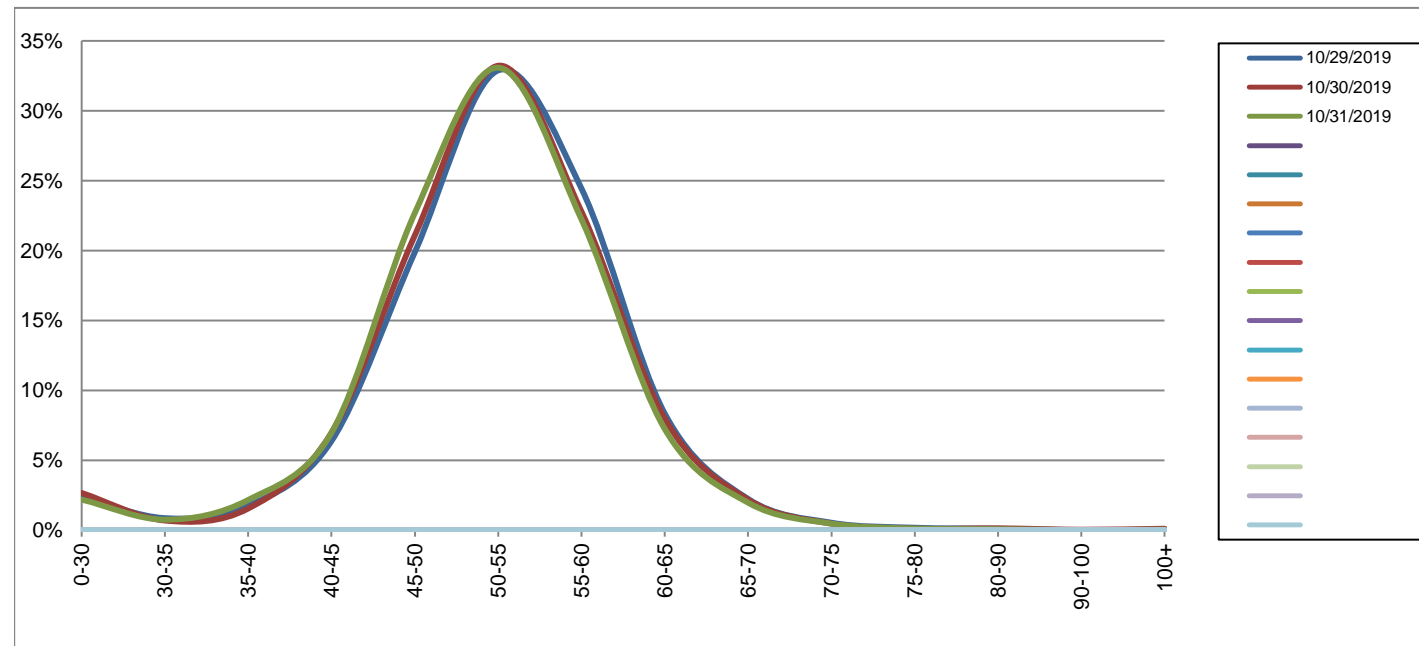
Northbound

October 29, 2019 to October 31, 2019

| Daily Speed Bin Percentages | | | | | | | | | | | | | | | Daily Speed Bin Volumes | | | | | | | | | | | | | | Total | Avg. |
|-----------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|--------|-------|
| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Volume | Speed |
| Bin Speeds | 0-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-90 | 90-100 | 100+ | 0-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-90 | 90-100 | 100+ | | |
| 10/29/2019 | 2.4% | 0.9% | 1.7% | 6.4% | 19.9% | 32.9% | 24.4% | 8.3% | 2.2% | 0.5% | 0.2% | 0.1% | 0.0% | 0.0% | 268 | 97 | 196 | 716 | 2231 | 3690 | 2742 | 935 | 251 | 60 | 20 | 12 | 0 | 2 | 11220 | 52 |
| 10/30/2019 | 2.7% | 0.7% | 1.6% | 7.0% | 21.1% | 33.2% | 22.8% | 8.0% | 2.2% | 0.5% | 0.1% | 0.1% | 0.0% | 0.1% | 301 | 78 | 175 | 787 | 2378 | 3747 | 2570 | 900 | 247 | 53 | 12 | 15 | 4 | 12 | 11279 | 52 |
| 10/31/2019 | 2.2% | 0.8% | 2.2% | 7.0% | 22.7% | 33.1% | 22.2% | 7.2% | 2.0% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | 238 | 82 | 235 | 757 | 2464 | 3593 | 2415 | 786 | 214 | 51 | 13 | 8 | 1 | 4 | 10861 | 52 |
| Total | 2.4% | 0.8% | 1.8% | 6.8% | 21.2% | 33.1% | 23.2% | 7.9% | 2.1% | 0.5% | 0.1% | 0.1% | 0.0% | 0.1% | 807 | 257 | 606 | 2260 | 7073 | 11030 | 7727 | 2621 | 712 | 164 | 45 | 35 | 5 | 18 | 33360 | 52 |

Speed Data Summary

| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total |
|------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|-------|
| Bin Speeds | 0-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-90 | 90-100 | 100+ | |
| Survey Total | 807 | 257 | 606 | 2260 | 7073 | 11030 | 7727 | 2621 | 712 | 164 | 45 | 35 | 5 | 18 | 33360 |
| % Total | 2.4% | 0.8% | 1.8% | 6.8% | 21.2% | 33.1% | 23.2% | 7.9% | 2.1% | 0.5% | 0.1% | 0.1% | 0.0% | 0.1% | 100% |
| Accumulated % | 2.4% | 3.2% | 5.0% | 11.8% | 33.0% | 66.0% | 89.2% | 97.1% | 99.2% | 99.7% | 99.8% | 99.9% | 99.9% | 100% | |
| Inverse Accum. % | 97.6% | 96.8% | 95.0% | 88.2% | 67.0% | 34.0% | 10.8% | 2.9% | 0.8% | 0.3% | 0.2% | 0.1% | 0.1% | 0.0% | |
| Average Speed | 52 KM/H | | | | | | | | | | | | | | |



Site notes:

Quadra St between McKenzie Ave and Nicholson St

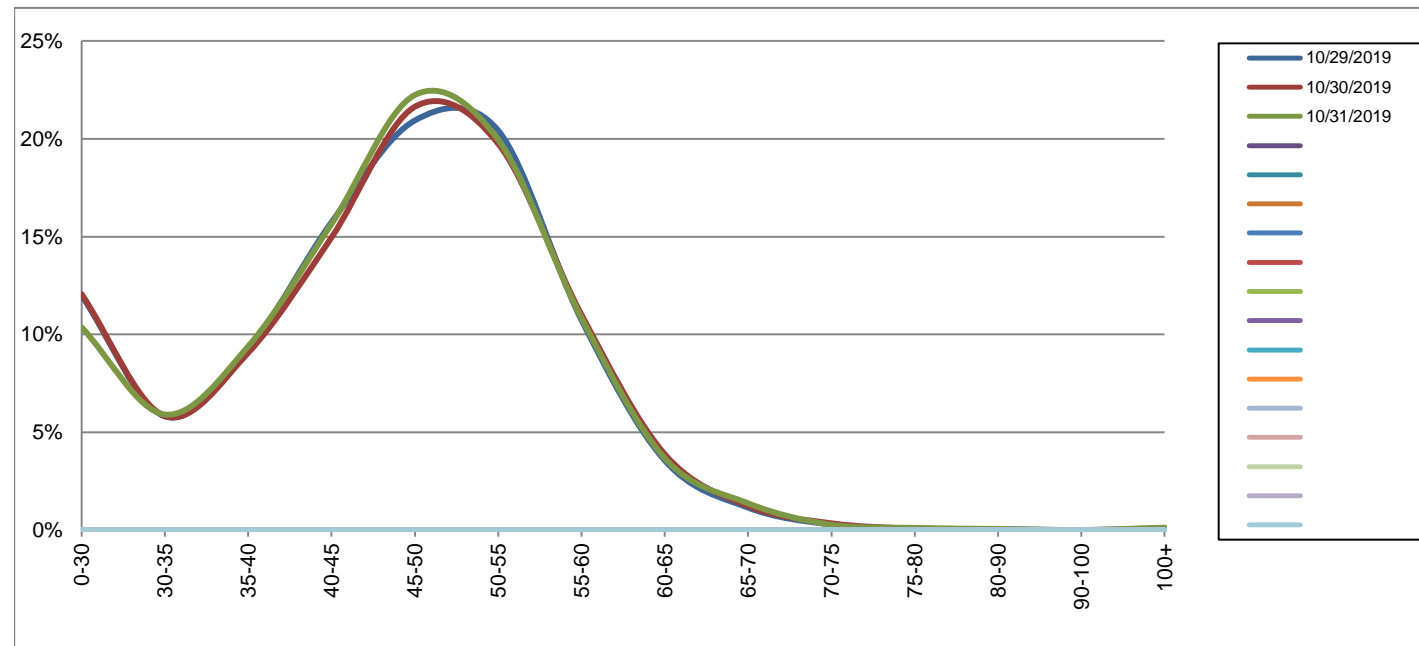
Southbound

October 29, 2019 to October 31, 2019

| Daily Speed Bin Percentages | | | | | | | | | | | | | | | Daily Speed Bin Volumes | | | | | | | | | | | | | | Total | Avg. |
|-----------------------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|-----------|-----------|-----------|----------|-----------|--------------|-----------|
| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Volume | Speed |
| Bin Speeds | 0-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-90 | 90-100 | 100+ | 0-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-90 | 90-100 | 100+ | | |
| 10/29/2019 | 12.0% | 5.8% | 9.3% | 15.7% | 20.9% | 20.4% | 10.7% | 3.6% | 1.2% | 0.3% | 0.1% | 0.1% | 0.0% | 0.0% | 1134 | 550 | 875 | 1488 | 1980 | 1932 | 1016 | 337 | 109 | 27 | 6 | 5 | 0 | 0 | 9459 | 44 |
| 10/30/2019 | 12.1% | 5.8% | 9.1% | 15.0% | 21.6% | 19.8% | 11.0% | 3.9% | 1.2% | 0.4% | 0.1% | 0.0% | 0.0% | 0.1% | 1167 | 564 | 877 | 1447 | 2093 | 1911 | 1065 | 375 | 120 | 34 | 8 | 3 | 0 | 11 | 9675 | 44 |
| 10/31/2019 | 10.4% | 5.9% | 9.4% | 15.6% | 22.2% | 20.0% | 10.8% | 3.7% | 1.4% | 0.3% | 0.1% | 0.1% | 0.0% | 0.1% | 965 | 550 | 874 | 1456 | 2069 | 1857 | 1009 | 342 | 128 | 26 | 11 | 6 | 1 | 12 | 9306 | 45 |
| Total | 11.5% | 5.9% | 9.2% | 15.4% | 21.6% | 20.0% | 10.9% | 3.7% | 1.3% | 0.3% | 0.1% | 0.0% | 0.0% | 0.1% | 3266 | 1664 | 2626 | 4391 | 6142 | 5700 | 3090 | 1054 | 357 | 87 | 25 | 14 | 1 | 23 | 28440 | 44 |

Speed Data Summary

| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total |
|------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|------|-------|
| Bin Speeds | 0-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | 80-90 | 90-100 | 100+ | |
| Survey Total | 3266 | 1664 | 2626 | 4391 | 6142 | 5700 | 3090 | 1054 | 357 | 87 | 25 | 14 | 1 | 23 | 28440 |
| % Total | 11.5% | 5.9% | 9.2% | 15.4% | 21.6% | 20.0% | 10.9% | 3.7% | 1.3% | 0.3% | 0.1% | 0.0% | 0.0% | 0.1% | 100% |
| Accumulated % | 11.5% | 17.3% | 26.6% | 42.0% | 63.6% | 83.6% | 94.5% | 98.2% | 99.5% | 99.8% | 99.9% | 99.9% | 99.9% | 100% | |
| Inverse Accum. % | 88.5% | 82.7% | 73.4% | 58.0% | 36.4% | 16.4% | 5.5% | 1.8% | 0.5% | 0.2% | 0.1% | 0.1% | 0.1% | 0.0% | |
| Average Speed | 44 KM/H | | | | | | | | | | | | | | |



Site notes:

Quadra St between McKenzie Ave and Nicholson St

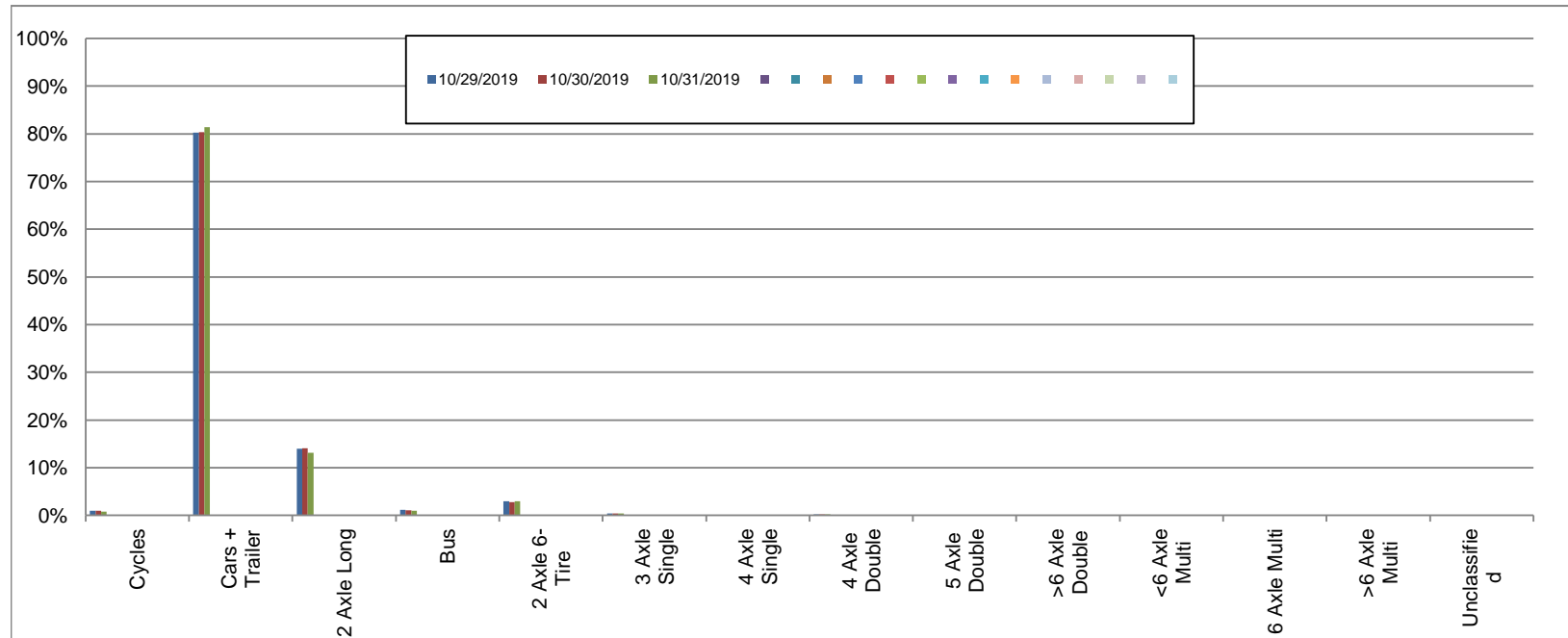
Northbound

October 29, 2019 to October 31, 2019

| Daily Class Bin Percentages | | | | | | | | | | | | | | | Daily Class Bin Volumes | | | | | | | | | | | | | | |
|-----------------------------|-------------|----------------|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|--------------|-------------------------|----------------|-------------|------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|--------------|--------------|
| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total Volume |
| Bin Class | Cycles | Cars + Trailer | 2 Axle Long | Bus | 2 Axle 6-Tire | 3 Axle Single | 4 Axle Single | 4 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Unclassified | Cycles | Cars + Trailer | 2 Axle Long | Bus | 2 Axle 6-Tire | 3 Axle Single | 4 Axle Single | 4 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Unclassified | Total Volume |
| 10/29/2019 | 1.0% | 80.3% | 14.0% | 1.1% | 2.9% | 0.4% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 110 | 9006 | 1570 | 129 | 329 | 41 | 1 | 20 | 7 | 3 | 0 | 0 | 0 | 4 | 11220 |
| 10/30/2019 | 1.0% | 80.3% | 14.1% | 1.1% | 2.7% | 0.4% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 109 | 9058 | 1588 | 123 | 310 | 48 | 4 | 20 | 8 | 3 | 0 | 0 | 1 | 7 | 11279 |
| 10/31/2019 | 0.8% | 81.4% | 13.1% | 0.9% | 3.0% | 0.4% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 82 | 8841 | 1422 | 100 | 326 | 44 | 2 | 27 | 7 | 2 | 0 | 0 | 1 | 7 | 10861 |
| Total | 0.9% | 80.7% | 13.7% | 1.1% | 2.9% | 0.4% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 301 | 26905 | 4580 | 352 | 965 | 133 | 7 | 67 | 22 | 8 | 0 | 0 | 2 | 18 | 33360 |

Class Data Summary

| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total Volume |
|----------------------|--------|----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|--------------|--------------|
| Bin Class | Cycles | Cars + Trailer | 2 Axle Long | Bus | 2 Axle 6-Tire | 3 Axle Single | 4 Axle Single | 4 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Unclassified | Total Volume |
| Survey Total | 301 | 26905 | 4580 | 352 | 965 | 133 | 7 | 67 | 22 | 8 | 0 | 0 | 2 | 18 | 33360 |
| % Total | 0.9% | 80.7% | 13.7% | 1.1% | 2.9% | 0.4% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 100% |
| Accumulated % | 0.9% | 81.6% | 95.3% | 96.3% | 99.2% | 99.6% | 99.6% | 99.9% | 99.9% | 99.9% | 99.9% | 99.9% | 99.9% | 100.0% | |
| Inv. Accum. % | 99.1% | 18.4% | 4.7% | 3.7% | 0.8% | 0.4% | 0.4% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | |



Classification Descriptions

| Bin # | Bin Description |
|-------|--|
| 1 | Motorcycles |
| 2 | Passenger cars, including those with recreational trailers |
| 3 | 2-axle pick-ups, vans, and RVs, including those with recreational trailers |
| 4 | Buses |
| 5 | 2-axle, 6-tire single units |
| 6 | 3-axle single units |
| 7 | 4-axle single units |
| 8 | 3-axle or 4-axle double unit |
| 9 | 5-axle double unit |
| 10 | 6-, 7-, or 8-axle double unit |
| 11 | 5-axle multiple unit |
| 12 | 6-axle multiple unit |
| 13 | 7-or-more-axle multiple unit |
| 14 | Vehicles that could not be classified |

Site notes:

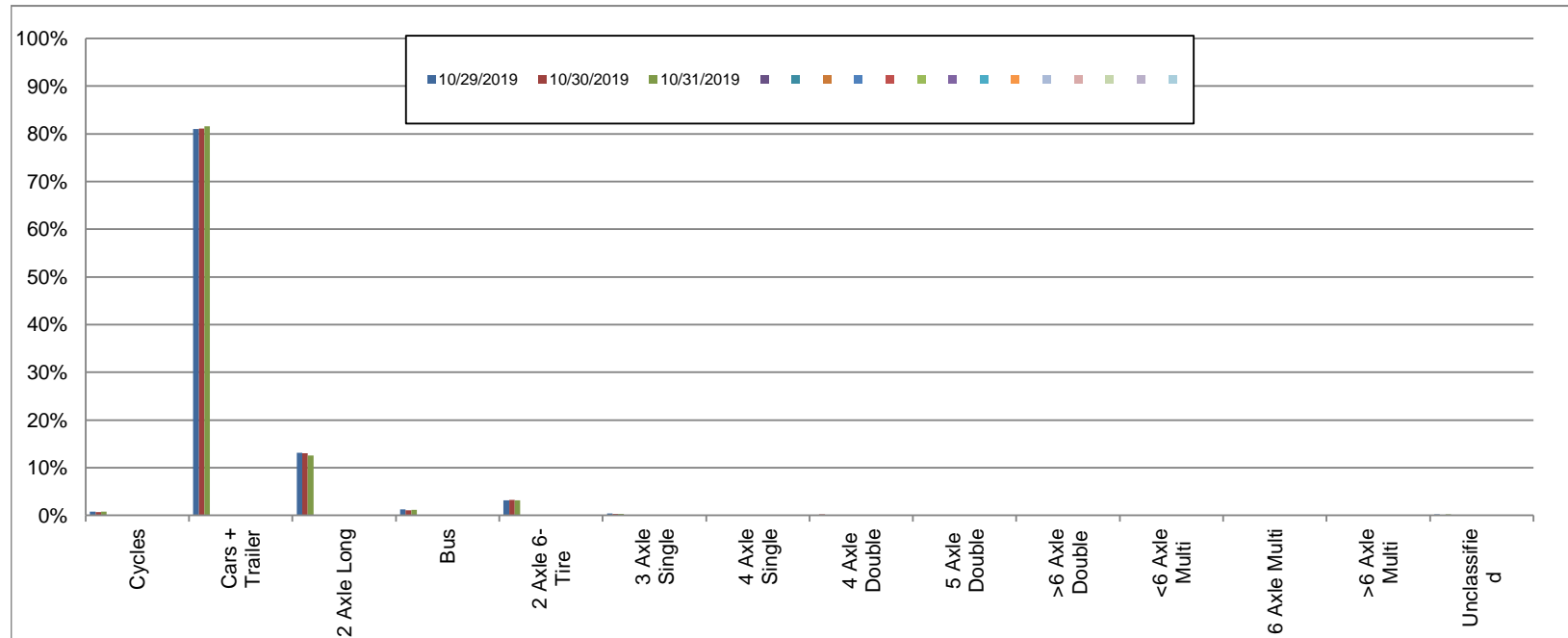
Quadra St between McKenzie Ave and Nicholson St

Southbound
October 29, 2019 to October 31, 2019

| Daily Class Bin Percentages | | | | | | | | | | | | | | | Daily Class Bin Volumes | | | | | | | | | | | | | | |
|-----------------------------|-------------|----------------|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|--------------|-------------------------|----------------|-------------|------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|--------------|--------------|
| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total Volume |
| Bin Class | Cycles | Cars + Trailer | 2 Axle Long | Bus | 2 Axle 6-Tire | 3 Axle Single | 4 Axle Single | 4 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Unclassified | Cycles | Cars + Trailer | 2 Axle Long | Bus | 2 Axle 6-Tire | 3 Axle Single | 4 Axle Single | 4 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Unclassified | Total Volume |
| 10/29/2019 | 0.8% | 81.0% | 13.1% | 1.2% | 3.1% | 0.4% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 77 | 7663 | 1238 | 116 | 296 | 34 | 4 | 9 | 3 | 2 | 0 | 0 | 0 | 17 | 9459 |
| 10/30/2019 | 0.6% | 81.2% | 13.1% | 1.1% | 3.3% | 0.3% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 62 | 7852 | 1263 | 103 | 318 | 31 | 0 | 20 | 6 | 4 | 0 | 0 | 1 | 15 | 9675 |
| 10/31/2019 | 0.8% | 81.6% | 12.5% | 1.2% | 3.1% | 0.3% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 75 | 7591 | 1167 | 109 | 293 | 32 | 2 | 13 | 7 | 2 | 0 | 0 | 0 | 15 | 9306 |
| Total | 0.8% | 81.2% | 12.9% | 1.2% | 3.2% | 0.3% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 214 | 23106 | 3668 | 328 | 907 | 97 | 6 | 42 | 16 | 8 | 0 | 0 | 1 | 47 | 28440 |

Class Data Summary

| Bin # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Total Volume |
|----------------------|--------|----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|--------------|---------------|--------------|--------------|
| Bin Class | Cycles | Cars + Trailer | 2 Axle Long | Bus | 2 Axle 6-Tire | 3 Axle Single | 4 Axle Single | 4 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Unclassified | Total Volume |
| Survey Total | 214 | 23106 | 3668 | 328 | 907 | 97 | 6 | 42 | 16 | 8 | 0 | 0 | 1 | 47 | 28440 |
| % Total | 0.8% | 81.2% | 12.9% | 1.2% | 3.2% | 0.3% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 100% |
| Accumulated % | 0.8% | 82.0% | 94.9% | 96.0% | 99.2% | 99.6% | 99.6% | 99.7% | 99.8% | 99.8% | 99.8% | 99.8% | 99.8% | 100.0% | |
| Inv. Accum. % | 99.2% | 18.0% | 5.1% | 4.0% | 0.8% | 0.4% | 0.4% | 0.3% | 0.2% | 0.2% | 0.2% | 0.2% | 0.2% | 0.0% | |



Classification Descriptions

| Bin # | Bin Description |
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