



The City of Red Deer  
4914 – 48 Avenue  
Red Deer, Alberta, Canada T4N 3T4  
403- 342-8111 richard.silvestre@reddeer.ca  
CORD

Count Name: 39 Street - 30 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-12-2025  
Page No: 1

## Turning Movement Data

| Start Time    | Southbound St.<br>Southbound |      |       |        |      |            | Westbound St.<br>Westbound |      |       |        |      |            | Northbound St.<br>Northbound |      |       |        |      |            | Eastbound St.<br>Eastbound |      |       |        |      |            | Int. Total |
|---------------|------------------------------|------|-------|--------|------|------------|----------------------------|------|-------|--------|------|------------|------------------------------|------|-------|--------|------|------------|----------------------------|------|-------|--------|------|------------|------------|
|               | Left                         | Thru | Right | U-Turn | Peds | App. Total | Left                       | Thru | Right | U-Turn | Peds | App. Total | Left                         | Thru | Right | U-Turn | Peds | App. Total | Left                       | Thru | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 8                            | 91   | 11    | 0      | 0    | 110        | 13                         | 9    | 24    | 0      | 0    | 46         | 5                            | 124  | 6     | 0      | 0    | 135        | 10                         | 4    | 6     | 0      | 1    | 20         | 311        |
| 7:15 AM       | 5                            | 96   | 4     | 0      | 0    | 105        | 12                         | 7    | 23    | 0      | 0    | 42         | 7                            | 133  | 8     | 0      | 0    | 148        | 8                          | 4    | 5     | 0      | 0    | 17         | 312        |
| 7:30 AM       | 4                            | 137  | 10    | 0      | 2    | 151        | 24                         | 11   | 35    | 0      | 0    | 70         | 10                           | 205  | 7     | 0      | 0    | 222        | 15                         | 3    | 6     | 0      | 0    | 24         | 467        |
| 7:45 AM       | 13                           | 128  | 5     | 0      | 1    | 146        | 26                         | 25   | 18    | 0      | 0    | 69         | 6                            | 169  | 15    | 0      | 1    | 190        | 15                         | 7    | 7     | 0      | 0    | 29         | 434        |
| Hourly Total  | 30                           | 452  | 30    | 0      | 3    | 512        | 75                         | 52   | 100   | 0      | 0    | 227        | 28                           | 631  | 36    | 0      | 1    | 695        | 48                         | 18   | 24    | 0      | 1    | 90         | 1524       |
| 8:00 AM       | 7                            | 202  | 24    | 0      | 0    | 233        | 17                         | 24   | 39    | 0      | 0    | 80         | 13                           | 206  | 10    | 0      | 2    | 229        | 5                          | 7    | 6     | 0      | 0    | 18         | 560        |
| 8:15 AM       | 11                           | 206  | 31    | 0      | 0    | 248        | 24                         | 37   | 15    | 0      | 0    | 76         | 13                           | 197  | 11    | 0      | 5    | 221        | 23                         | 14   | 13    | 0      | 2    | 50         | 595        |
| 8:30 AM       | 14                           | 227  | 41    | 0      | 0    | 282        | 23                         | 39   | 29    | 0      | 2    | 91         | 32                           | 203  | 7     | 0      | 0    | 242        | 36                         | 19   | 30    | 0      | 0    | 85         | 700        |
| 8:45 AM       | 24                           | 206  | 13    | 0      | 0    | 243        | 24                         | 19   | 15    | 0      | 0    | 58         | 27                           | 210  | 16    | 0      | 0    | 253        | 21                         | 11   | 24    | 0      | 0    | 56         | 610        |
| Hourly Total  | 56                           | 841  | 109   | 0      | 0    | 1006       | 88                         | 119  | 98    | 0      | 2    | 305        | 85                           | 816  | 44    | 0      | 7    | 945        | 85                         | 51   | 73    | 0      | 2    | 209        | 2465       |
| 9:00 AM       | 0                            | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0                            | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 0                            | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0                            | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0          |
| 11:30 AM      | 18                           | 159  | 14    | 0      | 0    | 191        | 17                         | 6    | 24    | 0      | 0    | 47         | 9                            | 166  | 12    | 0      | 0    | 187        | 15                         | 21   | 13    | 0      | 0    | 49         | 474        |
| 11:45 AM      | 14                           | 198  | 13    | 0      | 2    | 225        | 15                         | 6    | 20    | 0      | 0    | 41         | 10                           | 192  | 7     | 0      | 0    | 209        | 10                         | 6    | 19    | 0      | 1    | 35         | 510        |
| Hourly Total  | 32                           | 357  | 27    | 0      | 2    | 416        | 32                         | 12   | 44    | 0      | 0    | 88         | 19                           | 358  | 19    | 0      | 0    | 396        | 25                         | 27   | 32    | 0      | 1    | 84         | 984        |
| 12:00 PM      | 14                           | 212  | 12    | 0      | 1    | 238        | 17                         | 12   | 17    | 0      | 0    | 46         | 17                           | 203  | 15    | 0      | 1    | 235        | 16                         | 16   | 8     | 0      | 0    | 40         | 559        |
| 12:15 PM      | 19                           | 199  | 12    | 0      | 0    | 230        | 19                         | 13   | 18    | 0      | 0    | 50         | 7                            | 170  | 12    | 0      | 0    | 189        | 10                         | 10   | 27    | 0      | 1    | 47         | 516        |
| 12:30 PM      | 16                           | 225  | 11    | 0      | 1    | 252        | 16                         | 10   | 7     | 0      | 0    | 33         | 9                            | 143  | 10    | 0      | 0    | 162        | 23                         | 10   | 34    | 0      | 2    | 67         | 514        |
| 12:45 PM      | 21                           | 185  | 9     | 0      | 2    | 215        | 17                         | 13   | 18    | 0      | 1    | 48         | 11                           | 137  | 14    | 0      | 1    | 162        | 11                         | 13   | 10    | 0      | 1    | 34         | 459        |
| Hourly Total  | 70                           | 821  | 44    | 0      | 4    | 935        | 69                         | 48   | 60    | 0      | 1    | 177        | 44                           | 653  | 51    | 0      | 2    | 748        | 60                         | 49   | 79    | 0      | 4    | 188        | 2048       |
| 1:00 PM       | 14                           | 154  | 10    | 0      | 0    | 178        | 20                         | 12   | 13    | 0      | 0    | 45         | 8                            | 115  | 6     | 0      | 1    | 129        | 16                         | 14   | 9     | 0      | 2    | 39         | 391        |
| 1:15 PM       | 11                           | 207  | 14    | 0      | 0    | 232        | 11                         | 8    | 15    | 0      | 0    | 34         | 8                            | 154  | 7     | 0      | 1    | 169        | 7                          | 10   | 10    | 0      | 2    | 27         | 462        |
| *** BREAK *** | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 25                           | 361  | 24    | 0      | 0    | 410        | 31                         | 20   | 28    | 0      | 0    | 79         | 16                           | 269  | 13    | 0      | 2    | 298        | 23                         | 24   | 19    | 0      | 4    | 66         | 853        |
| 3:00 PM       | 19                           | 236  | 28    | 0      | 0    | 283        | 20                         | 25   | 14    | 0      | 0    | 59         | 15                           | 226  | 21    | 0      | 1    | 262        | 7                          | 11   | 14    | 0      | 2    | 32         | 636        |
| 3:15 PM       | 39                           | 222  | 25    | 0      | 0    | 286        | 13                         | 11   | 10    | 0      | 0    | 34         | 19                           | 165  | 16    | 0      | 3    | 200        | 36                         | 37   | 27    | 0      | 1    | 100        | 620        |
| 3:30 PM       | 30                           | 277  | 16    | 0      | 0    | 323        | 17                         | 18   | 12    | 0      | 0    | 47         | 17                           | 234  | 23    | 0      | 5    | 274        | 32                         | 24   | 37    | 0      | 6    | 93         | 737        |
| 3:45 PM       | 33                           | 262  | 9     | 0      | 2    | 304        | 15                         | 18   | 19    | 0      | 0    | 52         | 18                           | 238  | 20    | 0      | 3    | 276        | 33                         | 27   | 27    | 0      | 4    | 87         | 719        |
| Hourly Total  | 121                          | 997  | 78    | 0      | 2    | 1196       | 65                         | 72   | 55    | 0      | 0    | 192        | 69                           | 863  | 80    | 0      | 12   | 1012       | 108                        | 99   | 105   | 0      | 13   | 312        | 2712       |
| 4:00 PM       | 27                           | 233  | 13    | 0      | 2    | 273        | 17                         | 22   | 17    | 0      | 0    | 56         | 8                            | 240  | 22    | 0      | 0    | 270        | 18                         | 24   | 14    | 0      | 3    | 56         | 655        |
| 4:15 PM       | 28                           | 239  | 13    | 0      | 2    | 280        | 29                         | 15   | 21    | 0      | 0    | 65         | 13                           | 233  | 13    | 0      | 0    | 259        | 21                         | 30   | 14    | 0      | 3    | 65         | 669        |
| 4:30 PM       | 23                           | 305  | 16    | 0      | 0    | 344        | 18                         | 12   | 20    | 0      | 0    | 50         | 9                            | 276  | 13    | 0      | 0    | 298        | 26                         | 28   | 11    | 0      | 1    | 65         | 757        |
| 4:45 PM       | 38                           | 261  | 7     | 1      | 0    | 307        | 17                         | 21   | 13    | 0      | 0    | 51         | 10                           | 222  | 27    | 0      | 0    | 259        | 10                         | 32   | 14    | 0      | 1    | 56         | 673        |

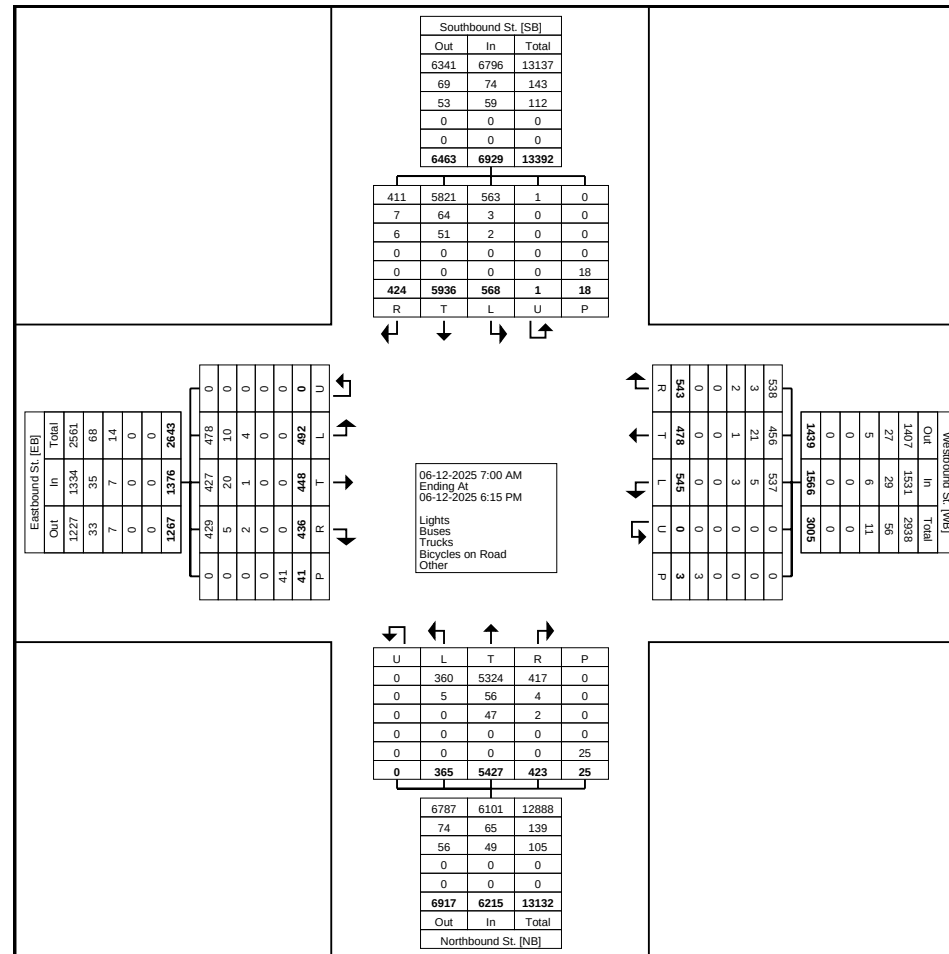
|                         |      |      |      |       |      |      |      |      |      |     |       |      |      |      |      |     |      |      |      |      |      |     |      |      |       |
|-------------------------|------|------|------|-------|------|------|------|------|------|-----|-------|------|------|------|------|-----|------|------|------|------|------|-----|------|------|-------|
| Hourly Total            | 116  | 1038 | 49   | 1     | 4    | 1204 | 81   | 70   | 71   | 0   | 0     | 222  | 40   | 971  | 75   | 0   | 0    | 1086 | 75   | 114  | 53   | 0   | 8    | 242  | 2754  |
| 5:00 PM                 | 33   | 301  | 17   | 0     | 1    | 351  | 29   | 18   | 23   | 0   | 0     | 70   | 18   | 232  | 24   | 0   | 0    | 274  | 13   | 18   | 16   | 0   | 2    | 47   | 742   |
| 5:15 PM                 | 28   | 281  | 16   | 0     | 0    | 325  | 24   | 17   | 15   | 0   | 0     | 56   | 14   | 214  | 34   | 0   | 1    | 262  | 23   | 19   | 13   | 0   | 3    | 55   | 698   |
| 5:30 PM                 | 31   | 259  | 12   | 0     | 1    | 302  | 23   | 20   | 24   | 0   | 0     | 67   | 17   | 227  | 26   | 0   | 0    | 270  | 17   | 15   | 13   | 0   | 3    | 45   | 684   |
| 5:45 PM                 | 26   | 228  | 18   | 0     | 1    | 272  | 28   | 30   | 25   | 0   | 0     | 83   | 15   | 193  | 21   | 0   | 0    | 229  | 15   | 14   | 9    | 0   | 0    | 38   | 622   |
| Hourly Total            | 118  | 1069 | 63   | 0     | 3    | 1250 | 104  | 85   | 87   | 0   | 0     | 276  | 64   | 866  | 105  | 0   | 1    | 1035 | 68   | 66   | 51   | 0   | 8    | 185  | 2746  |
| 6:00 PM                 | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0   | 0     | 0    | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0   | 0    | 0    | 0     |
| Grand Total             | 568  | 5936 | 424  | 1     | 18   | 6929 | 545  | 478  | 543  | 0   | 3     | 1566 | 365  | 5427 | 423  | 0   | 25   | 6215 | 492  | 448  | 436  | 0   | 41   | 1376 | 16086 |
| Approach %              | 8.2  | 85.7 | 6.1  | 0.0   | -    | -    | 34.8 | 30.5 | 34.7 | 0.0 | -     | -    | 5.9  | 87.3 | 6.8  | 0.0 | -    | -    | 35.8 | 32.6 | 31.7 | 0.0 | -    | -    | -     |
| Total %                 | 3.5  | 36.9 | 2.6  | 0.0   | -    | 43.1 | 3.4  | 3.0  | 3.4  | 0.0 | -     | 9.7  | 2.3  | 33.7 | 2.6  | 0.0 | -    | 38.6 | 3.1  | 2.8  | 2.7  | 0.0 | -    | 8.6  | -     |
| Lights                  | 563  | 5821 | 411  | 1     | -    | 6796 | 537  | 456  | 538  | 0   | -     | 1531 | 360  | 5324 | 417  | 0   | -    | 6101 | 478  | 427  | 429  | 0   | -    | 1334 | 15762 |
| % Lights                | 99.1 | 98.1 | 96.9 | 100.0 | -    | 98.1 | 98.5 | 95.4 | 99.1 | -   | -     | 97.8 | 98.6 | 98.1 | 98.6 | -   | -    | 98.2 | 97.2 | 95.3 | 98.4 | -   | -    | 96.9 | 98.0  |
| Buses                   | 3    | 64   | 7    | 0     | -    | 74   | 5    | 21   | 3    | 0   | -     | 29   | 5    | 56   | 4    | 0   | -    | 65   | 10   | 20   | 5    | 0   | -    | 35   | 203   |
| % Buses                 | 0.5  | 1.1  | 1.7  | 0.0   | -    | 1.1  | 0.9  | 4.4  | 0.6  | -   | -     | 1.9  | 1.4  | 1.0  | 0.9  | -   | -    | 1.0  | 2.0  | 4.5  | 1.1  | -   | -    | 2.5  | 1.3   |
| Trucks                  | 2    | 51   | 6    | 0     | -    | 59   | 3    | 1    | 2    | 0   | -     | 6    | 0    | 47   | 2    | 0   | -    | 49   | 4    | 1    | 2    | 0   | -    | 7    | 121   |
| % Trucks                | 0.4  | 0.9  | 1.4  | 0.0   | -    | 0.9  | 0.6  | 0.2  | 0.4  | -   | -     | 0.4  | 0.0  | 0.9  | 0.5  | -   | -    | 0.8  | 0.8  | 0.2  | 0.5  | -   | -    | 0.5  | 0.8   |
| Bicycles on Road        | 0    | 0    | 0    | 0     | -    | 0    | 0    | 0    | 0    | 0   | -     | 0    | 0    | 0    | 0    | 0   | -    | 0    | 0    | 0    | 0    | 0   | -    | 0    | 0     |
| % Bicycles on Road      | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0  | -   | -     | 0.0  | 0.0  | 0.0  | 0.0  | -   | -    | 0.0  | 0.0  | 0.0  | 0.0  | -   | -    | 0.0  | 0.0   |
| Bicycles on Crosswalk   | -    | -    | -    | -     | 2    | -    | -    | -    | -    | -   | 0     | -    | -    | -    | -    | -   | 9    | -    | -    | -    | -    | -   | 12   | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -    | -     | 11.1 | -    | -    | -    | -    | -   | 0.0   | -    | -    | -    | -    | -   | 36.0 | -    | -    | -    | -    | -   | 29.3 | -    | -     |
| Pedestrians             | -    | -    | -    | -     | 16   | -    | -    | -    | -    | -   | 3     | -    | -    | -    | -    | -   | 16   | -    | -    | -    | -    | -   | 29   | -    | -     |
| % Pedestrians           | -    | -    | -    | -     | 88.9 | -    | -    | -    | -    | -   | 100.0 | -    | -    | -    | -    | -   | 64.0 | -    | -    | -    | -    | -   | 70.7 | -    | -     |



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Count Name: 39 Street - 30 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-12-2025  
Page No: 3



Turning Movement Data Plot



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Page No: 4

### Turning Movement Peak Hour Data (8:00 AM)

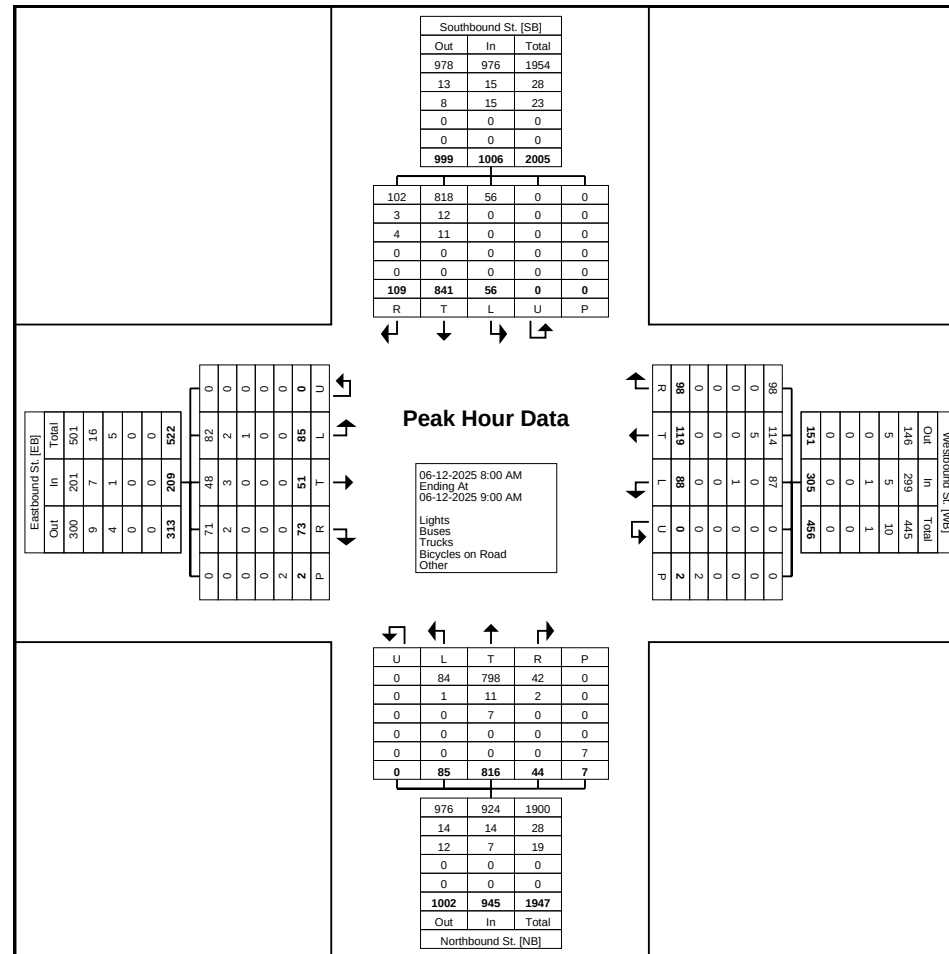
| Start Time              | Southbound St.<br>Southbound |       |       |        |      |            | Westbound St.<br>Westbound |       |       |        |       |            | Northbound St.<br>Northbound |       |       |        |      |            | Eastbound St.<br>Eastbound |       |       |        |       |            | Int. Total |
|-------------------------|------------------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|-------|------------|------------------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|-------|------------|------------|
|                         | Left                         | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds  | App. Total | Left                         | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds  | App. Total |            |
| 8:00 AM                 | 7                            | 202   | 24    | 0      | 0    | 233        | 17                         | 24    | 39    | 0      | 0     | 80         | 13                           | 206   | 10    | 0      | 2    | 229        | 5                          | 7     | 6     | 0      | 0     | 18         | 560        |
| 8:15 AM                 | 11                           | 206   | 31    | 0      | 0    | 248        | 24                         | 37    | 15    | 0      | 0     | 76         | 13                           | 197   | 11    | 0      | 5    | 221        | 23                         | 14    | 13    | 0      | 2     | 50         | 595        |
| 8:30 AM                 | 14                           | 227   | 41    | 0      | 0    | 282        | 23                         | 39    | 29    | 0      | 2     | 91         | 32                           | 203   | 7     | 0      | 0    | 242        | 36                         | 19    | 30    | 0      | 0     | 85         | 700        |
| 8:45 AM                 | 24                           | 206   | 13    | 0      | 0    | 243        | 24                         | 19    | 15    | 0      | 0     | 58         | 27                           | 210   | 16    | 0      | 0    | 253        | 21                         | 11    | 24    | 0      | 0     | 56         | 610        |
| Total                   | 56                           | 841   | 109   | 0      | 0    | 1006       | 88                         | 119   | 98    | 0      | 2     | 305        | 85                           | 816   | 44    | 0      | 7    | 945        | 85                         | 51    | 73    | 0      | 2     | 209        | 2465       |
| Approach %              | 5.6                          | 83.6  | 10.8  | 0.0    | -    | -          | 28.9                       | 39.0  | 32.1  | 0.0    | -     | -          | 9.0                          | 86.3  | 4.7   | 0.0    | -    | -          | 40.7                       | 24.4  | 34.9  | 0.0    | -     | -          | -          |
| Total %                 | 2.3                          | 34.1  | 4.4   | 0.0    | -    | 40.8       | 3.6                        | 4.8   | 4.0   | 0.0    | -     | 12.4       | 3.4                          | 33.1  | 1.8   | 0.0    | -    | 38.3       | 3.4                        | 2.1   | 3.0   | 0.0    | -     | 8.5        | -          |
| PHF                     | 0.583                        | 0.926 | 0.665 | 0.000  | -    | 0.892      | 0.917                      | 0.763 | 0.628 | 0.000  | -     | 0.838      | 0.664                        | 0.971 | 0.688 | 0.000  | -    | 0.934      | 0.590                      | 0.671 | 0.608 | 0.000  | -     | 0.615      | 0.880      |
| Lights                  | 56                           | 818   | 102   | 0      | -    | 976        | 87                         | 114   | 98    | 0      | -     | 299        | 84                           | 798   | 42    | 0      | -    | 924        | 82                         | 48    | 71    | 0      | -     | 201        | 2400       |
| % Lights                | 100.0                        | 97.3  | 93.6  | -      | -    | 97.0       | 98.9                       | 95.8  | 100.0 | -      | -     | 98.0       | 98.8                         | 97.8  | 95.5  | -      | -    | 97.8       | 96.5                       | 94.1  | 97.3  | -      | -     | 96.2       | 97.4       |
| Buses                   | 0                            | 12    | 3     | 0      | -    | 15         | 0                          | 5     | 0     | 0      | -     | 5          | 1                            | 11    | 2     | 0      | -    | 14         | 2                          | 3     | 2     | 0      | -     | 7          | 41         |
| % Buses                 | 0.0                          | 1.4   | 2.8   | -      | -    | 1.5        | 0.0                        | 4.2   | 0.0   | -      | -     | 1.6        | 1.2                          | 1.3   | 4.5   | -      | -    | 1.5        | 2.4                        | 5.9   | 2.7   | -      | -     | 3.3        | 1.7        |
| Trucks                  | 0                            | 11    | 4     | 0      | -    | 15         | 1                          | 0     | 0     | 0      | -     | 1          | 0                            | 7     | 0     | 0      | -    | 7          | 1                          | 0     | 0     | 0      | -     | 1          | 24         |
| % Trucks                | 0.0                          | 1.3   | 3.7   | -      | -    | 1.5        | 1.1                        | 0.0   | 0.0   | -      | -     | 0.3        | 0.0                          | 0.9   | 0.0   | -      | -    | 0.7        | 1.2                        | 0.0   | 0.0   | -      | -     | 0.5        | 1.0        |
| Bicycles on Road        | 0                            | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -     | 0          | 0                            | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                            | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0     | -          | -                            | -     | -     | -      | 1    | -          | -                          | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                            | -     | -     | -      | -    | -          | -                          | -     | -     | -      | 0.0   | -          | -                            | -     | -     | -      | 14.3 | -          | -                          | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                            | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 2     | -          | -                            | -     | -     | -      | 6    | -          | -                          | -     | -     | -      | 2     | -          | -          |
| % Pedestrians           | -                            | -     | -     | -      | -    | -          | -                          | -     | -     | -      | 100.0 | -          | -                            | -     | -     | -      | 85.7 | -          | -                          | -     | -     | -      | 100.0 | -          | -          |



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Count Name: 39 Street - 30 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-12-2025  
Page No: 6

### Turning Movement Peak Hour Data (11:45 AM)

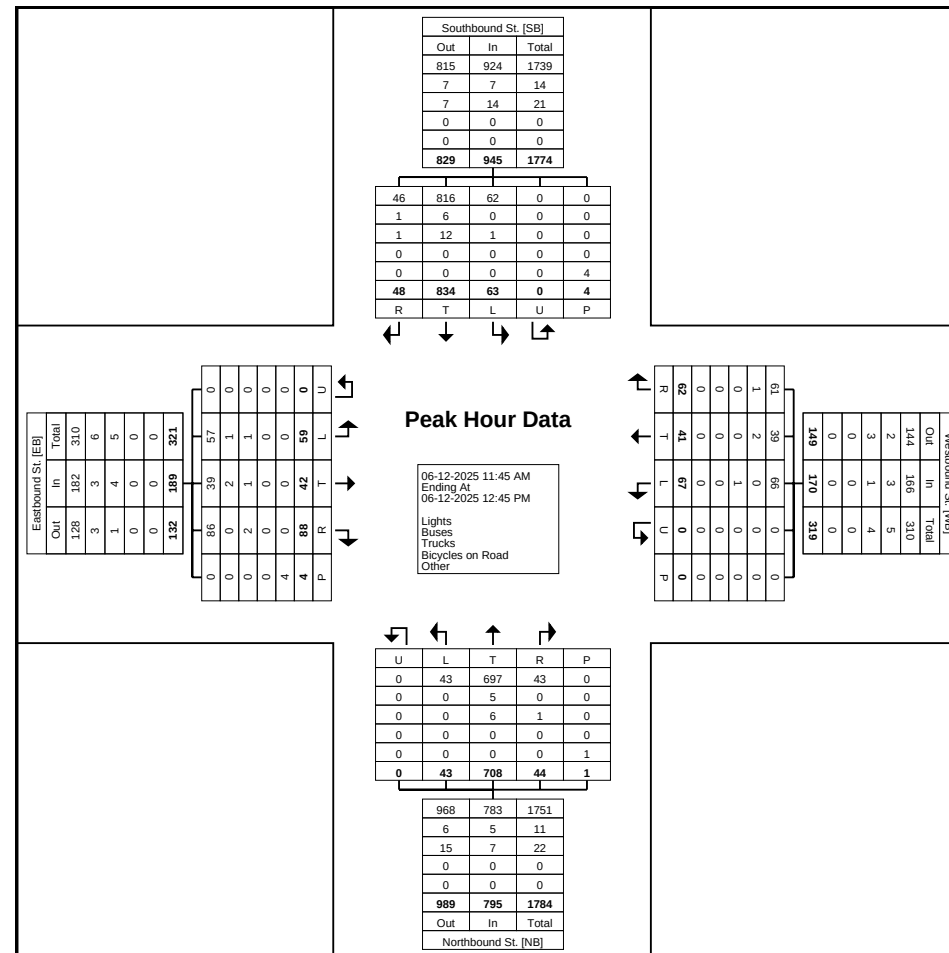
| Start Time              | Southbound St.<br>Southbound |       |       |        |       |            | Westbound St.<br>Westbound |       |       |        |      |            | Northbound St.<br>Northbound |       |       |        |       |            | Eastbound St.<br>Eastbound |       |       |        |       |            | Int. Total |
|-------------------------|------------------------------|-------|-------|--------|-------|------------|----------------------------|-------|-------|--------|------|------------|------------------------------|-------|-------|--------|-------|------------|----------------------------|-------|-------|--------|-------|------------|------------|
|                         | Left                         | Thru  | Right | U-Turn | Peds  | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                         | Thru  | Right | U-Turn | Peds  | App. Total | Left                       | Thru  | Right | U-Turn | Peds  | App. Total |            |
| 11:45 AM                | 14                           | 198   | 13    | 0      | 2     | 225        | 15                         | 6     | 20    | 0      | 0    | 41         | 10                           | 192   | 7     | 0      | 0     | 209        | 10                         | 6     | 19    | 0      | 1     | 35         | 510        |
| 12:00 PM                | 14                           | 212   | 12    | 0      | 1     | 238        | 17                         | 12    | 17    | 0      | 0    | 46         | 17                           | 203   | 15    | 0      | 1     | 235        | 16                         | 16    | 8     | 0      | 0     | 40         | 559        |
| 12:15 PM                | 19                           | 199   | 12    | 0      | 0     | 230        | 19                         | 13    | 18    | 0      | 0    | 50         | 7                            | 170   | 12    | 0      | 0     | 189        | 10                         | 10    | 27    | 0      | 1     | 47         | 516        |
| 12:30 PM                | 16                           | 225   | 11    | 0      | 1     | 252        | 16                         | 10    | 7     | 0      | 0    | 33         | 9                            | 143   | 10    | 0      | 0     | 162        | 23                         | 10    | 34    | 0      | 2     | 67         | 514        |
| Total                   | 63                           | 834   | 48    | 0      | 4     | 945        | 67                         | 41    | 62    | 0      | 0    | 170        | 43                           | 708   | 44    | 0      | 1     | 795        | 59                         | 42    | 88    | 0      | 4     | 189        | 2099       |
| Approach %              | 6.7                          | 88.3  | 5.1   | 0.0    | -     | -          | 39.4                       | 24.1  | 36.5  | 0.0    | -    | -          | 5.4                          | 89.1  | 5.5   | 0.0    | -     | -          | 31.2                       | 22.2  | 46.6  | 0.0    | -     | -          | -          |
| Total %                 | 3.0                          | 39.7  | 2.3   | 0.0    | -     | 45.0       | 3.2                        | 2.0   | 3.0   | 0.0    | -    | 8.1        | 2.0                          | 33.7  | 2.1   | 0.0    | -     | 37.9       | 2.8                        | 2.0   | 4.2   | 0.0    | -     | 9.0        | -          |
| PHF                     | 0.829                        | 0.927 | 0.923 | 0.000  | -     | 0.938      | 0.882                      | 0.788 | 0.775 | 0.000  | -    | 0.850      | 0.632                        | 0.872 | 0.733 | 0.000  | -     | 0.846      | 0.641                      | 0.656 | 0.647 | 0.000  | -     | 0.705      | 0.939      |
| Lights                  | 62                           | 816   | 46    | 0      | -     | 924        | 66                         | 39    | 61    | 0      | -    | 166        | 43                           | 697   | 43    | 0      | -     | 783        | 57                         | 39    | 86    | 0      | -     | 182        | 2055       |
| % Lights                | 98.4                         | 97.8  | 95.8  | -      | -     | 97.8       | 98.5                       | 95.1  | 98.4  | -      | -    | 97.6       | 100.0                        | 98.4  | 97.7  | -      | -     | 98.5       | 96.6                       | 92.9  | 97.7  | -      | -     | 96.3       | 97.9       |
| Buses                   | 0                            | 6     | 1     | 0      | -     | 7          | 0                          | 2     | 1     | 0      | -    | 3          | 0                            | 5     | 0     | 0      | -     | 5          | 1                          | 2     | 0     | 0      | -     | 3          | 18         |
| % Buses                 | 0.0                          | 0.7   | 2.1   | -      | -     | 0.7        | 0.0                        | 4.9   | 1.6   | -      | -    | 1.8        | 0.0                          | 0.7   | 0.0   | -      | -     | 0.6        | 1.7                        | 4.8   | 0.0   | -      | -     | 1.6        | 0.9        |
| Trucks                  | 1                            | 12    | 1     | 0      | -     | 14         | 1                          | 0     | 0     | 0      | -    | 1          | 0                            | 6     | 1     | 0      | -     | 7          | 1                          | 1     | 2     | 0      | -     | 4          | 26         |
| % Trucks                | 1.6                          | 1.4   | 2.1   | -      | -     | 1.5        | 1.5                        | 0.0   | 0.0   | -      | -    | 0.6        | 0.0                          | 0.8   | 2.3   | -      | -     | 0.9        | 1.7                        | 2.4   | 2.3   | -      | -     | 2.1        | 1.2        |
| Bicycles on Road        | 0                            | 0     | 0     | 0      | -     | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 0                            | 0     | 0     | 0      | -     | 0          | 0                          | 0     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                          | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                          | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                            | -     | -     | -      | 0     | -          | -                          | -     | -     | -      | 0    | -          | -                            | -     | -     | -      | 0     | -          | -                          | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                            | -     | -     | -      | 0.0   | -          | -                          | -     | -     | -      | -    | -          | -                            | -     | -     | -      | 0.0   | -          | -                          | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                            | -     | -     | -      | 4     | -          | -                          | -     | -     | -      | 0    | -          | -                            | -     | -     | -      | 1     | -          | -                          | -     | -     | -      | 4     | -          | -          |
| % Pedestrians           | -                            | -     | -     | -      | 100.0 | -          | -                          | -     | -     | -      | -    | -          | -                            | -     | -     | -      | 100.0 | -          | -                          | -     | -     | -      | 100.0 | -          | -          |



The City of Red Deer  
4914 – 48 Avenue

Red Deer, Alberta, Canada T4N 3T4  
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CORD

Count Name: 39 Street - 30 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-12-2025  
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Turning Movement Peak Hour Data Plot (11:45 AM)



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### Turning Movement Peak Hour Data (4:30 PM)

| Start Time              | Southbound St.<br>Southbound |       |       |        |       |            | Westbound St.<br>Westbound |       |       |        |      |            | Northbound St.<br>Northbound |       |       |        |       |            | Eastbound St.<br>Eastbound |       |       |        |      |            | Int. Total |
|-------------------------|------------------------------|-------|-------|--------|-------|------------|----------------------------|-------|-------|--------|------|------------|------------------------------|-------|-------|--------|-------|------------|----------------------------|-------|-------|--------|------|------------|------------|
|                         | Left                         | Thru  | Right | U-Turn | Peds  | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                         | Thru  | Right | U-Turn | Peds  | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total |            |
| 4:30 PM                 | 23                           | 305   | 16    | 0      | 0     | 344        | 18                         | 12    | 20    | 0      | 0    | 50         | 9                            | 276   | 13    | 0      | 0     | 298        | 26                         | 28    | 11    | 0      | 1    | 65         | 757        |
| 4:45 PM                 | 38                           | 261   | 7     | 1      | 0     | 307        | 17                         | 21    | 13    | 0      | 0    | 51         | 10                           | 222   | 27    | 0      | 0     | 259        | 10                         | 32    | 14    | 0      | 1    | 56         | 673        |
| 5:00 PM                 | 33                           | 301   | 17    | 0      | 1     | 351        | 29                         | 18    | 23    | 0      | 0    | 70         | 18                           | 232   | 24    | 0      | 0     | 274        | 13                         | 18    | 16    | 0      | 2    | 47         | 742        |
| 5:15 PM                 | 28                           | 281   | 16    | 0      | 0     | 325        | 24                         | 17    | 15    | 0      | 0    | 56         | 14                           | 214   | 34    | 0      | 1     | 262        | 23                         | 19    | 13    | 0      | 3    | 55         | 698        |
| Total                   | 122                          | 1148  | 56    | 1      | 1     | 1327       | 88                         | 68    | 71    | 0      | 0    | 227        | 51                           | 944   | 98    | 0      | 1     | 1093       | 72                         | 97    | 54    | 0      | 7    | 223        | 2870       |
| Approach %              | 9.2                          | 86.5  | 4.2   | 0.1    | -     | -          | 38.8                       | 30.0  | 31.3  | 0.0    | -    | -          | 4.7                          | 86.4  | 9.0   | 0.0    | -     | -          | 32.3                       | 43.5  | 24.2  | 0.0    | -    | -          | -          |
| Total %                 | 4.3                          | 40.0  | 2.0   | 0.0    | -     | 46.2       | 3.1                        | 2.4   | 2.5   | 0.0    | -    | 7.9        | 1.8                          | 32.9  | 3.4   | 0.0    | -     | 38.1       | 2.5                        | 3.4   | 1.9   | 0.0    | -    | 7.8        | -          |
| PHF                     | 0.803                        | 0.941 | 0.824 | 0.250  | -     | 0.945      | 0.759                      | 0.810 | 0.772 | 0.000  | -    | 0.811      | 0.708                        | 0.855 | 0.721 | 0.000  | -     | 0.917      | 0.692                      | 0.758 | 0.844 | 0.000  | -    | 0.858      | 0.948      |
| Lights                  | 122                          | 1141  | 56    | 1      | -     | 1320       | 88                         | 66    | 71    | 0      | -    | 225        | 51                           | 938   | 98    | 0      | -     | 1087       | 72                         | 96    | 54    | 0      | -    | 222        | 2854       |
| % Lights                | 100.0                        | 99.4  | 100.0 | 100.0  | -     | 99.5       | 100.0                      | 97.1  | 100.0 | -      | -    | 99.1       | 100.0                        | 99.4  | 100.0 | -      | -     | 99.5       | 100.0                      | 99.0  | 100.0 | -      | -    | 99.6       | 99.4       |
| Buses                   | 0                            | 4     | 0     | 0      | -     | 4          | 0                          | 2     | 0     | 0      | -    | 2          | 0                            | 2     | 0     | 0      | -     | 2          | 0                          | 1     | 0     | 0      | -    | 1          | 9          |
| % Buses                 | 0.0                          | 0.3   | 0.0   | 0.0    | -     | 0.3        | 0.0                        | 2.9   | 0.0   | -      | -    | 0.9        | 0.0                          | 0.2   | 0.0   | -      | -     | 0.2        | 0.0                        | 1.0   | 0.0   | -      | -    | 0.4        | 0.3        |
| Trucks                  | 0                            | 3     | 0     | 0      | -     | 3          | 0                          | 0     | 0     | 0      | -    | 0          | 0                            | 4     | 0     | 0      | -     | 4          | 0                          | 0     | 0     | 0      | -    | 0          | 7          |
| % Trucks                | 0.0                          | 0.3   | 0.0   | 0.0    | -     | 0.2        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                          | 0.4   | 0.0   | -      | -     | 0.4        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.2        |
| Bicycles on Road        | 0                            | 0     | 0     | 0      | -     | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 0                            | 0     | 0     | 0      | -     | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                          | 0.0   | 0.0   | 0.0    | -     | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                          | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                            | -     | -     | -      | 1     | -          | -                          | -     | -     | -      | 0    | -          | -                            | -     | -     | -      | 0     | -          | -                          | -     | -     | -      | 1    | -          | -          |
| % Bicycles on Crosswalk | -                            | -     | -     | -      | 100.0 | -          | -                          | -     | -     | -      | -    | -          | -                            | -     | -     | -      | 0.0   | -          | -                          | -     | -     | -      | 14.3 | -          | -          |
| Pedestrians             | -                            | -     | -     | -      | 0     | -          | -                          | -     | -     | -      | 0    | -          | -                            | -     | -     | -      | 1     | -          | -                          | -     | -     | -      | 6    | -          | -          |
| % Pedestrians           | -                            | -     | -     | -      | 0.0   | -          | -                          | -     | -     | -      | -    | -          | -                            | -     | -     | -      | 100.0 | -          | -                          | -     | -     | -      | 85.7 | -          | -          |



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