



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

Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
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       | 1                            | 22   | 3     | 0      | 1    | 26         | 7                          | 1    | 0     | 0      | 1    | 8          | 12                           | 18   | 3     | 0      | 0    | 33         | 6                          | 3    | 8     | 0      | 0    | 17         | 84         |
| 7:15 AM       | 1                            | 32   | 4     | 0      | 1    | 37         | 4                          | 7    | 4     | 0      | 0    | 15         | 11                           | 26   | 4     | 0      | 0    | 41         | 2                          | 8    | 17    | 0      | 0    | 27         | 120        |
| 7:30 AM       | 2                            | 46   | 7     | 0      | 6    | 55         | 5                          | 6    | 5     | 0      | 2    | 16         | 10                           | 44   | 10    | 0      | 0    | 64         | 2                          | 4    | 26    | 0      | 1    | 32         | 167        |
| 7:45 AM       | 2                            | 64   | 7     | 0      | 7    | 73         | 5                          | 4    | 6     | 0      | 4    | 15         | 15                           | 46   | 13    | 0      | 0    | 74         | 5                          | 15   | 31    | 0      | 2    | 51         | 213        |
| Hourly Total  | 6                            | 164  | 21    | 0      | 15   | 191        | 21                         | 18   | 15    | 0      | 7    | 54         | 48                           | 134  | 30    | 0      | 0    | 212        | 15                         | 30   | 82    | 0      | 3    | 127        | 584        |
| 8:00 AM       | 2                            | 62   | 5     | 0      | 4    | 69         | 8                          | 6    | 3     | 0      | 1    | 17         | 12                           | 46   | 12    | 0      | 0    | 70         | 3                          | 6    | 18    | 0      | 1    | 27         | 183        |
| 8:15 AM       | 1                            | 57   | 5     | 0      | 1    | 63         | 6                          | 11   | 4     | 0      | 0    | 21         | 5                            | 49   | 10    | 0      | 0    | 64         | 6                          | 4    | 24    | 0      | 0    | 34         | 182        |
| 8:30 AM       | 2                            | 67   | 13    | 0      | 5    | 82         | 6                          | 3    | 6     | 0      | 0    | 15         | 13                           | 44   | 13    | 0      | 0    | 70         | 4                          | 10   | 25    | 0      | 4    | 39         | 206        |
| 8:45 AM       | 1                            | 52   | 7     | 0      | 2    | 60         | 5                          | 5    | 3     | 0      | 1    | 13         | 14                           | 30   | 14    | 0      | 0    | 58         | 4                          | 8    | 11    | 0      | 0    | 23         | 154        |
| Hourly Total  | 6                            | 238  | 30    | 0      | 12   | 274        | 25                         | 25   | 16    | 0      | 2    | 66         | 44                           | 169  | 49    | 0      | 0    | 262        | 17                         | 28   | 78    | 0      | 5    | 123        | 725        |
| *** BREAK *** | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| 11:30 AM      | 2                            | 35   | 6     | 0      | 3    | 43         | 2                          | 5    | 1     | 0      | 0    | 8          | 12                           | 39   | 10    | 0      | 0    | 61         | 6                          | 5    | 15    | 0      | 4    | 26         | 138        |
| 11:45 AM      | 2                            | 44   | 12    | 0      | 1    | 58         | 5                          | 5    | 6     | 0      | 1    | 16         | 13                           | 36   | 18    | 0      | 0    | 67         | 4                          | 12   | 11    | 0      | 2    | 27         | 168        |
| Hourly Total  | 4                            | 79   | 18    | 0      | 4    | 101        | 7                          | 10   | 7     | 0      | 1    | 24         | 25                           | 75   | 28    | 0      | 0    | 128        | 10                         | 17   | 26    | 0      | 6    | 53         | 306        |
| 12:00 PM      | 1                            | 42   | 11    | 0      | 5    | 54         | 7                          | 12   | 3     | 0      | 0    | 22         | 17                           | 40   | 20    | 0      | 0    | 77         | 2                          | 11   | 18    | 0      | 6    | 31         | 184        |
| 12:15 PM      | 0                            | 43   | 15    | 1      | 2    | 59         | 4                          | 12   | 10    | 0      | 0    | 26         | 10                           | 30   | 18    | 0      | 0    | 58         | 5                          | 9    | 16    | 0      | 4    | 30         | 173        |
| 12:30 PM      | 2                            | 33   | 8     | 0      | 3    | 43         | 6                          | 6    | 5     | 0      | 2    | 17         | 9                            | 24   | 17    | 0      | 0    | 50         | 6                          | 8    | 15    | 0      | 2    | 29         | 139        |
| 12:45 PM      | 2                            | 60   | 14    | 0      | 2    | 76         | 6                          | 9    | 6     | 0      | 3    | 21         | 18                           | 40   | 19    | 0      | 0    | 77         | 8                          | 6    | 19    | 0      | 1    | 33         | 207        |
| Hourly Total  | 5                            | 178  | 48    | 1      | 12   | 232        | 23                         | 39   | 24    | 0      | 5    | 86         | 54                           | 134  | 74    | 0      | 0    | 262        | 21                         | 34   | 68    | 0      | 13   | 123        | 703        |
| 1:00 PM       | 4                            | 29   | 9     | 0      | 3    | 42         | 6                          | 11   | 0     | 0      | 0    | 17         | 13                           | 40   | 12    | 0      | 0    | 65         | 6                          | 14   | 12    | 0      | 3    | 32         | 156        |
| 1:15 PM       | 3                            | 45   | 9     | 0      | 2    | 57         | 5                          | 11   | 3     | 0      | 0    | 19         | 8                            | 37   | 16    | 0      | 0    | 61         | 5                          | 9    | 16    | 0      | 2    | 30         | 167        |
| *** BREAK *** | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 7                            | 74   | 18    | 0      | 5    | 99         | 11                         | 22   | 3     | 0      | 0    | 36         | 21                           | 77   | 28    | 0      | 0    | 126        | 11                         | 23   | 28    | 0      | 5    | 62         | 323        |
| 3:00 PM       | 5                            | 55   | 7     | 0      | 2    | 67         | 3                          | 10   | 1     | 0      | 5    | 14         | 18                           | 47   | 19    | 0      | 0    | 84         | 4                          | 11   | 12    | 0      | 1    | 27         | 192        |
| 3:15 PM       | 10                           | 65   | 20    | 0      | 5    | 95         | 7                          | 14   | 5     | 0      | 6    | 26         | 15                           | 55   | 17    | 0      | 0    | 87         | 4                          | 14   | 17    | 0      | 3    | 35         | 243        |
| 3:30 PM       | 3                            | 59   | 10    | 0      | 12   | 72         | 9                          | 8    | 4     | 0      | 2    | 21         | 21                           | 62   | 20    | 0      | 0    | 103        | 4                          | 4    | 11    | 0      | 10   | 19         | 215        |
| 3:45 PM       | 4                            | 44   | 15    | 0      | 9    | 63         | 7                          | 12   | 3     | 0      | 0    | 22         | 12                           | 41   | 14    | 0      | 0    | 67         | 4                          | 19   | 22    | 0      | 2    | 45         | 197        |
| Hourly Total  | 22                           | 223  | 52    | 0      | 28   | 297        | 26                         | 44   | 13    | 0      | 13   | 83         | 66                           | 205  | 70    | 0      | 0    | 341        | 16                         | 48   | 62    | 0      | 16   | 126        | 847        |
| 4:00 PM       | 0                            | 41   | 16    | 0      | 3    | 57         | 4                          | 16   | 4     | 0      | 3    | 24         | 11                           | 61   | 16    | 0      | 0    | 88         | 7                          | 10   | 16    | 0      | 5    | 33         | 202        |
| 4:15 PM       | 10                           | 57   | 13    | 0      | 4    | 80         | 6                          | 15   | 7     | 0      | 2    | 28         | 18                           | 46   | 19    | 0      | 0    | 83         | 4                          | 10   | 18    | 0      | 0    | 32         | 223        |
| 4:30 PM       | 2                            | 51   | 4     | 0      | 12   | 57         | 7                          | 13   | 2     | 0      | 4    | 22         | 21                           | 50   | 24    | 0      | 0    | 95         | 8                          | 12   | 20    | 0      | 6    | 40         | 214        |
| 4:45 PM       | 2                            | 66   | 25    | 0      | 5    | 93         | 11                         | 14   | 7     | 0      | 5    | 32         | 16                           | 54   | 21    | 0      | 0    | 91         | 9                          | 14   | 24    | 0      | 6    | 47         | 263        |
| Hourly Total  | 14                           | 215  | 58    | 0      | 24   | 287        | 28                         | 58   | 20    | 0      | 14   | 106        | 66                           | 211  | 80    | 0      | 0    | 357        | 28                         | 46   | 78    | 0      | 17   | 152        | 902        |
| 5:00 PM       | 9                            | 55   | 12    | 0      | 4    | 76         | 7                          | 13   | 6     | 0      | 4    | 26         | 16                           | 49   | 28    | 0      | 2    | 93         | 5                          | 11   | 22    | 0      | 2    | 38         | 233        |

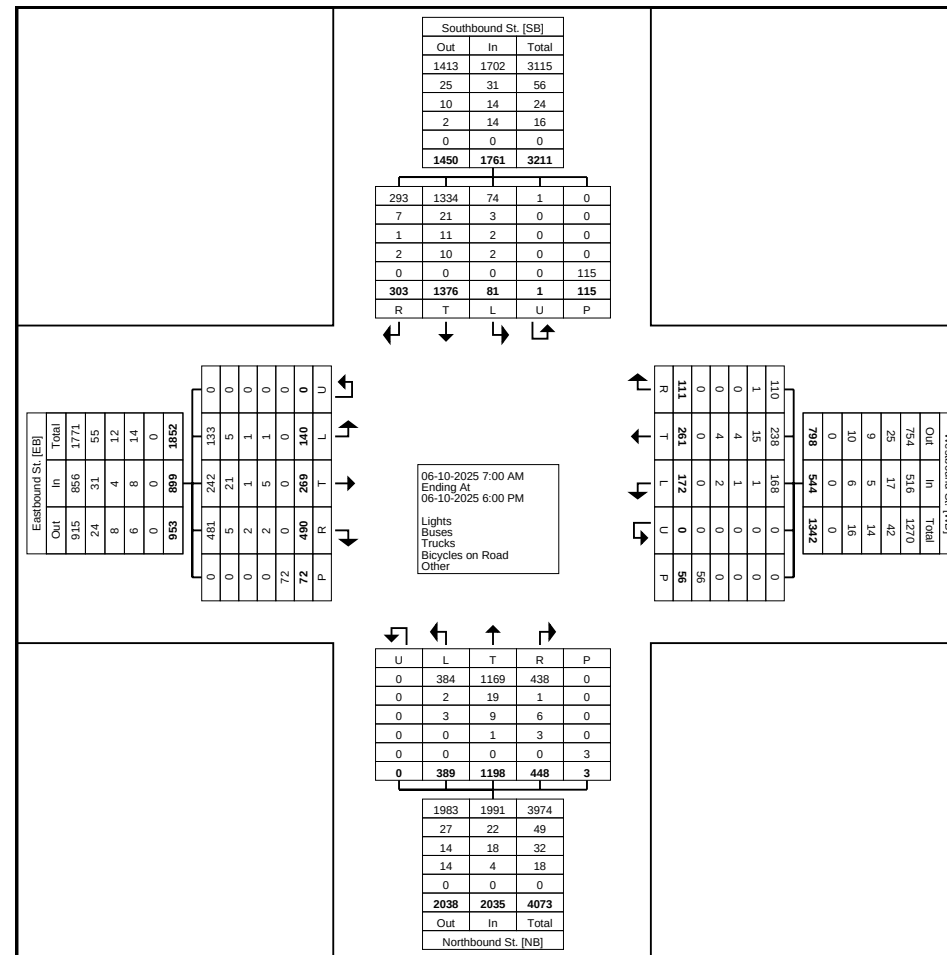
|                         |      |      |      |       |      |      |      |      |      |     |      |      |      |      |      |     |      |      |      |      |      |     |      |      |      |
|-------------------------|------|------|------|-------|------|------|------|------|------|-----|------|------|------|------|------|-----|------|------|------|------|------|-----|------|------|------|
| 5:15 PM                 | 3    | 52   | 12   | 0     | 3    | 67   | 8    | 12   | 3    | 0   | 4    | 23   | 19   | 53   | 23   | 0   | 0    | 95   | 6    | 11   | 12   | 0   | 2    | 29   | 214  |
| 5:30 PM                 | 4    | 52   | 18   | 0     | 2    | 74   | 3    | 11   | 4    | 0   | 2    | 18   | 18   | 46   | 24   | 0   | 1    | 88   | 6    | 11   | 21   | 0   | 1    | 38   | 218  |
| 5:45 PM                 | 1    | 46   | 16   | 0     | 6    | 63   | 13   | 9    | 0    | 0   | 4    | 22   | 12   | 45   | 14   | 0   | 0    | 71   | 5    | 10   | 13   | 0   | 2    | 28   | 184  |
| Hourly Total            | 17   | 205  | 58   | 0     | 15   | 280  | 31   | 45   | 13   | 0   | 14   | 89   | 65   | 193  | 89   | 0   | 3    | 347  | 22   | 43   | 68   | 0   | 7    | 133  | 849  |
| Grand Total             | 81   | 1376 | 303  | 1     | 115  | 1761 | 172  | 261  | 111  | 0   | 56   | 544  | 389  | 1198 | 448  | 0   | 3    | 2035 | 140  | 269  | 490  | 0   | 72   | 899  | 5239 |
| Approach %              | 4.6  | 78.1 | 17.2 | 0.1   | -    | -    | 31.6 | 48.0 | 20.4 | 0.0 | -    | -    | 19.1 | 58.9 | 22.0 | 0.0 | -    | -    | 15.6 | 29.9 | 54.5 | 0.0 | -    | -    | -    |
| Total %                 | 1.5  | 26.3 | 5.8  | 0.0   | -    | 33.6 | 3.3  | 5.0  | 2.1  | 0.0 | -    | 10.4 | 7.4  | 22.9 | 8.6  | 0.0 | -    | 38.8 | 2.7  | 5.1  | 9.4  | 0.0 | -    | 17.2 | -    |
| Lights                  | 74   | 1334 | 293  | 1     | -    | 1702 | 168  | 238  | 110  | 0   | -    | 516  | 384  | 1169 | 438  | 0   | -    | 1991 | 133  | 242  | 481  | 0   | -    | 856  | 5065 |
| % Lights                | 91.4 | 96.9 | 96.7 | 100.0 | -    | 96.6 | 97.7 | 91.2 | 99.1 | -   | -    | 94.9 | 98.7 | 97.6 | 97.8 | -   | -    | 97.8 | 95.0 | 90.0 | 98.2 | -   | -    | 95.2 | 96.7 |
| Buses                   | 3    | 21   | 7    | 0     | -    | 31   | 1    | 15   | 1    | 0   | -    | 17   | 2    | 19   | 1    | 0   | -    | 22   | 5    | 21   | 5    | 0   | -    | 31   | 101  |
| % Buses                 | 3.7  | 1.5  | 2.3  | 0.0   | -    | 1.8  | 0.6  | 5.7  | 0.9  | -   | -    | 3.1  | 0.5  | 1.6  | 0.2  | -   | -    | 1.1  | 3.6  | 7.8  | 1.0  | -   | -    | 3.4  | 1.9  |
| Trucks                  | 2    | 11   | 1    | 0     | -    | 14   | 1    | 4    | 0    | 0   | -    | 5    | 3    | 9    | 6    | 0   | -    | 18   | 1    | 1    | 2    | 0   | -    | 4    | 41   |
| % Trucks                | 2.5  | 0.8  | 0.3  | 0.0   | -    | 0.8  | 0.6  | 1.5  | 0.0  | -   | -    | 0.9  | 0.8  | 0.8  | 1.3  | -   | -    | 0.9  | 0.7  | 0.4  | 0.4  | -   | -    | 0.4  | 0.8  |
| Bicycles on Road        | 2    | 10   | 2    | 0     | -    | 14   | 2    | 4    | 0    | 0   | -    | 6    | 0    | 1    | 3    | 0   | -    | 4    | 1    | 5    | 2    | 0   | -    | 8    | 32   |
| % Bicycles on Road      | 2.5  | 0.7  | 0.7  | 0.0   | -    | 0.8  | 1.2  | 1.5  | 0.0  | -   | -    | 1.1  | 0.0  | 0.1  | 0.7  | -   | -    | 0.2  | 0.7  | 1.9  | 0.4  | -   | -    | 0.9  | 0.6  |
| Bicycles on Crosswalk   | -    | -    | -    | -     | 17   | -    | -    | -    | -    | -   | 16   | -    | -    | -    | -    | -   | 1    | -    | -    | -    | -    | -   | 7    | -    | -    |
| % Bicycles on Crosswalk | -    | -    | -    | -     | 14.8 | -    | -    | -    | -    | -   | 28.6 | -    | -    | -    | -    | -   | 33.3 | -    | -    | -    | -    | -   | 9.7  | -    | -    |
| Pedestrians             | -    | -    | -    | -     | 98   | -    | -    | -    | -    | -   | 40   | -    | -    | -    | -    | -   | 2    | -    | -    | -    | -    | -   | 65   | -    | -    |
| % Pedestrians           | -    | -    | -    | -     | 85.2 | -    | -    | -    | -    | -   | 71.4 | -    | -    | -    | -    | -   | 66.7 | -    | -    | -    | -    | -   | 90.3 | -    | -    |



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Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
Page No: 3





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Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
Page No: 4

### Turning Movement Peak Hour Data (7:45 AM)

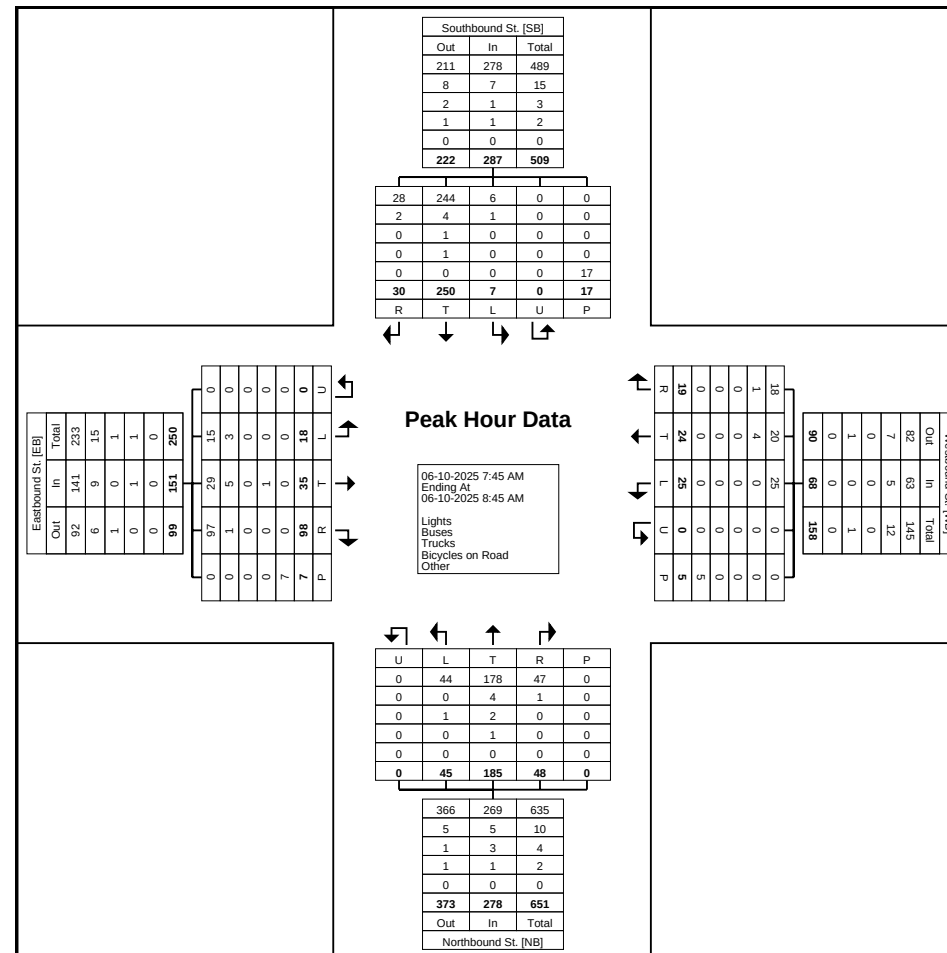
[illegible]



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Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
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Turning Movement Peak Hour Data Plot (7:45 AM)



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CORD

Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
Page No: 6

### Turning Movement Peak Hour Data (12:00 PM)

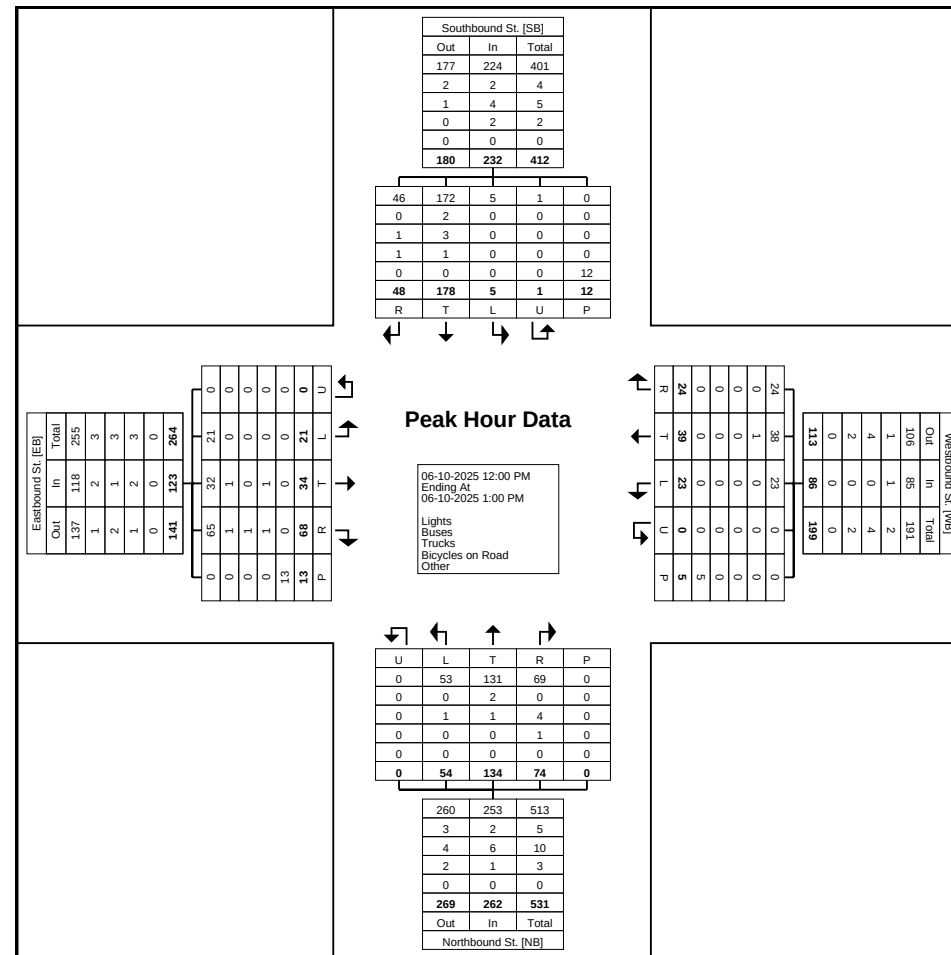
[illegible]



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Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
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Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
Page No: 8

### Turning Movement Peak Hour Data (4:15 PM)

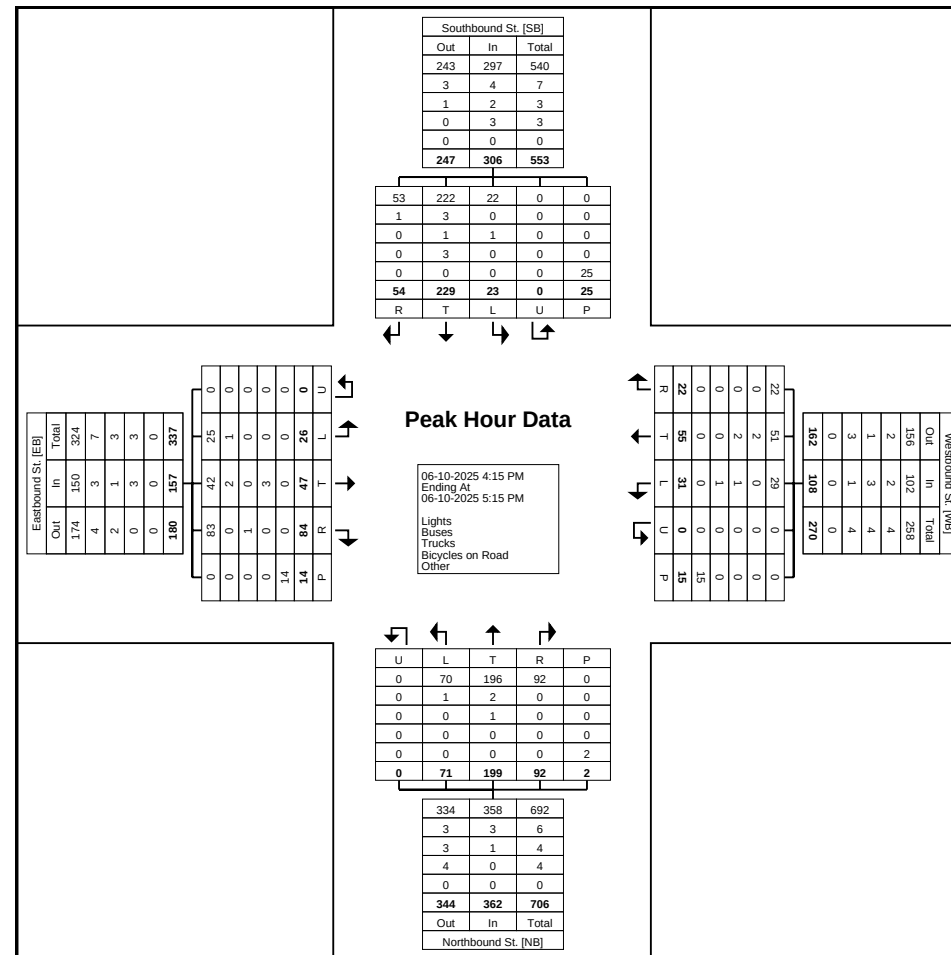
| Start Time              | Southbound St.<br>Southbound |       |       |        |      |            | Westbound St.<br>Westbound |       |       |        |      |            | Northbound St.<br>Northbound |       |       |        |       |            | Eastbound St.<br>Eastbound |       |       |        |      |            | 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 |            |
| 4:15 PM                 | 10                           | 57    | 13    | 0      | 4    | 80         | 6                          | 15    | 7     | 0      | 2    | 28         | 18                           | 46    | 19    | 0      | 0     | 83         | 4                          | 10    | 18    | 0      | 0    | 32         | 223        |
| 4:30 PM                 | 2                            | 51    | 4     | 0      | 12   | 57         | 7                          | 13    | 2     | 0      | 4    | 22         | 21                           | 50    | 24    | 0      | 0     | 95         | 8                          | 12    | 20    | 0      | 6    | 40         | 214        |
| 4:45 PM                 | 2                            | 66    | 25    | 0      | 5    | 93         | 11                         | 14    | 7     | 0      | 5    | 32         | 16                           | 54    | 21    | 0      | 0     | 91         | 9                          | 14    | 24    | 0      | 6    | 47         | 263        |
| 5:00 PM                 | 9                            | 55    | 12    | 0      | 4    | 76         | 7                          | 13    | 6     | 0      | 4    | 26         | 16                           | 49    | 28    | 0      | 2     | 93         | 5                          | 11    | 22    | 0      | 2    | 38         | 233        |
| Total                   | 23                           | 229   | 54    | 0      | 25   | 306        | 31                         | 55    | 22    | 0      | 15   | 108        | 71                           | 199   | 92    | 0      | 2     | 362        | 26                         | 47    | 84    | 0      | 14   | 157        | 933        |
| Approach %              | 7.5                          | 74.8  | 17.6  | 0.0    | -    | -          | 28.7                       | 50.9  | 20.4  | 0.0    | -    | -          | 19.6                         | 55.0  | 25.4  | 0.0    | -     | -          | 16.6                       | 29.9  | 53.5  | 0.0    | -    | -          | -          |
| Total %                 | 2.5                          | 24.5  | 5.8   | 0.0    | -    | 32.8       | 3.3                        | 5.9   | 2.4   | 0.0    | -    | 11.6       | 7.6                          | 21.3  | 9.9   | 0.0    | -     | 38.8       | 2.8                        | 5.0   | 9.0   | 0.0    | -    | 16.8       | -          |
| PHF                     | 0.575                        | 0.867 | 0.540 | 0.000  | -    | 0.823      | 0.705                      | 0.917 | 0.786 | 0.000  | -    | 0.844      | 0.845                        | 0.921 | 0.821 | 0.000  | -     | 0.953      | 0.722                      | 0.839 | 0.875 | 0.000  | -    | 0.835      | 0.887      |
| Lights                  | 22                           | 222   | 53    | 0      | -    | 297        | 29                         | 51    | 22    | 0      | -    | 102        | 70                           | 196   | 92    | 0      | -     | 358        | 25                         | 42    | 83    | 0      | -    | 150        | 907        |
| % Lights                | 95.7                         | 96.9  | 98.1  | -      | -    | 97.1       | 93.5                       | 92.7  | 100.0 | -      | -    | 94.4       | 98.6                         | 98.5  | 100.0 | -      | -     | 98.9       | 96.2                       | 89.4  | 98.8  | -      | -    | 95.5       | 97.2       |
| Buses                   | 0                            | 3     | 1     | 0      | -    | 4          | 0                          | 2     | 0     | 0      | -    | 2          | 1                            | 2     | 0     | 0      | -     | 3          | 1                          | 2     | 0     | 0      | -    | 3          | 12         |
| % Buses                 | 0.0                          | 1.3   | 1.9   | -      | -    | 1.3        | 0.0                        | 3.6   | 0.0   | -      | -    | 1.9        | 1.4                          | 1.0   | 0.0   | -      | -     | 0.8        | 3.8                        | 4.3   | 0.0   | -      | -    | 1.9        | 1.3        |
| Trucks                  | 1                            | 1     | 0     | 0      | -    | 2          | 1                          | 2     | 0     | 0      | -    | 3          | 0                            | 1     | 0     | 0      | -     | 1          | 0                          | 0     | 1     | 0      | -    | 1          | 7          |
| % Trucks                | 4.3                          | 0.4   | 0.0   | -      | -    | 0.7        | 3.2                        | 3.6   | 0.0   | -      | -    | 2.8        | 0.0                          | 0.5   | 0.0   | -      | -     | 0.3        | 0.0                        | 0.0   | 1.2   | -      | -    | 0.6        | 0.8        |
| Bicycles on Road        | 0                            | 3     | 0     | 0      | -    | 3          | 1                          | 0     | 0     | 0      | -    | 1          | 0                            | 0     | 0     | 0      | -     | 0          | 0                          | 3     | 0     | 0      | -    | 3          | 7          |
| % Bicycles on Road      | 0.0                          | 1.3   | 0.0   | -      | -    | 1.0        | 3.2                        | 0.0   | 0.0   | -      | -    | 0.9        | 0.0                          | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                        | 6.4   | 0.0   | -      | -    | 1.9        | 0.8        |
| Bicycles on Crosswalk   | -                            | -     | -     | -      | 4    | -          | -                          | -     | -     | -      | 4    | -          | -                            | -     | -     | -      | 0     | -          | -                          | -     | -     | -      | 3    | -          | -          |
| % Bicycles on Crosswalk | -                            | -     | -     | -      | 16.0 | -          | -                          | -     | -     | -      | 26.7 | -          | -                            | -     | -     | -      | 0.0   | -          | -                          | -     | -     | -      | 21.4 | -          | -          |
| Pedestrians             | -                            | -     | -     | -      | 21   | -          | -                          | -     | -     | -      | 11   | -          | -                            | -     | -     | -      | 2     | -          | -                          | -     | -     | -      | 11   | -          | -          |
| % Pedestrians           | -                            | -     | -     | -      | 84.0 | -          | -                          | -     | -     | -      | 73.3 | -          | -                            | -     | -     | -      | 100.0 | -          | -                          | -     | -     | -      | 78.6 | -          | -          |



The City of Red Deer  
4914 – 48 Avenue

Red Deer, Alberta, Canada T4N 3T4  
403- 342-8111 richard.silvestre@reddeer.ca  
CORD

Count Name: 63 Street - 59 Avenue - AM,  
NOON & PM  
Site Code:  
Start Date: 06-10-2025  
Page No: 9



Turning Movement Peak Hour Data Plot (4:15 PM)