



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

Count Name: 77 Street - Taylor Drive - AM,  
NOON, & PM  
Site Code:  
Start Date: 09-18-2025  
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       | 10                           | 24   | 7     | 0      | 0    | 41         | 11                         | 32   | 13    | 0      | 5    | 56         | 9                            | 36   | 18    | 0      | 0    | 63         | 8                          | 37   | 18    | 0      | 0    | 63         | 223        |
| 7:15 AM       | 21                           | 33   | 13    | 0      | 0    | 67         | 24                         | 46   | 33    | 0      | 4    | 103        | 7                            | 74   | 20    | 0      | 2    | 101        | 14                         | 48   | 16    | 0      | 0    | 78         | 349        |
| 7:30 AM       | 25                           | 47   | 21    | 0      | 0    | 93         | 30                         | 73   | 37    | 0      | 13   | 140        | 11                           | 91   | 34    | 0      | 2    | 136        | 12                         | 60   | 24    | 0      | 1    | 96         | 465        |
| 7:45 AM       | 50                           | 67   | 26    | 0      | 0    | 143        | 33                         | 68   | 36    | 0      | 6    | 137        | 15                           | 105  | 47    | 0      | 9    | 167        | 13                         | 82   | 24    | 0      | 3    | 119        | 566        |
| Hourly Total  | 106                          | 171  | 67    | 0      | 0    | 344        | 98                         | 219  | 119   | 0      | 28   | 436        | 42                           | 306  | 119   | 0      | 13   | 467        | 47                         | 227  | 82    | 0      | 4    | 356        | 1603       |
| 8:00 AM       | 44                           | 52   | 8     | 0      | 0    | 104        | 39                         | 56   | 25    | 0      | 2    | 120        | 21                           | 63   | 30    | 0      | 4    | 114        | 14                         | 70   | 27    | 0      | 0    | 111        | 449        |
| 8:15 AM       | 23                           | 56   | 13    | 0      | 0    | 92         | 44                         | 57   | 26    | 0      | 2    | 127        | 7                            | 42   | 23    | 0      | 5    | 72         | 10                         | 59   | 29    | 0      | 0    | 98         | 389        |
| 8:30 AM       | 26                           | 48   | 11    | 0      | 0    | 85         | 34                         | 42   | 18    | 0      | 2    | 94         | 20                           | 45   | 25    | 0      | 0    | 90         | 15                         | 45   | 27    | 0      | 0    | 87         | 356        |
| 8:45 AM       | 26                           | 38   | 6     | 0      | 0    | 70         | 23                         | 39   | 25    | 0      | 0    | 87         | 12                           | 51   | 24    | 0      | 1    | 87         | 6                          | 40   | 24    | 0      | 0    | 70         | 314        |
| Hourly Total  | 119                          | 194  | 38    | 0      | 0    | 351        | 140                        | 194  | 94    | 0      | 6    | 428        | 60                           | 201  | 102   | 0      | 10   | 363        | 45                         | 214  | 107   | 0      | 0    | 366        | 1508       |
| *** BREAK *** | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| 11:30 AM      | 33                           | 59   | 11    | 0      | 0    | 103        | 21                         | 48   | 18    | 0      | 0    | 87         | 13                           | 48   | 29    | 0      | 0    | 90         | 11                         | 45   | 14    | 0      | 0    | 70         | 350        |
| 11:45 AM      | 33                           | 60   | 13    | 0      | 0    | 106        | 17                         | 45   | 24    | 0      | 1    | 86         | 23                           | 54   | 36    | 0      | 1    | 113        | 14                         | 43   | 14    | 0      | 2    | 71         | 376        |
| Hourly Total  | 66                           | 119  | 24    | 0      | 0    | 209        | 38                         | 93   | 42    | 0      | 1    | 173        | 36                           | 102  | 65    | 0      | 1    | 203        | 25                         | 88   | 28    | 0      | 2    | 141        | 726        |
| 12:00 PM      | 42                           | 77   | 14    | 0      | 0    | 133        | 34                         | 49   | 24    | 0      | 0    | 107        | 10                           | 60   | 43    | 0      | 0    | 113        | 12                         | 43   | 22    | 0      | 0    | 77         | 430        |
| 12:15 PM      | 28                           | 61   | 20    | 0      | 2    | 109        | 36                         | 51   | 18    | 0      | 0    | 105        | 12                           | 73   | 28    | 0      | 0    | 113        | 19                         | 44   | 10    | 0      | 0    | 73         | 400        |
| 12:30 PM      | 26                           | 61   | 15    | 0      | 0    | 102        | 29                         | 43   | 25    | 0      | 1    | 97         | 13                           | 44   | 28    | 0      | 0    | 85         | 17                         | 38   | 17    | 0      | 0    | 72         | 356        |
| 12:45 PM      | 32                           | 40   | 14    | 0      | 0    | 86         | 23                         | 63   | 33    | 0      | 1    | 119        | 20                           | 59   | 31    | 0      | 0    | 110        | 19                         | 39   | 5     | 0      | 0    | 63         | 378        |
| Hourly Total  | 128                          | 239  | 63    | 0      | 2    | 430        | 122                        | 206  | 100   | 0      | 2    | 428        | 55                           | 236  | 130   | 0      | 0    | 421        | 67                         | 164  | 54    | 0      | 0    | 285        | 1564       |
| 1:00 PM       | 38                           | 54   | 13    | 0      | 0    | 105        | 23                         | 40   | 26    | 0      | 1    | 89         | 16                           | 35   | 36    | 0      | 2    | 87         | 13                         | 48   | 18    | 0      | 1    | 79         | 360        |
| 1:15 PM       | 29                           | 40   | 11    | 0      | 1    | 80         | 24                         | 41   | 28    | 0      | 1    | 93         | 14                           | 46   | 33    | 0      | 0    | 93         | 11                         | 40   | 6     | 0      | 0    | 57         | 323        |
| *** BREAK *** | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                            | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 67                           | 94   | 24    | 0      | 1    | 185        | 47                         | 81   | 54    | 0      | 2    | 182        | 30                           | 81   | 69    | 0      | 2    | 180        | 24                         | 88   | 24    | 0      | 1    | 136        | 683        |
| 3:00 PM       | 41                           | 64   | 7     | 0      | 1    | 112        | 39                         | 78   | 30    | 0      | 1    | 147        | 20                           | 62   | 39    | 0      | 11   | 121        | 9                          | 49   | 16    | 0      | 5    | 74         | 454        |
| 3:15 PM       | 28                           | 58   | 6     | 0      | 0    | 92         | 41                         | 60   | 27    | 0      | 1    | 128        | 25                           | 67   | 36    | 0      | 1    | 128        | 10                         | 58   | 12    | 0      | 0    | 80         | 428        |
| 3:30 PM       | 41                           | 65   | 22    | 0      | 1    | 128        | 38                         | 67   | 29    | 0      | 0    | 134        | 21                           | 62   | 41    | 0      | 2    | 124        | 8                          | 56   | 20    | 0      | 0    | 84         | 470        |
| 3:45 PM       | 32                           | 78   | 19    | 0      | 1    | 129        | 39                         | 54   | 23    | 0      | 3    | 116        | 30                           | 69   | 55    | 0      | 0    | 154        | 21                         | 55   | 21    | 0      | 0    | 97         | 496        |
| Hourly Total  | 142                          | 265  | 54    | 0      | 3    | 461        | 157                        | 259  | 109   | 0      | 5    | 525        | 96                           | 260  | 171   | 0      | 14   | 527        | 48                         | 218  | 69    | 0      | 5    | 335        | 1848       |
| 4:00 PM       | 41                           | 84   | 18    | 0      | 1    | 143        | 38                         | 60   | 26    | 0      | 2    | 124        | 16                           | 41   | 42    | 0      | 0    | 99         | 14                         | 56   | 18    | 0      | 1    | 88         | 454        |
| 4:15 PM       | 41                           | 78   | 19    | 0      | 0    | 138        | 33                         | 65   | 28    | 0      | 0    | 126        | 23                           | 45   | 37    | 0      | 1    | 105        | 10                         | 56   | 18    | 0      | 0    | 84         | 453        |
| 4:30 PM       | 63                           | 121  | 17    | 0      | 1    | 201        | 39                         | 49   | 29    | 0      | 3    | 117        | 22                           | 53   | 51    | 0      | 1    | 126        | 21                         | 66   | 18    | 0      | 1    | 105        | 549        |
| 4:45 PM       | 35                           | 92   | 19    | 0      | 2    | 146        | 38                         | 62   | 28    | 0      | 8    | 128        | 31                           | 55   | 43    | 0      | 4    | 129        | 14                         | 44   | 17    | 0      | 0    | 75         | 478        |
| Hourly Total  | 180                          | 375  | 73    | 0      | 4    | 628        | 148                        | 236  | 111   | 0      | 13   | 495        | 92                           | 194  | 173   | 0      | 6    | 459        | 59                         | 222  | 71    | 0      | 2    | 352        | 1934       |
| 5:00 PM       | 68                           | 125  | 16    | 0      | 0    | 209        | 42                         | 70   | 28    | 0      | 3    | 140        | 23                           | 49   | 50    | 0      | 0    | 122        | 15                         | 77   | 12    | 0      | 0    | 104        | 575        |

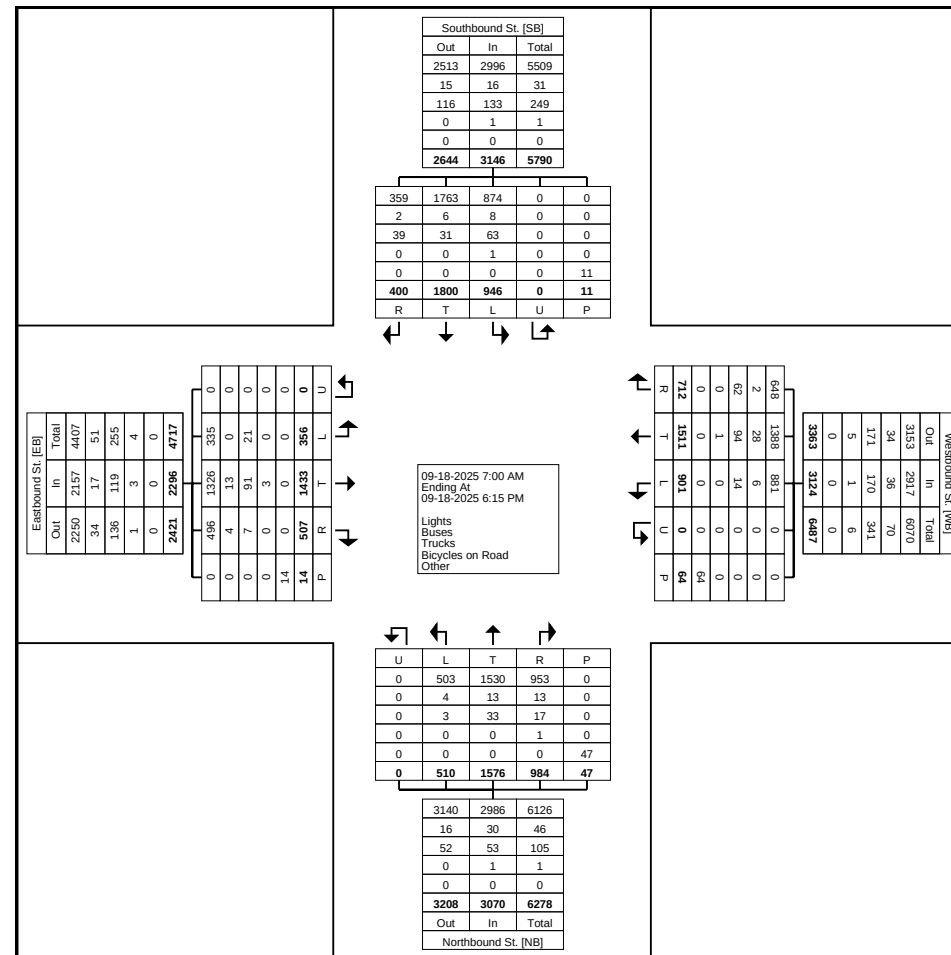
|                         |      |      |      |     |      |      |      |      |      |     |      |      |      |      |      |     |      |      |      |      |      |     |      |      |       |
|-------------------------|------|------|------|-----|------|------|------|------|------|-----|------|------|------|------|------|-----|------|------|------|------|------|-----|------|------|-------|
| 5:15 PM                 | 24   | 75   | 16   | 0   | 1    | 115  | 33   | 60   | 22   | 0   | 4    | 115  | 36   | 66   | 44   | 0   | 1    | 146  | 9    | 48   | 21   | 0   | 0    | 78   | 454   |
| 5:30 PM                 | 22   | 85   | 11   | 0   | 0    | 118  | 45   | 52   | 14   | 0   | 0    | 111  | 18   | 47   | 31   | 0   | 0    | 96   | 10   | 51   | 21   | 0   | 0    | 82   | 407   |
| 5:45 PM                 | 24   | 57   | 14   | 0   | 0    | 95   | 31   | 41   | 19   | 0   | 0    | 91   | 22   | 34   | 30   | 0   | 0    | 86   | 7    | 36   | 18   | 0   | 0    | 61   | 333   |
| Hourly Total            | 138  | 342  | 57   | 0   | 1    | 537  | 151  | 223  | 83   | 0   | 7    | 457  | 99   | 196  | 155  | 0   | 1    | 450  | 41   | 212  | 72   | 0   | 0    | 325  | 1769  |
| 6:00 PM                 | 0    | 1    | 0    | 0   | 0    | 1    | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0   | 0    | 0    | 1     |
| Grand Total             | 946  | 1800 | 400  | 0   | 11   | 3146 | 901  | 1511 | 712  | 0   | 64   | 3124 | 510  | 1576 | 984  | 0   | 47   | 3070 | 356  | 1433 | 507  | 0   | 14   | 2296 | 11636 |
| Approach %              | 30.1 | 57.2 | 12.7 | 0.0 | -    | -    | 28.8 | 48.4 | 22.8 | 0.0 | -    | -    | 16.6 | 51.3 | 32.1 | 0.0 | -    | -    | 15.5 | 62.4 | 22.1 | 0.0 | -    | -    | -     |
| Total %                 | 8.1  | 15.5 | 3.4  | 0.0 | -    | 27.0 | 7.7  | 13.0 | 6.1  | 0.0 | -    | 26.8 | 4.4  | 13.5 | 8.5  | 0.0 | -    | 26.4 | 3.1  | 12.3 | 4.4  | 0.0 | -    | 19.7 | -     |
| Lights                  | 874  | 1763 | 359  | 0   | -    | 2996 | 881  | 1388 | 648  | 0   | -    | 2917 | 503  | 1530 | 953  | 0   | -    | 2986 | 335  | 1326 | 496  | 0   | -    | 2157 | 11056 |
| % Lights                | 92.4 | 97.9 | 89.8 | -   | -    | 95.2 | 97.8 | 91.9 | 91.0 | -   | -    | 93.4 | 98.6 | 97.1 | 96.8 | -   | -    | 97.3 | 94.1 | 92.5 | 97.8 | -   | -    | 93.9 | 95.0  |
| Buses                   | 8    | 6    | 2    | 0   | -    | 16   | 6    | 28   | 2    | 0   | -    | 36   | 4    | 13   | 13   | 0   | -    | 30   | 0    | 13   | 4    | 0   | -    | 17   | 99    |
| % Buses                 | 0.8  | 0.3  | 0.5  | -   | -    | 0.5  | 0.7  | 1.9  | 0.3  | -   | -    | 1.2  | 0.8  | 0.8  | 1.3  | -   | -    | 1.0  | 0.0  | 0.9  | 0.8  | -   | -    | 0.7  | 0.9   |
| Trucks                  | 63   | 31   | 39   | 0   | -    | 133  | 14   | 94   | 62   | 0   | -    | 170  | 3    | 33   | 17   | 0   | -    | 53   | 21   | 91   | 7    | 0   | -    | 119  | 475   |
| % Trucks                | 6.7  | 1.7  | 9.8  | -   | -    | 4.2  | 1.6  | 6.2  | 8.7  | -   | -    | 5.4  | 0.6  | 2.1  | 1.7  | -   | -    | 1.7  | 5.9  | 6.4  | 1.4  | -   | -    | 5.2  | 4.1   |
| Bicycles on Road        | 1    | 0    | 0    | 0   | -    | 1    | 0    | 1    | 0    | 0   | -    | 1    | 0    | 0    | 1    | 0   | -    | 1    | 0    | 3    | 0    | 0   | -    | 3    | 6     |
| % Bicycles on Road      | 0.1  | 0.0  | 0.0  | -   | -    | 0.0  | 0.0  | 0.1  | 0.0  | -   | -    | 0.0  | 0.0  | 0.0  | 0.1  | -   | -    | 0.0  | 0.0  | 0.2  | 0.0  | -   | -    | 0.1  | 0.1   |
| Bicycles on Crosswalk   | -    | -    | -    | -   | 2    | -    | -    | -    | -    | -   | 12   | -    | -    | -    | -    | -   | 17   | -    | -    | -    | -    | -   | 1    | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -    | -   | 18.2 | -    | -    | -    | -    | -   | 18.8 | -    | -    | -    | -    | -   | 36.2 | -    | -    | -    | -    | -   | 7.1  | -    | -     |
| Pedestrians             | -    | -    | -    | -   | 9    | -    | -    | -    | -    | -   | 52   | -    | -    | -    | -    | -   | 30   | -    | -    | -    | -    | -   | 13   | -    | -     |
| % Pedestrians           | -    | -    | -    | -   | 81.8 | -    | -    | -    | -    | -   | 81.3 | -    | -    | -    | -    | -   | 63.8 | -    | -    | -    | -    | -   | 92.9 | -    | -     |



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Start Date: 09-18-2025  
Page No: 3



Turning Movement Data Plot



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Turning Movement Peak Hour Data (7:30 AM)

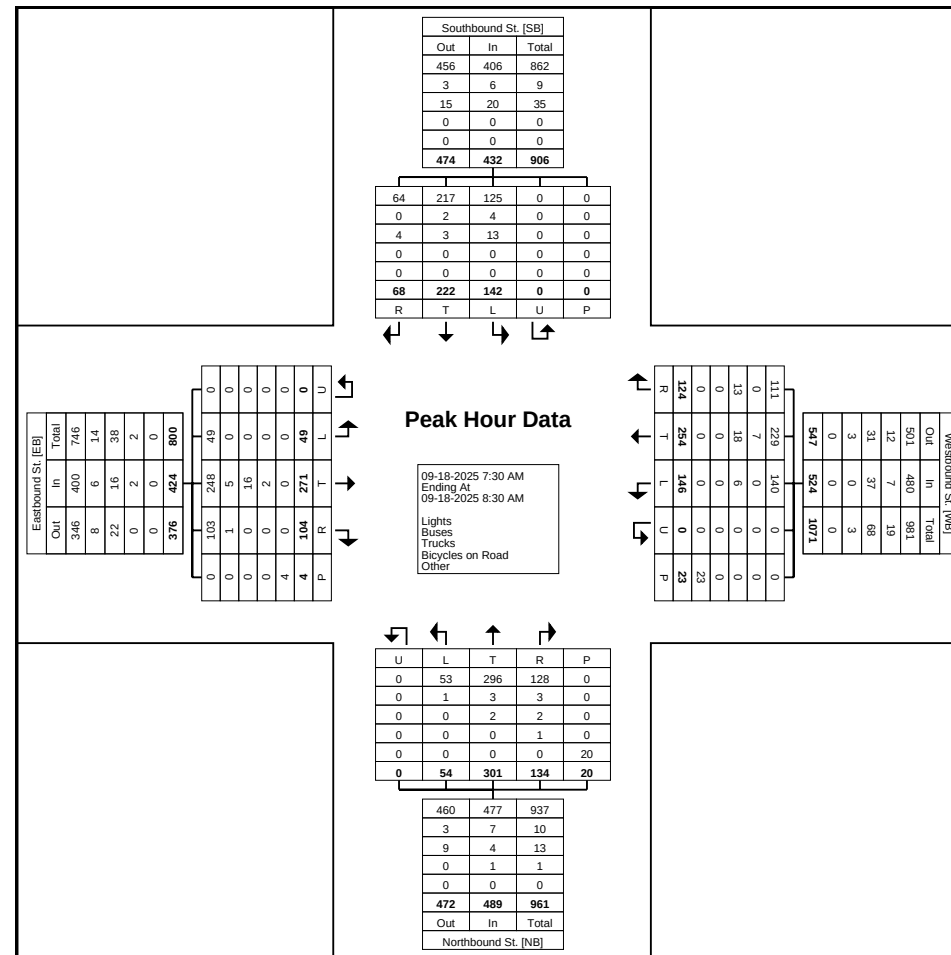
| Start Time              | Southbound St.<br>Southbound |       |       |        |      |            | Westbound St.<br>Westbound |       |       |        |      |            | Northbound St.<br>Northbound |       |       |        |      |            | Eastbound St.<br>Eastbound |       |       |        |      |            | 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 |            |
| 7:30 AM                 | 25                           | 47    | 21    | 0      | 0    | 93         | 30                         | 73    | 37    | 0      | 13   | 140        | 11                           | 91    | 34    | 0      | 2    | 136        | 12                         | 60    | 24    | 0      | 1    | 96         | 465        |
| 7:45 AM                 | 50                           | 67    | 26    | 0      | 0    | 143        | 33                         | 68    | 36    | 0      | 6    | 137        | 15                           | 105   | 47    | 0      | 9    | 167        | 13                         | 82    | 24    | 0      | 3    | 119        | 566        |
| 8:00 AM                 | 44                           | 52    | 8     | 0      | 0    | 104        | 39                         | 56    | 25    | 0      | 2    | 120        | 21                           | 63    | 30    | 0      | 4    | 114        | 14                         | 70    | 27    | 0      | 0    | 111        | 449        |
| 8:15 AM                 | 23                           | 56    | 13    | 0      | 0    | 92         | 44                         | 57    | 26    | 0      | 2    | 127        | 7                            | 42    | 23    | 0      | 5    | 72         | 10                         | 59    | 29    | 0      | 0    | 98         | 389        |
| Total                   | 142                          | 222   | 68    | 0      | 0    | 432        | 146                        | 254   | 124   | 0      | 23   | 524        | 54                           | 301   | 134   | 0      | 20   | 489        | 49                         | 271   | 104   | 0      | 4    | 424        | 1869       |
| Approach %              | 32.9                         | 51.4  | 15.7  | 0.0    | -    | -          | 27.9                       | 48.5  | 23.7  | 0.0    | -    | -          | 11.0                         | 61.6  | 27.4  | 0.0    | -    | -          | 11.6                       | 63.9  | 24.5  | 0.0    | -    | -          | -          |
| Total %                 | 7.6                          | 11.9  | 3.6   | 0.0    | -    | 23.1       | 7.8                        | 13.6  | 6.6   | 0.0    | -    | 28.0       | 2.9                          | 16.1  | 7.2   | 0.0    | -    | 26.2       | 2.6                        | 14.5  | 5.6   | 0.0    | -    | 22.7       | -          |
| PHF                     | 0.710                        | 0.828 | 0.654 | 0.000  | -    | 0.755      | 0.830                      | 0.870 | 0.838 | 0.000  | -    | 0.936      | 0.643                        | 0.717 | 0.713 | 0.000  | -    | 0.732      | 0.875                      | 0.826 | 0.897 | 0.000  | -    | 0.891      | 0.826      |
| Lights                  | 125                          | 217   | 64    | 0      | -    | 406        | 140                        | 229   | 111   | 0      | -    | 480        | 53                           | 296   | 128   | 0      | -    | 477        | 49                         | 248   | 103   | 0      | -    | 400        | 1763       |
| % Lights                | 88.0                         | 97.7  | 94.1  | -      | -    | 94.0       | 95.9                       | 90.2  | 89.5  | -      | -    | 91.6       | 98.1                         | 98.3  | 95.5  | -      | -    | 97.5       | 100.0                      | 91.5  | 99.0  | -      | -    | 94.3       | 94.3       |
| Buses                   | 4                            | 2     | 0     | 0      | -    | 6          | 0                          | 7     | 0     | 0      | -    | 7          | 1                            | 3     | 3     | 0      | -    | 7          | 0                          | 5     | 1     | 0      | -    | 6          | 26         |
| % Buses                 | 2.8                          | 0.9   | 0.0   | -      | -    | 1.4        | 0.0                        | 2.8   | 0.0   | -      | -    | 1.3        | 1.9                          | 1.0   | 2.2   | -      | -    | 1.4        | 0.0                        | 1.8   | 1.0   | -      | -    | 1.4        | 1.4        |
| Trucks                  | 13                           | 3     | 4     | 0      | -    | 20         | 6                          | 18    | 13    | 0      | -    | 37         | 0                            | 2     | 2     | 0      | -    | 4          | 0                          | 16    | 0     | 0      | -    | 16         | 77         |
| % Trucks                | 9.2                          | 1.4   | 5.9   | -      | -    | 4.6        | 4.1                        | 7.1   | 10.5  | -      | -    | 7.1        | 0.0                          | 0.7   | 1.5   | -      | -    | 0.8        | 0.0                        | 5.9   | 0.0   | -      | -    | 3.8        | 4.1        |
| Bicycles on Road        | 0                            | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 0                            | 0     | 1     | 0      | -    | 1          | 0                          | 2     | 0     | 0      | -    | 2          | 3          |
| % Bicycles on Road      | 0.0                          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                          | 0.0   | 0.7   | -      | -    | 0.2        | 0.0                        | 0.7   | 0.0   | -      | -    | 0.5        | 0.2        |
| Bicycles on Crosswalk   | -                            | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 1    | -          | -                            | -     | -     | -      | 6    | -          | -                          | -     | -     | -      | 1    | -          | -          |
| % Bicycles on Crosswalk | -                            | -     | -     | -      | -    | -          | -                          | -     | -     | -      | 4.3  | -          | -                            | -     | -     | -      | 30.0 | -          | -                          | -     | -     | -      | 25.0 | -          | -          |
| Pedestrians             | -                            | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 22   | -          | -                            | -     | -     | -      | 14   | -          | -                          | -     | -     | -      | 3    | -          | -          |
| % Pedestrians           | -                            | -     | -     | -      | -    | -          | -                          | -     | -     | -      | 95.7 | -          | -                            | -     | -     | -      | 70.0 | -          | -                          | -     | -     | -      | 75.0 | -          | -          |



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

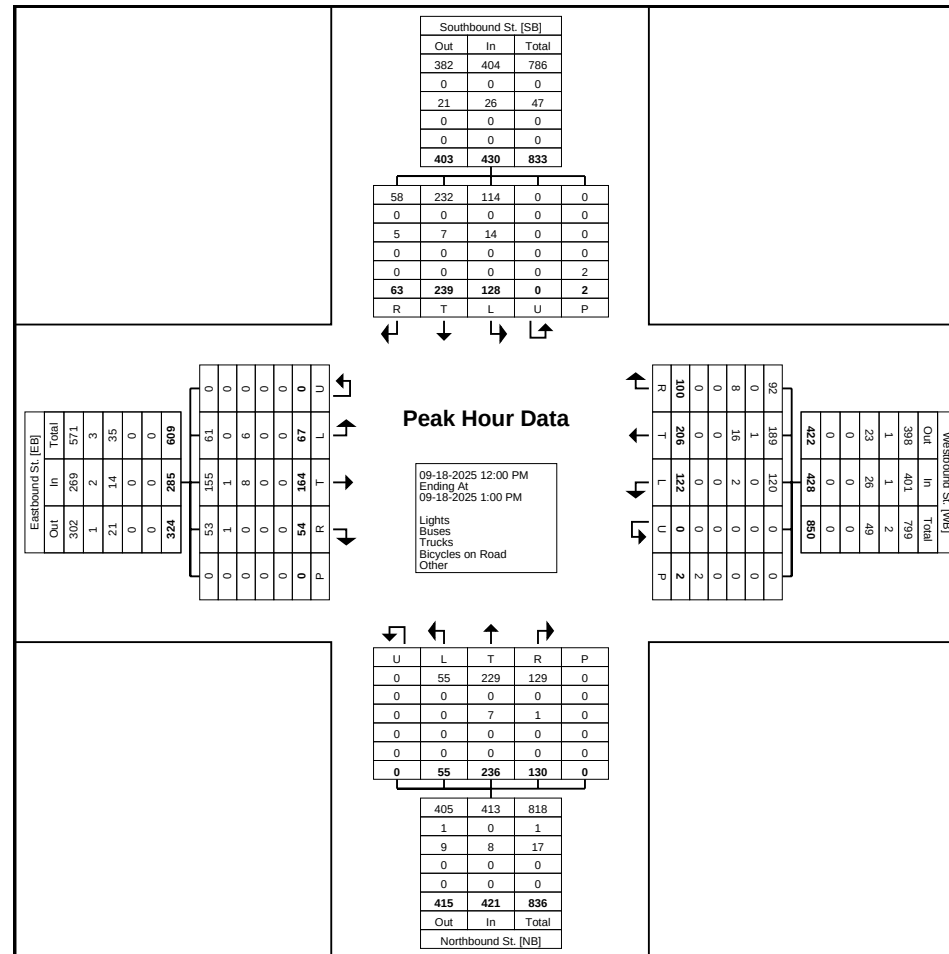
[illegible]



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4914 – 48 Avenue

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403- 342-8111 richard.silvestre@reddeer.ca  
CORD

Count Name: 77 Street - Taylor Drive - AM,  
NOON, & PM  
Site Code:  
Start Date: 09-18-2025  
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### Turning Movement Peak Hour Data (4:30 PM)

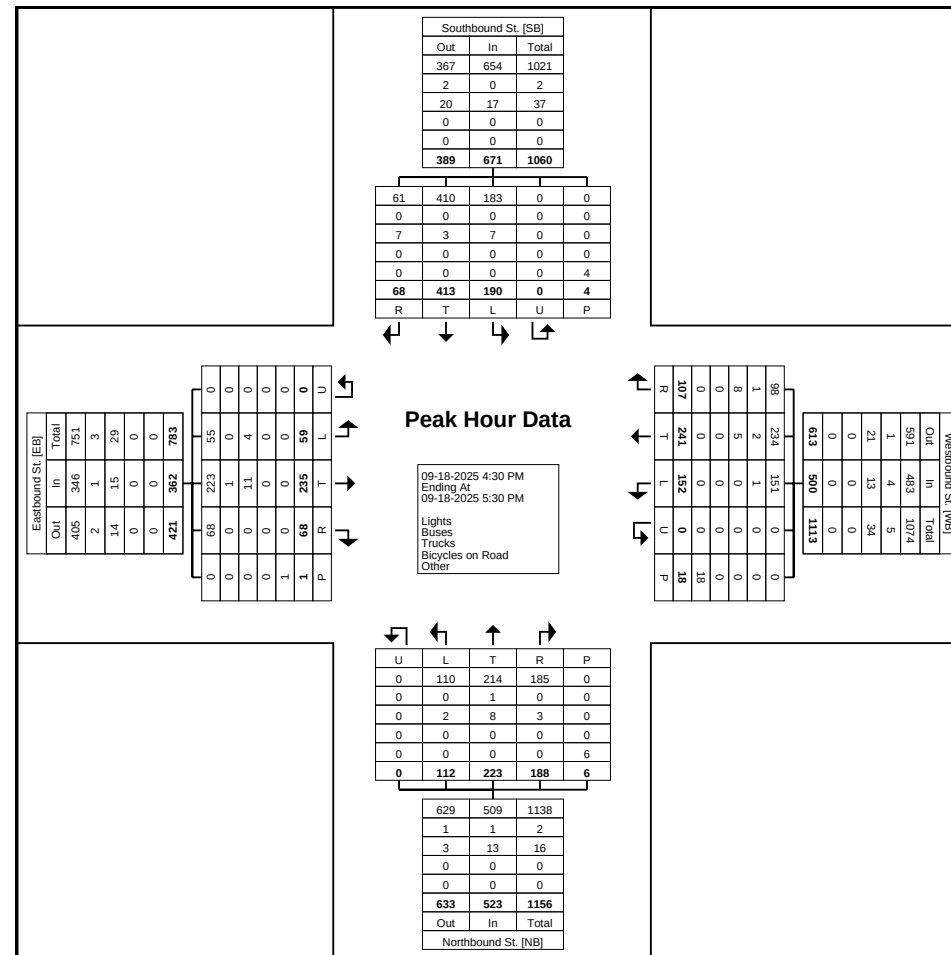
| Start Time              | Southbound St.<br>Southbound |       |       |        |       |            | Westbound St.<br>Westbound |       |       |        |      |            | Northbound St.<br>Northbound |       |       |        |      |            | Eastbound St.<br>Eastbound |       |       |        |       |            | 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                 | 63                           | 121   | 17    | 0      | 1     | 201        | 39                         | 49    | 29    | 0      | 3    | 117        | 22                           | 53    | 51    | 0      | 1    | 126        | 21                         | 66    | 18    | 0      | 1     | 105        | 549        |
| 4:45 PM                 | 35                           | 92    | 19    | 0      | 2     | 146        | 38                         | 62    | 28    | 0      | 8    | 128        | 31                           | 55    | 43    | 0      | 4    | 129        | 14                         | 44    | 17    | 0      | 0     | 75         | 478        |
| 5:00 PM                 | 68                           | 125   | 16    | 0      | 0     | 209        | 42                         | 70    | 28    | 0      | 3    | 140        | 23                           | 49    | 50    | 0      | 0    | 122        | 15                         | 77    | 12    | 0      | 0     | 104        | 575        |
| 5:15 PM                 | 24                           | 75    | 16    | 0      | 1     | 115        | 33                         | 60    | 22    | 0      | 4    | 115        | 36                           | 66    | 44    | 0      | 1    | 146        | 9                          | 48    | 21    | 0      | 0     | 78         | 454        |
| Total                   | 190                          | 413   | 68    | 0      | 4     | 671        | 152                        | 241   | 107   | 0      | 18   | 500        | 112                          | 223   | 188   | 0      | 6    | 523        | 59                         | 235   | 68    | 0      | 1     | 362        | 2056       |
| Approach %              | 28.3                         | 61.5  | 10.1  | 0.0    | -     | -          | 30.4                       | 48.2  | 21.4  | 0.0    | -    | -          | 21.4                         | 42.6  | 35.9  | 0.0    | -    | -          | 16.3                       | 64.9  | 18.8  | 0.0    | -     | -          | -          |
| Total %                 | 9.2                          | 20.1  | 3.3   | 0.0    | -     | 32.6       | 7.4                        | 11.7  | 5.2   | 0.0    | -    | 24.3       | 5.4                          | 10.8  | 9.1   | 0.0    | -    | 25.4       | 2.9                        | 11.4  | 3.3   | 0.0    | -     | 17.6       | -          |
| PHF                     | 0.699                        | 0.826 | 0.895 | 0.000  | -     | 0.803      | 0.905                      | 0.861 | 0.922 | 0.000  | -    | 0.893      | 0.778                        | 0.845 | 0.922 | 0.000  | -    | 0.896      | 0.702                      | 0.763 | 0.810 | 0.000  | -     | 0.862      | 0.894      |
| Lights                  | 183                          | 410   | 61    | 0      | -     | 654        | 151                        | 234   | 98    | 0      | -    | 483        | 110                          | 214   | 185   | 0      | -    | 509        | 55                         | 223   | 68    | 0      | -     | 346        | 1992       |
| % Lights                | 96.3                         | 99.3  | 89.7  | -      | -     | 97.5       | 99.3                       | 97.1  | 91.6  | -      | -    | 96.6       | 98.2                         | 96.0  | 98.4  | -      | -    | 97.3       | 93.2                       | 94.9  | 100.0 | -      | -     | 95.6       | 96.9       |
| Buses                   | 0                            | 0     | 0     | 0      | -     | 0          | 1                          | 2     | 1     | 0      | -    | 4          | 0                            | 1     | 0     | 0      | -    | 1          | 0                          | 1     | 0     | 0      | -     | 1          | 6          |
| % Buses                 | 0.0                          | 0.0   | 0.0   | -      | -     | 0.0        | 0.7                        | 0.8   | 0.9   | -      | -    | 0.8        | 0.0                          | 0.4   | 0.0   | -      | -    | 0.2        | 0.0                        | 0.4   | 0.0   | -      | -     | 0.3        | 0.3        |
| Trucks                  | 7                            | 3     | 7     | 0      | -     | 17         | 0                          | 5     | 8     | 0      | -    | 13         | 2                            | 8     | 3     | 0      | -    | 13         | 4                          | 11    | 0     | 0      | -     | 15         | 58         |
| % Trucks                | 3.7                          | 0.7   | 10.3  | -      | -     | 2.5        | 0.0                        | 2.1   | 7.5   | -      | -    | 2.6        | 1.8                          | 3.6   | 1.6   | -      | -    | 2.5        | 6.8                        | 4.7   | 0.0   | -      | -     | 4.1        | 2.8        |
| 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        |
| Bicycles on Crosswalk   | -                            | -     | -     | -      | 0     | -          | -                          | -     | -     | -      | 8    | -          | -                            | -     | -     | -      | 2    | -          | -                          | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                            | -     | -     | -      | 0.0   | -          | -                          | -     | -     | -      | 44.4 | -          | -                            | -     | -     | -      | 33.3 | -          | -                          | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                            | -     | -     | -      | 4     | -          | -                          | -     | -     | -      | 10   | -          | -                            | -     | -     | -      | 4    | -          | -                          | -     | -     | -      | 1     | -          | -          |
| % Pedestrians           | -                            | -     | -     | -      | 100.0 | -          | -                          | -     | -     | -      | 55.6 | -          | -                            | -     | -     | -      | 66.7 | -          | -                          | -     | -     | -      | 100.0 | -          | -          |



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