



**ALDRIDGE TRANSPORTATION CONSULTANTS, LLC**  
*Advanced Transportation Planning and Traffic Engineering*

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May 6, 2019

South Metro Fire Rescue  
Resource Development  
9195 E. Mineral Avenue  
Centennial, CO 80112  
Attention: Vince Turner

Re: SMFRD Station 20 Highlands Ranch

Dear Mr. Turner:

Pursuant to your request we have reviewed the proposed site for a new fire station located in the northwest quadrant of Wildcat Reserve Parkway and Summit View Parkway. The location is depicted in the figure on the next page. The fire station driveway will be located directly opposite the signalized intersection of 1800 and Wildcat Reserve Parkway which is approximately 700 feet west of the intersection of Summit View Parkway and Wildcat Reserve Parkway.

The intersection of 1800 serves only the large parking lot for Mountain Vista High School. Pedestrians can cross the south leg of the intersection under pedestrian traffic signal control. However, pedestrian movement across Wildcat Reserve Parkway is prohibited.

As we understand it, Douglas County has concerns about how the signalized intersections would operate when a fire station call requires the emergency vehicles to exit the station and turn east on Wildcat Reserve Parkway to the Summit View Parkway and Wildcat Reserve Parkway intersection and then continue east or turn north on Summit View Parkway. This intersection is heavily impacted with vehicular and pedestrian traffic to/from the Mountain Vista High School and Mountain Ridge Middle School on the southeast corner. Clearing the intersection of traffic and pedestrians for an emergency vehicle is a challenge given the proximity of the station and the time needed to clear the intersection.

The Summit View Parkway and Wildcat Reserve Parkway intersection was counted by IDAX on Thursday January 10, 2019 during the AM and PM peak hours. The PM peak hour count was taken from 2 pm to 6 pm (4 hours) to capture the heavy traffic/pedestrian load at the end of the school day. The counts are attached. Note that 155 pedestrians cross Wildcat Reserve Parkway in the PM peak hour which is from 2:45 to 3:45 PM. A Synchro analysis using input data from the County supplied signal controller timing data indicates that the intersection functions well during the AM and PM peak hours at LOS D with no excessive queueing on any of the approaches. The Synchro reports are attached. It was not necessary to count or determine the LOS of the 1800 and Wildcat Reserve Parkway intersection as it functions only on a limited use basis.



An inspection of the traffic signal equipment and operation at both intersections reveal that they are modern, fully actuated by video detection cameras, and timed correctly for pedestrian movement. They also include Opticom sensors on each mast arm (excepting the northbound approach at 1800) which is a standard signal preemption system for emergency vehicles. The Opticom sensor requires a line of sight to the emergency vehicle which is equipped with a coded infrared emitter to communicate with the controller to activate a green signal in their direction of travel. Upon activation, the controller will initiate a preemption protocol to stop traffic in the opposing directions. This is not instantaneous, however. At busy intersections and/or high traffic areas starting the process of changing the light to green at just 400 feet away to the 1800 intersection or when the emergency vehicle has exited the station will not result in a clear intersection. Traffic lights do not immediately turn green when preempted, first the light in the opposing direction must go from green, to yellow, and then finally to red allowing a green light in the preempted direction. This process can take 5 to 15 seconds. Preemption is also not allowed to override pedestrian crosswalk timers which can increase the time further. In this case the pedestrian crossing time is a minimum 29 seconds across the westbound approach of Wildcat Reserve.

From the station egress the line of sight is compromised by vegetation and terrain and could delay activation of the preemption protocol. However, even if the line of sight was available the distance is too short for adequate clearance particularly for pedestrians at the Summit View/Wildcat Reserve intersection. As such the Opticom infrared system will not provide enough time to clear traffic and pedestrians from the intersection.

Consequently, SMFRD plans to install a GPS communication system with antennas in the station and at both intersections. The GPS system can be activated in the station immediately upon the emergency call and prior to the emergency vehicle leaving giving the traffic signal the much-needed time to clear traffic and pedestrians. In this case, an estimated 20 seconds would be needed



from the station call to the signal at 1800 and 40 seconds to the signal at Summit View/Wildcat Reserve.

Our findings show that while the signalized intersections are heavily impacted by school traffic and pedestrians they operate efficiently and at an acceptable level of service. The signal equipment at both include an Opticom emergency vehicle preemption system that requires a line of sight from the infrared emitter on the emergency vehicle to activate the preemption protocol. The line of sight is compromised from the proposed station to the signal by vegetation and terrain but even so, the distance from the station egress to the signal is too short to clear the intersection of traffic and pedestrians. Therefore, a GPS emergency vehicle preemption system is required. One that can be activated in the station prior to the emergency vehicle egress and at least 20 seconds prior to arrival at the 1800 intersection and 40 seconds to the Summit View/Wildcat Reserve intersection.

In addition to the GPS emergency vehicle preemption system, the traffic signal at 1800 will need to be modified to include a new pole/mast arm on the southwest corner for the driveway approach plus some street markings, etc. for an eastbound left turn lane. The northside sidewalk will be relocated to accommodate the new fire station.

ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.



Respectfully submitted,  
**Aldridge Transportation Consultants, LLC**

John M.W. Aldridge, P.E.  
Principal

ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge, is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	768	70	260	912	68	94	50	246	79	103	176
Future Volume (veh/h)	78	768	70	260	912	68	94	50	246	79	103	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	835	76	283	991	74	102	54	267	86	112	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	1062	469	347	1133	85	533	755	631	458	555	470
Arrive On Green	0.06	0.30	0.30	0.10	0.34	0.34	0.15	0.40	0.40	0.05	0.30	0.30
Sat Flow, veh/h	1781	3554	1569	3456	3344	250	3456	1870	1564	1781	1870	1583
Grp Volume(v), veh/h	85	835	76	283	527	538	102	54	267	86	112	191
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1728	1777	1816	1728	1870	1564	1781	1870	1583
Q Serve(g_s), s	5.6	25.8	4.3	9.6	33.4	33.4	3.1	2.1	14.7	4.0	5.4	11.6
Cycle Q Clear(g_c), s	5.6	25.8	4.3	9.6	33.4	33.4	3.1	2.1	14.7	4.0	5.4	11.6
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	1062	469	347	602	615	533	755	631	458	555	470
V/C Ratio(X)	0.79	0.79	0.16	0.82	0.87	0.88	0.19	0.07	0.42	0.19	0.20	0.41
Avail Cap(c_a), veh/h	186	1318	582	475	718	734	533	755	631	464	555	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	38.6	31.0	52.9	37.3	37.3	44.2	22.0	25.7	27.2	31.6	33.8
Incr Delay (d2), s/veh	12.0	2.6	0.2	7.7	10.3	10.1	0.8	0.2	2.1	0.2	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	11.2	1.6	4.4	15.6	15.9	1.4	1.0	5.6	1.7	2.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	41.1	31.2	60.6	47.6	47.4	45.0	22.2	27.8	27.3	31.8	34.3
LnGrp LOS	E	D	C	E	D	D	D	C	C	C	C	C
Approach Vol, veh/h		996			1348			423			389	
Approach Delay, s/veh		42.6			50.2			31.2			32.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	52.9	16.5	40.4	23.0	40.1	11.8	45.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.1	34.9	16.5	44.5	18.5	22.5	12.5	48.5				
Max Q Clear Time (g_c+I1), s	6.0	16.7	11.6	27.8	5.1	13.6	7.6	35.4				
Green Ext Time (p_c), s	0.0	1.1	0.4	5.1	0.2	0.8	0.1	5.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.0									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	941	46	74	856	44	193	79	307	65	19	105
Future Volume (veh/h)	127	941	46	74	856	44	193	79	307	65	19	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.94	1.00		0.93	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	1023	50	80	930	48	210	86	334	71	21	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	1292	569	134	1059	55	521	762	601	406	555	434
Arrive On Green	0.09	0.36	0.36	0.04	0.31	0.31	0.15	0.41	0.41	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1564	3456	3426	177	3456	1870	1475	1781	1870	1463
Grp Volume(v), veh/h	138	1023	50	80	482	496	210	86	334	71	21	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1728	1777	1826	1728	1870	1475	1781	1870	1463
Q Serve(g_s), s	9.1	30.9	2.5	2.7	30.9	30.9	6.6	3.4	20.8	3.3	1.0	7.1
Cycle Q Clear(g_c), s	9.1	30.9	2.5	2.7	30.9	30.9	6.6	3.4	20.8	3.3	1.0	7.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	1292	569	134	549	564	521	762	601	406	555	434
V/C Ratio(X)	0.83	0.79	0.09	0.60	0.88	0.88	0.40	0.11	0.56	0.18	0.04	0.26
Avail Cap(c_a), veh/h	263	1611	709	196	644	662	521	762	601	420	555	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	34.1	25.1	56.8	39.3	39.3	46.1	22.1	27.2	27.5	30.0	32.2
Incr Delay (d2), s/veh	11.8	2.2	0.1	4.2	11.8	11.5	2.3	0.3	3.7	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	13.1	0.9	1.2	14.7	15.1	3.0	1.6	7.6	1.4	0.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	36.3	25.2	61.0	51.1	50.8	48.4	22.4	30.9	27.7	30.0	32.5
LnGrp LOS	E	D	C	E	D	D	D	C	C	C	C	C
Approach Vol, veh/h		1211			1058			630			206	
Approach Delay, s/veh		39.2			51.7			35.6			30.6	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	53.4	9.2	48.1	22.6	40.1	15.7	41.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.8	35.0	6.8	54.4	18.1	22.7	17.7	43.5				
Max Q Clear Time (g_c+I1), s	5.3	22.8	4.7	32.9	8.6	9.1	11.1	32.9				
Green Ext Time (p_c), s	0.0	1.4	0.0	7.1	0.5	0.4	0.2	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									

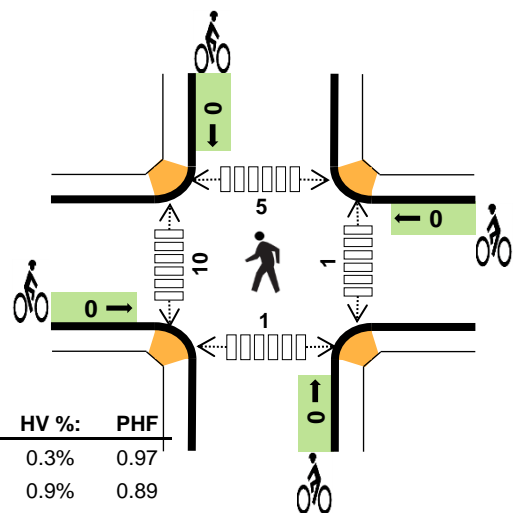
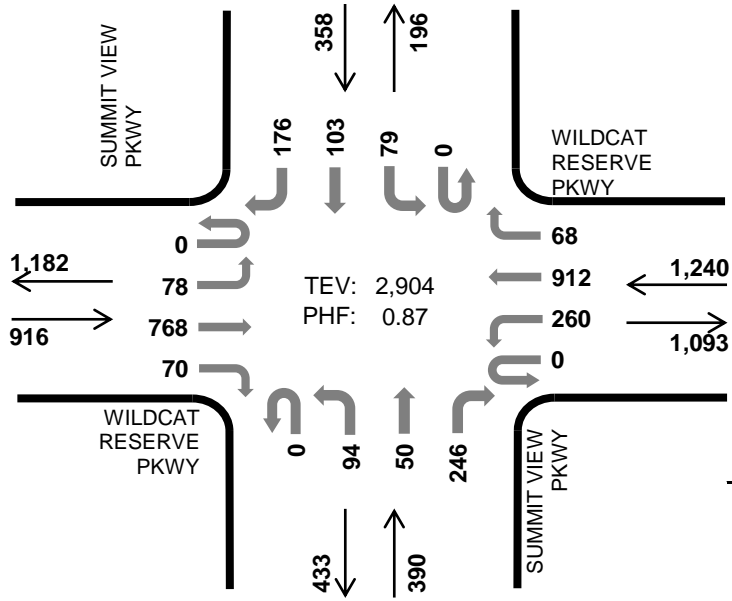


# SUMMIT VIEW PKWY WILDCAT RESERVE PKWY



Peak Hour

Date: Thu, Jan 10, 2019  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



## Two-Hour Count Summaries

Interval Start	WILDCAT RESERVE PKWY				WILDCAT RESERVE PKWY				SUMMIT VIEW PKWY				SUMMIT VIEW PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	137	76	0	103	206	1	0	48	40	107	0	2	85	35	843	0
7:15 AM	0	9	158	61	0	70	168	3	0	89	38	111	0	1	33	24	765	0
7:30 AM	0	7	179	15	0	19	196	3	0	29	5	29	0	2	6	15	505	0
7:45 AM	0	8	224	10	0	37	203	7	0	13	10	25	0	2	15	27	581	2,694
8:00 AM	0	16	207	11	0	26	220	15	0	12	8	25	0	4	12	18	574	2,425
8:15 AM	0	32	176	16	0	48	221	39	0	19	11	39	0	48	23	58	730	2,390
8:30 AM	0	17	200	19	0	92	247	8	0	33	15	86	0	24	37	56	834	2,719
8:45 AM	0	13	185	24	0	94	224	6	0	30	16	96	0	3	31	44	766	2,904
Count Total	0	105	1,466	232	0	489	1,685	82	0	273	143	518	0	86	242	277	5,598	0
Peak Hour	0	78	768	70	0	260	912	68	0	94	50	246	0	79	103	176	2,904	0

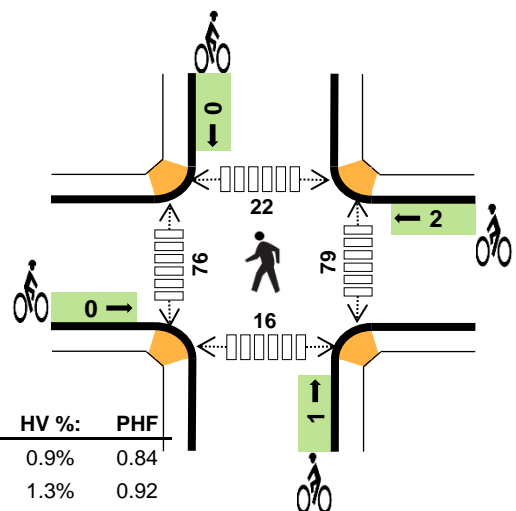
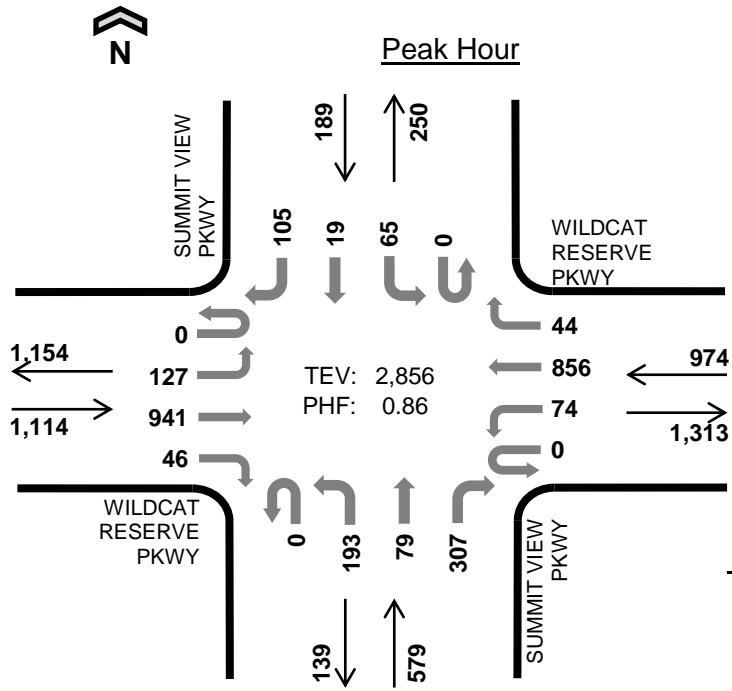
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	3	0	7	17	0	0	0	0	0	6	1	1	0	8
7:15 AM	1	3	0	1	5	0	0	0	0	0	7	0	3	1	11
7:30 AM	7	1	4	0	12	0	0	0	0	0	0	3	1	0	4
7:45 AM	1	1	9	0	11	0	0	0	0	0	0	1	1	0	2
8:00 AM	1	1	3	1	6	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4
8:30 AM	2	4	1	0	7	0	0	0	0	0	0	4	0	1	5
8:45 AM	0	2	2	1	5	0	0	0	0	0	0	3	5	0	8
Count Total	19	19	19	10	67	0	0	0	0	0	14	15	11	2	42
Peak Hour	3	11	6	2	22	0	0	0	0	0	1	10	5	1	17

# SUMMIT VIEW PKWY WILDCAT RESERVE PKWY



Date: Wed, Jan 09, 2019  
 Count Period: 2:00 PM to 6:00 PM  
 Peak Hour: 2:45 PM to 3:45 PM



	HV %:	PHF
EB	0.9%	0.84
WB	1.3%	0.92
NB	3.3%	0.65
SB	0.5%	0.46
TOTAL	1.5%	0.86

### Four-Hour Count Summaries

Interval Start	WILDCAT RESERVE PKWY				WILDCAT RESERVE PKWY				SUMMIT VIEW PKWY				SUMMIT VIEW PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:45 PM	0	38	230	13	0	30	151	6	0	76	41	107	0	4	6	24	726	0
3:00 PM	0	34	283	15	0	21	229	10	0	85	29	92	0	9	12	14	833	0
3:15 PM	0	46	201	12	0	12	232	18	0	23	6	91	0	1	1	16	659	0
3:30 PM	0	9	227	6	0	11	244	10	0	9	3	17	0	51	0	51	638	2,856
Peak Hour	0	127	941	46	0	74	856	44	0	193	79	307	0	65	19	105	2,856	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:45 PM	2	2	13	0	17	0	0	0	0	0	66	66	21	8	161
3:00 PM	3	8	5	0	16	0	1	0	0	1	11	6	1	8	26
3:15 PM	2	1	1	0	4	0	0	1	0	1	0	4	0	0	4
3:30 PM	3	2	0	1	6	0	1	0	0	1	2	0	0	0	2
Peak Hour	10	13	19	1	43	0	2	1	0	3	79	76	22	16	193

**Four-Hour Count Summaries**

Interval Start	WILDCAT RESERVE PKWY				WILDCAT RESERVE PKWY				SUMMIT VIEW PKWY				SUMMIT VIEW PKWY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	1	5	99	14	0	17	111	3	0	1	2	17	0	1	6	9	286	0
2:15 PM	0	4	102	21	0	16	131	4	0	4	1	6	0	7	5	8	309	0
2:30 PM	0	7	144	17	0	25	152	2	0	8	2	13	0	0	6	21	397	0
<b>2:45 PM</b>	<b>0</b>	<b>38</b>	<b>230</b>	<b>13</b>	<b>0</b>	<b>30</b>	<b>151</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>41</b>	<b>107</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>24</b>	<b>726</b>	1,718
<b>3:00 PM</b>	<b>0</b>	<b>34</b>	<b>283</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>229</b>	<b>10</b>	<b>0</b>	<b>85</b>	<b>29</b>	<b>92</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>14</b>	<b>833</b>	2,265
<b>3:15 PM</b>	<b>0</b>	<b>46</b>	<b>201</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>232</b>	<b>18</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>91</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>659</b>	2,615
<b>3:30 PM</b>	<b>0</b>	<b>9</b>	<b>227</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>244</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>51</b>	<b>638</b>	<b>2,856</b>
3:45 PM	0	15	232	5	0	8	197	6	0	8	0	10	0	9	1	20	511	2,641
4:00 PM	0	15	232	19	0	9	175	3	0	12	3	22	0	2	1	18	511	2,319
4:15 PM	0	12	187	30	0	36	193	4	0	12	4	16	0	2	13	3	512	2,172
4:30 PM	0	8	236	19	0	24	200	7	0	62	18	62	0	5	8	16	665	2,199
4:45 PM	0	8	240	9	0	12	217	4	0	17	5	17	0	6	6	12	553	2,241
5:00 PM	0	17	266	9	0	7	243	7	0	14	6	25	0	3	5	19	621	2,351
5:15 PM	0	20	243	5	0	6	227	7	0	5	2	4	0	7	1	9	536	2,375
5:30 PM	0	18	232	5	0	11	231	3	0	6	1	11	0	1	5	14	538	2,248
5:45 PM	0	15	260	20	0	22	233	5	0	15	6	17	0	2	7	17	619	2,314
Count Total	1	271	3,414	219	0	267	3,166	99	0	357	129	527	0	110	83	271	8,914	0
Peak Hour	<b>0</b>	<b>127</b>	<b>941</b>	<b>46</b>	<b>0</b>	<b>74</b>	<b>856</b>	<b>44</b>	<b>0</b>	<b>193</b>	<b>79</b>	<b>307</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>105</b>	<b>2,856</b>	<b>0</b>

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	5	1	0	0	6	0	0	0	0	0	0	2	1	2	5
2:15 PM	17	2	0	0	19	1	2	0	0	3	1	2	0	2	5
2:30 PM	6	3	0	0	9	0	0	0	0	0	0	1	0	0	1
<b>2:45 PM</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>161</b>
<b>3:00 PM</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>26</b>
<b>3:15 PM</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>3:30 PM</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
3:45 PM	1	2	0	0	3	0	0	0	0	0	1	0	1	0	2
4:00 PM	2	3	0	2	7	0	0	0	0	0	1	1	2	0	4
4:15 PM	2	3	0	0	5	0	1	0	0	1	1	1	1	0	3
4:30 PM	1	2	0	0	3	0	0	1	0	1	2	1	2	0	5
4:45 PM	0	0	0	1	1	1	0	0	0	1	0	1	0	0	1
5:00 PM	2	2	0	0	4	2	0	0	0	2	0	0	0	0	0
5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	48	33	19	4	104	4	5	2	0	11	85	85	29	20	219
Peak Hour	<b>10</b>	<b>13</b>	<b>19</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>76</b>	<b>22</b>	<b>16</b>	<b>193</b>