

Major Road: CADBORO BAY ROAD

Minor Road: TELEGRAPH BAY ROAD/ TUDOR AVE

Municipality: District of Saanich

File Name: Cadboro Bay Road And Telegraph Bay Road - February 2023.xlsx

**Location #:** TIN000245 **Count ID:** 2023011

Date: February 28, 2023

Day-of-week: Tuesday

Intersection Type: 4-leg Signalized: No

Weather: Rain in morning, Partly cloudy, 5°

Vehicle Classification: Car, Trucks, Pedestrian, Bikes

| Time of Day | Start | End   | Duration |
|-------------|-------|-------|----------|
| AM          | 07:30 | 09:30 | 02:00    |
| MD          | -     | -     | -        |
| PM          | 14:00 | 18:00 | 04:00    |
| Total       | 07:30 | 18:00 | 06:00    |

#### **Notes**

#### Comments

Tue Feb 28, 2023

Full Length (7:30 AM-9:30 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks,

Articulated Trucks, Buses, Pedestrians, Bicycles on Road,

Bicycles on Crosswalk)

All Movements

ID: 1045639, Location: 48.459543, -123.287862, Site

Code: TIN000245



## McElhanney

Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

| Leg<br>Direction                             | Cadbo | ro Bay i | Rd    |        |                 | Telegra<br>Westbo |        | Rd   |        |       |            | Tudor Ave<br>Northbound |      |            | Telegr<br>Eastbo | aph Bay | Rd       |      |           |       |
|--|-------|----------|-------|--------|-----------------|-------------------|--------|------|--------|-------|------------|-------------------------|------|------------|------------------|---------|----------|------|-----------|-------|
| Time   | R     | T        | L     | U      | <b>App</b> Ped* | R                 | T      | L    | U      | App   | Ped*       | RTLU                    | App  | Ped*       | R                | T       | L U      | App  | Ped*      | Int   |
| 2023-02-28 7:30AM                            | 0     | 0        | 1     | 0      | 1 0             | 4                 | 0      | 0    | 0      | 4     | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 5     |
| 7:45AM                                       | 0     | 0        | 3     | 0      | <b>3</b> 0      | 14                | 0      | 0    | 0      | 14    | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 17    |
| Hourly Total                                 | 0     | 0        | 4     | 0      | <b>4</b> 0      | 18                | 0      | 0    | 0      | 18    | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 22    |
| 8:00AM                                       | 0     | 0        | 2     | 0      | 2 0             | 8                 | 0      | 0    | 0      | 8     | 1          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 10    |
| 8:15AM                                       | 0     | 0        | 8     | 0      | 8 0             | 20                | 0      | 0    | 0      | 20    | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 28    |
| 8:30AM                                       | 0     | 0        | 5     | 0      | <b>5</b> 0      | 25                | 0      | 0    | 0      | 25    | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 30    |
| 8:45AM                                       | 0     | 0        | 9     | 0      | 9 0             | 35                | 0      | 0    | 0      | 35    | 2          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 1 0      | 1    | 0         | 45    |
| Hourly Total                                 | 0     | 0        | 24    | 0      | <b>24</b> 0     | 88                | 0      | 0    | 0      | 88    | 3          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 1 0      | 1    | 0         | 113   |
| 9:00AM                                       | 1     | 0        | 18    | 0      | <b>19</b> 0     | 37                | 0      | 0    | 0      | 37    | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 1         | 56    |
| 9:15AM                                       | 0     | 0        | 19    | 0      | <b>19</b> 0     | 25                | 0      | 0    | 0      | 25    | 1          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 0 0      | 0    | 0         | 44    |
| 9:30AM                                       | 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     |
| Hourly Total                                 | 1     | 0        | 37    | 0      | <b>38</b> 0     | 62                | 0      | 0    | 0      | 62    | 1          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 0 0      | 0    | 1         | 100   |
| 2:00PM                                       | 0     | 0        | 38    | 0      | <b>38</b> 0     | 27                | 1      | 0    | 0      | 28    | 0          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 0 0      | 0    | 0         | 66    |
| 2:15PM                                       | 1     | 1        | 30    | 0      | <b>32</b> 2     | 48                | 1      | 0    | 0      | 49    | 0          | 1 0 0 0                 | 1    | 0          | 1                | 1       | 0 0      | 2    | 0         | 84    |
| 2:30PM                                       | 0     | 0        | 24    | 0      | <b>24</b> 1     | 42                | 0      | 0    | 0      | 42    | 4          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 0 0      | 0    | 0         | 66    |
| 2:45PM                                       | 0     | 0        | 36    | 0      | <b>36</b> 2     | 30                | 0      | 0    | 0      | 30    | 2          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 0         | 66    |
| Hourly Total                                 | 1     | 1        | 128   | 0      | <b>130</b> 5    | 147               | 2      | 0    | 0      | 149   | 6          | 1 0 0 0                 | 1    | 2          | 1                | 1       | 0 0      | 2    | 0         | 282   |
| 3:00PM                                       | 1     | 1        | 38    | 0      | <b>40</b> 0     | 36                | 0      | 0    | 0      | 36    | 0          | 0 0 0 0                 | 0    | 4          | 0                | 0       | 0 0      | 0    | 1         | 76    |
| 3:15PM                                       | 1     | 0        | 32    | 1      | <b>34</b> 4     | 30                | 0      | 0    | 0      | 30    | 0          | 1 0 0 0                 | 1    | 2          | 0                | 0       | 0 0      | 0    | 0         | 65    |
| 3:30PM                                       | 0     | 0        | 34    | 0      | <b>34</b> 1     | 31                | 1      | 0    | 0      | 32    | 1          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 2 0      | 2    | 0         | 68    |
| 3:45PM                                       | 0     | 0        | 45    | 0      | <b>45</b> 2     | 34                | 1      | 0    | 0      | 35    | 1          | 0 0 0 0                 | 0    | 1          | 0                | 2       | 0 0      | 2    | 0         | 82    |
| Hourly Total                                 | 2     | 1        | 149   | 1      | <b>153</b> 7    | 131               | 2      | 0    | 0      | 133   | 2          | 1 0 0 0                 | 1    | 8          | 0                | 2       | 2 0      | 4    | 1         | 291   |
| 4:00PM                                       | 1     | 0        | 41    | 1      | <b>43</b> 0     | 38                | 0      | 0    | 0      | 38    | 0          | 0 0 0 0                 | 0    | 4          | 0                | 0       | 0 0      | 0    | 0         | 81    |
| 4:15PM                                       | 0     | 0        | 45    | 0      | <b>45</b> 2     | 33                | 1      | 0    | 0      | 34    | 3          | 0 0 0 0                 | 0    | 2          | 0                | 0       | 1 0      | 1    | 1         | 80    |
| 4:30PM                                       | 2     | 0        | 54    | 0      | <b>56</b> 4     | 34                | 0      | 0    | 0      | 34    | 3          | 0 0 0 0                 | 0    | 0          | 0                | 1       | 2 0      | 3    | 3         | 93    |
| 4:45PM                                       | 1     | 0        | 61    | 0      | <b>62</b> 0     | 33                | 0      | 0    | 0      | 33    | 0          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 0 0      | 0    | 0         | 95    |
| Hourly Total                                 | 4     | 0        | 201   | 1      | <b>206</b> 6    | 138               | 1      | 0    | 0      | 139   | 6          | 0 0 0 0                 | 0    | 7          | 0                | 1       | 3 0      | 4    | 4         | 349   |
| 5:00PM                                       | 1     | 0        | 43    | 0      | <b>44</b> 1     | 33                | 0      | 0    | 1      | 34    | 0          | 0 0 0 0                 | 0    | 1          | 0                | 1       | 1 0      | 2    | 0         | 80    |
| 5:15PM                                       | 0     | 0        | 44    | 0      | <b>44</b> 2     | 30                | 0      | 1    | 0      | 31    | 0          | 1 0 0 0                 | 1    | 3          | 0                | 0       | 1 0      | 1    | 0         |       |
| 5:30PM                                       | 1     | 0        | 47    | 0      | <b>48</b> 3     | 29                | 0      | 0    | 0      | 29    | 0          | 0 0 0 0                 | 0    | 0          | 0                | 0       | 0 0      | 0    | 1         | 77    |
| 5:45PM                                       | 1     | 0        | 51    | 0      | <b>52</b> 0     | 29                | 0      | 0    | 0      | 29    | 0          | 0 0 0 0                 | 0    | 1          | 0                | 0       | 1 0      | 1    | 1         | 82    |
| Hourly Total                                 | 3     | 0        | 185   | 0      | <b>188</b> 6    | 121               | 0      | 1    | 1      | 123   | 0          | 1 0 0 0                 | 1    | 5          | 0                | 1       | 3 0      | 4    | 2         | 316   |
| Total  | 11    | 2        | 728   | 2      | <b>743</b> 24   | 705               | 5      | 1    | 1      | 712   | 18         | 3 0 0 0                 | 3    | 23         | 1                | 5       | 9 0      | 15   | 8         | 1473  |
| % Approach                                   | 1.5%  | 0.3% 9   | 98.0% | 0.3%   |                 | 99.0%             | 0.7%   | 0.1% | 0.1%   | -     | -          | 100% 0% 0% 0%           | -    | -          | 6.7%             | 33.3% 6 | 60.0% 0% | -    | -         | -     |
| % Total                                      | 0.7%  | 0.1%     | 49.4% | 0.1% 5 | 50.4%           | 47.9%             | 0.3%   | 0.1% | 0.1% 4 | 48.3% | -          | 0.2% 0% 0% 0%           | 0.2% | -          | 0.1%             | 0.3%    | 0.6% 0%  | 1.0% | -         | -     |
| Motorcycles                                  | 0     | 0        | 0     | 0      | 0 -             | 0                 | 0      | 0    | 0      | 0     | -          | 0 0 0 0                 | 0    | -          | 0                | 0       | 0 0      | 0    | -         | 0     |
| % Motorcycles                                | 0%    | 0%       | 0%    | 0%     | 0% -            | 0%                | 0%     | 0%   | 0%     | 0%    | -          | 0% 0% 0% 0%             | 0%   | -          | 0%               | 0%      | 0% 0%    | 0%   | -         | 0%    |
| Lights                                       | 11    | 1        | 697   | 2      | 711 -           | 678               | 5      | 1    | 1      | 685   | -          | 3 0 0 0                 | 3    | -          | 1                | 5       | 9 0      | 15   | -         | 1414  |
| % Lights                                     | 100%  | 50.0% 9  | 95.7% | 100% 9 | 95.7%           | 96.2%             | 100% 1 | 100% | 100% 9 | 96.2% | -          | 100% 0% 0% 0%           | 100% | -          | 100%             | 100%    | 100% 0%  | 100% | -         | 96.0% |
| Single-Unit Trucks                           | 0     | 0        | 0     | 0      | 0 -             | 1                 | 0      | 0    | 0      | 1     | -          | 0 0 0 0                 | 0    | -          | 0                | 0       | 0 0      |      | -         | 1     |
| % Single-Unit Trucks                         | 0%    | 0%       | 0%    | 0%     | 0% -            | 0.1%              | 0%     | 0%   | 0%     | 0.1%  | -          | 0% 0% 0% 0%             |      | -          | 0%               | 0%      | 0% 0%    |      | -         | 0.1%  |
| Articulated Trucks                           | 0     | 0        | 1     |        | 1 -             | 0                 | 0      | 0    | 0      | 0     | -          | 0 0 0 0                 | 0    | -          | 0                | 0       | 0 0      | 0    | -         | 1     |
| % Articulated Trucks                         | 0%    | 0%       | 0.1%  | 0%     | 0.1%            | 0%                | 0%     | 0%   | 0%     | 0%    | -          | 0% 0% 0% 0%             | 0%   | -          | 0%               | 0%      | 0% 0%    | 0%   | -         | 0.1%  |
| Buses  | 0     | 0        | 18    |        | 18 -            | 18                | 0      | 0    | 0      | 18    | -          | 0 0 0 0                 |      | -          | 0                | 0       | 0 0      |      | -         | 36    |
| % Buses                                      | 0%    | 0%       | 2.5%  |        | 2.4%            | 2.6%              | 0%     | 0%   |        | 2.5%  | -          | 0% 0% 0% 0%             |      | -          | 0%               | 0%      | 0% 0%    |      | -         | 2.4%  |
| Bicycles on Road                             | 0     | 1        | 12    |        | 13 -            | 8                 | 0      | 0    | 0      | 8     | -          | 0 0 0 0                 |      | -          | 0                | 0       | 0 0      |      | -         | 21    |
|  |       | E0 00/   | 1.6%  | 0%     | 1.7%            | 1.1%              | 0%     | 0%   | 0%     | 1.1%  | -          | 0% 0% 0% 0%             | 0%   | -          | 0%               | 0%      | 0% 0%    | 0%   | -         | 1.4%  |
| % Bicycles on Road                           | 0%    | 50.0%    | 1.0%  | 070    |                 | _                 |        |      |        |       |            |                         |      |            |                  |         |          |      |           |       |
| <b>% Bicycles on Road</b> Pedestrians        | 0%    | 50.0%    | -     |        | - 24            | _                 | -      | -    | -      | -     |            |                         |      | 23         | -                | -       |          | -    | 8         |       |
| % Bicycles on Road Pedestrians % Pedestrians |       |          |       | -      | - 24<br>- 100%  | -                 | -      | -    | -      |       | 18<br>100% |                         |      | 23<br>100% | -                | -       |          | -    | 8<br>100% | -     |
| <b>% Bicycles on Road</b> Pedestrians        | -     | -        | -     | -      | - 24            | -                 |        |      |        |       |            |                         | -    |            |                  |         |          | -    |           | -     |

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Tue Feb 28, 2023

Full Length (7:30 AM-9:30 AM, 2 PM-6 PM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1045639, Location: 48.459543, -123.287862,

Site Code: TIN000245

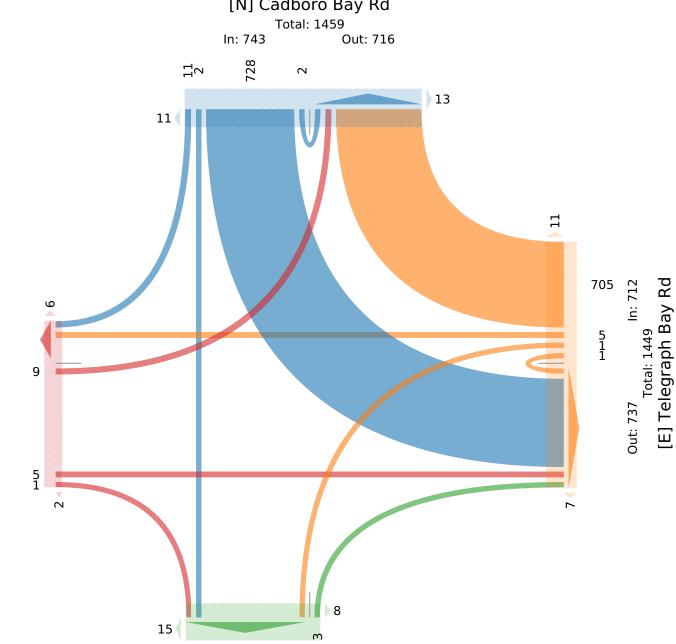
[W] Telegraph Bay Rd Total: 31 In: 15 Out: 16



# McElhanney

Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

### [N] Cadboro Bay Rd



Out: 4 In: 3 Total: 7 [S] Tudor Ave

Tue Feb 28, 2023 AM Peak (8:30 AM - 9:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1045639, Location: 48.459543, -123.287862,

Site Code: TIN000245



# **McElhanney**

Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

| Leg                     | Cadbo  | ro Ba | ay Rd |    |       |      | Telegra | oh B | ay R | ld |       |      | Tude | or A | ve  |    |     |      | Tele | grap | h Bay I | Rd |       |      |       |
|-------------------------|--------|-------|-------|----|-------|------|---------|------|------|----|-------|------|------|------|-----|----|-----|------|------|------|---------|----|-------|------|-------|
| Direction               | Southb | oun   | i     |    |       |      | Westbo  | ınd  |      |    |       |      | Nort | hbo  | und |    |     |      | East | bour | nd      |    |       |      |       |
| Time                    | R      | T     | L     | U  | Арр   | Ped* | R       | T    | L    | U  | App   | Ped* | R    | T    | L   | U  | Арр | Ped* | R    | T    | L       | U  | App   | Ped* | Int   |
| 2023-02-28 8:30AM       | 0      | 0     | 5     | 0  | 5     | 0    | 25      | 0    | 0    | 0  | 25    | 0    | 0    | 0    | 0   | 0  | 0   | 0    | 0    | 0    | 0       | 0  | 0     | 0    | 30    |
| 8:45AM                  | 0      | 0     | 9     | 0  | 9     | 0    | 35      | 0    | 0    | 0  | 35    | 2    | 0    | 0    | 0   | 0  | 0   | 0    | 0    | 0    | 1       | 0  | 1     | 0    | 45    |
| 9:00AM                  | 1      | 0     | 18    | 0  | 19    | 0    | 37      | 0    | 0    | 0  | 37    | 0    | 0    | 0    | 0   | 0  | 0   | 0    | 0    | 0    | 0       | 0  | 0     | 1    | 56    |
| 9:15AM                  | 0      | 0     | 19    | 0  | 19    | 0    | 25      | 0    | 0    | 0  | 25    | 1    | 0    | 0    | 0   | 0  | 0   | 1    | 0    | 0    | 0       | 0  | 0     | 0    | 44    |
| Total                   | 1      | 0     | 51    | 0  | 52    | 0    | 122     | 0    | 0    | 0  | 122   | 3    | 0    | 0    | 0   | 0  | 0   | 1    | 0    | 0    | 1       | 0  | 1     | 1    | 175   |
| % Approach              | 1.9%   | 0%    | 98.1% | 0% | -     | -    | 100%    | 0%   | 0%   | 0% | -     | -    | 0%   | 0%   | 0%  | 0% | -   | -    | 0%   | 0%   | 100%    | 0% | -     | -    | -     |
| % Total                 | 0.6%   | 0%    | 29.1% | 0% | 29.7% | -    | 69.7%   | 0%   | 0%   | 0% | 69.7% | -    | 0%   | 0%   | 0%  | 0% | 0%  | -    | 0%   | 0%   | 0.6%    | 0% | 0.6%  | -    | -     |
| PHF                     | 0.250  | -     | 0.671 | -  | 0.684 | -    | 0.824   | -    | -    | -  | 0.824 | -    | -    | -    | -   | -  | -   | -    | -    | -    | 0.250   | -  | 0.250 | -    | 0.781 |
| Motorcycles             | 0      | 0     | 0     | 0  | 0     | -    | 0       | 0    | 0    | 0  | 0     | -    | 0    | 0    | 0   | 0  | 0   | -    | 0    | 0    | 0       | 0  | 0     | -    | 0     |
| % Motorcycles           | 0%     | 0%    | 0%    | 0% | 0%    | -    | 0%      | 0%   | 0%   | 0% | 0%    | -    | 0%   | 0%   | 0%  | 0% | -   | -    | 0%   | 0%   | 0%      | 0% | 0%    | -    | 0%    |
| Lights                  | 1      | 0     | 50    | 0  | 51    | -    | 122     | 0    | 0    | 0  | 122   | -    | 0    | 0    | 0   | 0  | 0   | -    | 0    | 0    | 1       | 0  | 1     | -    | 174   |
| % Lights                | 100%   | 0%    | 98.0% | 0% | 98.1% | -    | 100%    | 0%   | 0%   | 0% | 100%  | -    | 0%   | 0%   | 0%  | 0% | -   | -    | 0%   | 0%   | 100%    | 0% | 100%  | -    | 99.4% |
| Single-Unit Trucks      | 0      | 0     | 0     | 0  | 0     | -    | 0       | 0    | 0    | 0  | 0     | -    | 0    | 0    | 0   | 0  | 0   | -    | 0    | 0    | 0       | 0  | 0     | -    | 0     |
| % Single-Unit Trucks    | 0%     | 0%    | 0%    | 0% | 0%    | -    | 0%      | 0%   | 0%   | 0% | 0%    | -    | 0%   | 0%   | 0%  | 0% | -   | -    | 0%   | 0%   | 0%      | 0% | 0%    | -    | 0%    |
| Articulated Trucks      | 0      | 0     | 0     | 0  | 0     | -    | 0       | 0    | 0    | 0  | 0     | -    | 0    | 0    | 0   | 0  | 0   | -    | 0    | 0    | 0       | 0  | 0     | -    | 0     |
| % Articulated Trucks    | 0%     | 0%    | 0%    | 0% | 0%    | -    | 0%      | 0%   | 0%   | 0% | 0%    | -    | 0%   | 0%   | 0%  | 0% | -   | -    | 0%   | 0%   | 0%      | 0% | 0%    | -    | 0%    |
| Buses                   | 0      | 0     | 1     | 0  | 1     | -    | 0       | 0    | 0    | 0  | 0     | -    | 0    | 0    | 0   | 0  | 0   | -    | 0    | 0    | 0       | 0  | 0     | -    | 1     |
| % Buses                 | 0%     | 0%    | 2.0%  | 0% | 1.9%  | -    | 0%      | 0%   | 0%   | 0% | 0%    | -    | 0%   | 0%   | 0%  | 0% | -   | -    | 0%   | 0%   | 0%      | 0% | 0%    | -    | 0.6%  |
| 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%    |
| Pedestrians             | -      | -     | -     | -  | -     | 0    | -       | -    | -    | -  | -     | 3    | -    | -    | -   | -  | -   | 1    | -    | -    | -       | -  | -     | 1    |       |
| % Pedestrians           | -      | -     | -     | -  | -     | -    | -       | -    | -    | -  | -     | 100% | -    | -    | -   | -  | -   | 100% | -    | -    | -       | -  | -     | 100% | -     |
| Bicycles on Crosswalk   | -      | -     | -     | -  |       | 0    | -       | -    | -    |    | -     | 0    |      | -    | -   |    |     | 0    |      | -    | -       |    | -     | 0    |       |
| % Bicycles on Crosswalk | -      | -     | -     | -  | -     | -    | -       | -    | -    | -  | -     | 0%   | -    | -    | -   | -  | -   | 0%   | -    | -    | -       | -  | -     | 0%   | -     |

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Tue Feb 28, 2023 AM Peak (8:30 AM - 9:30 AM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1045639, Location: 48.459543, -123.287862,

Site Code: TIN000245

[W] Telegraph Bay Rd Total: 2 In: 1 Out: 1

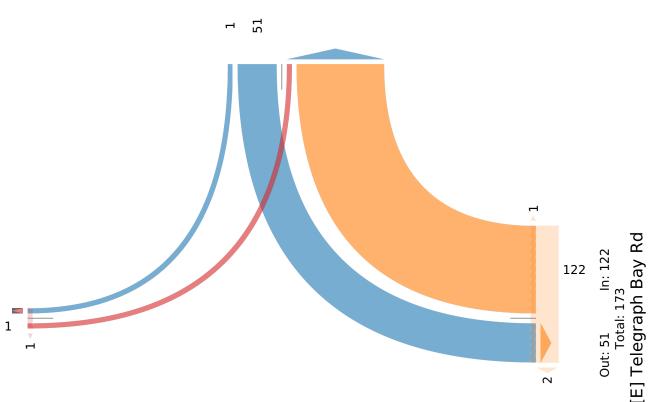


# McElhanney

Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

### [N] Cadboro Bay Rd

Total: 175 In: 52 Out: 123





[S] Tudor Ave

Tue Feb 28, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1045639, Location: 48.459543, -123.287862,

Site Code: TIN000245



## McElhanney

Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

| Leg                     | Cadbo  | ro Ba | ıy Rd |      |       |      | Telegra | ph Bay | y Rc | l     |       |      | Tud | or 1 | Ave  |    |     |      | Tele | graph E | Bay Rd |      |       |      |       |
|-------------------------|--------|-------|-------|------|-------|------|---------|--------|------|-------|-------|------|-----|------|------|----|-----|------|------|---------|--------|------|-------|------|-------|
| Direction               | Southb | ounc  | i     |      |       |      | Westbo  | und    |      |       |       |      | Nor | thb  | ounc | i  |     |      | East | bound   |        |      |       |      |       |
| Time                    | R      | T     | L     | U    | App   | Ped* | R       | T      | L    | U     | App   | Ped* | R   | Т    | L    | U  | App | Ped* | R    | T       | L      | U    | App   | Ped* | Int   |
| 2023-02-28 4:15PM       | 0      | 0     | 45    | 0    | 45    | 2    | 33      | 1      | 0    | 0     | 34    | 3    | 0   | 0    | 0    | 0  | 0   | 2    | 0    | 0       | 1      | 0    | 1     | 1    | 80    |
| 4:30PM                  | 2      | 0     | 54    | 0    | 56    | 4    | 34      | 0      | 0    | 0     | 34    | 3    | 0   | 0    | 0    | 0  | 0   | 0    | 0    | 1       | 2      | 0    | 3     | 3    | 93    |
| 4:45PM                  | 1      | 0     | 61    | 0    | 62    | 0    | 33      | 0      | 0    | 0     | 33    | 0    | 0   | 0    | 0    | 0  | 0   | 1    | 0    | 0       | 0      | 0    | 0     | 0    | 95    |
| 5:00PM                  | 1      | 0     | 43    | 0    | 44    | 1    | 33      | 0      | 0    | 1     | 34    | 0    | 0   | 0    | 0    | 0  | 0   | 1    | 0    | 1       | 1      | 0    | 2     | 0    | 80    |
| Total                   | 4      | 0     | 203   | 0    | 207   | 7    | 133     | 1      | 0    | 1     | 135   | 6    | 0   | 0    | 0    | 0  | 0   | 4    | 0    | 2       | 4      | 0    | 6     | 4    | 348   |
| % Approach              | 1.9% ( | 0% 9  | 8.1%  | 0%   | -     | -    | 98.5%   | 0.7%   | 0%   | 0.7%  | -     | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 33.3%   | 66.7%  | 0%   | -     | -    | -     |
| % Total                 | 1.1% ( | 0% 5  | 8.3%  | 0% ! | 59.5% | -    | 38.2%   | 0.3%   | 0%   | 0.3%  | 38.8% | -    | 0%  | 0%   | 0%   | 0% | 0%  | -    | 0%   | 0.6%    | 1.1%   | 0%   | 1.7%  | -    | -     |
| PHF                     | 0.500  | - (   | 0.838 | -    | 0.840 | -    | 0.963   | 0.250  | -    | 0.250 | 0.978 | -    | -   | -    | -    | -  | -   | -    | -    | 0.500   | 0.500  | - (  | ).500 | -    | 0.925 |
| Motorcycles             | 0      | 0     | 0     | 0    | 0     | -    | 0       | 0      | 0    | 0     | 0     | -    | 0   | 0    | 0    | 0  | 0   | -    | 0    | 0       | 0      | 0    | 0     | -    | 0     |
| % Motorcycles           | 0% (   | 0%    | 0%    | 0%   | 0%    | -    | 0%      | 0%     | 0%   | 0%    | 0%    | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 0%      | 0%     | 0%   | 0%    | -    | 0%    |
| Lights                  | 4      | 0     | 193   | 0    | 197   | -    | 125     | 1      | 0    | 1     | 127   | -    | 0   | 0    | 0    | 0  | 0   | -    | 0    | 2       | 4      | 0    | 6     | -    | 330   |
| % Lights                | 100% ( | 0% 9  | 5.1%  | 0% 9 | 95.2% | -    | 94.0%   | 100%   | 0%   | 100%  | 94.1% | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 100%    | 100%   | 0% : | 100%  | -    | 94.8% |
| Single-Unit Trucks      | 0      | 0     | 0     | 0    | 0     | -    | 0       | 0      | 0    | 0     | 0     | -    | 0   | 0    | 0    | 0  | 0   | -    | 0    | 0       | 0      | 0    | 0     | -    | 0     |
| % Single-Unit Trucks    | 0% (   | 0%    | 0%    | 0%   | 0%    | -    | 0%      | 0%     | 0%   | 0%    | 0%    | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 0%      | 0%     | 0%   | 0%    | -    | 0%    |
| Articulated Trucks      | 0      | 0     | 0     | 0    | 0     | -    | 0       | 0      | 0    | 0     | 0     | -    | 0   | 0    | 0    | 0  | 0   | -    | 0    | 0       | 0      | 0    | 0     | -    | 0     |
| % Articulated Trucks    | 0% (   | 0%    | 0%    | 0%   | 0%    | -    | 0%      | 0%     | 0%   | 0%    | 0%    | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 0%      | 0%     | 0%   | 0%    | -    | 0%    |
| Buses                   | 0      | 0     | 8     | 0    | 8     | -    | 6       | 0      | 0    | 0     | 6     | -    | 0   | 0    | 0    | 0  | 0   | -    | 0    | 0       | 0      | 0    | 0     | -    | 14    |
| % Buses                 | 0% (   | 0%    | 3.9%  | 0%   | 3.9%  | -    | 4.5%    | 0%     | 0%   | 0%    | 4.4%  | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 0%      | 0%     | 0%   | 0%    | -    | 4.0%  |
| Bicycles on Road        | 0      | 0     | 2     | 0    | 2     | -    | 2       | 0      | 0    | 0     | 2     | -    | 0   | 0    | 0    | 0  | 0   | -    | 0    | 0       | 0      | 0    | 0     | -    | 4     |
| % Bicycles on Road      | 0% (   | 0%    | 1.0%  | 0%   | 1.0%  | -    | 1.5%    | 0%     | 0%   | 0%    | 1.5%  | -    | 0%  | 0%   | 0%   | 0% | -   | -    | 0%   | 0%      | 0%     | 0%   | 0%    | -    | 1.1%  |
| Pedestrians             | -      | -     | -     | -    | -     | 7    | -       | -      | -    | -     | -     | 6    | -   | _    | -    | -  | -   | 4    | -    | -       | -      | -    | -     | 4    |       |
| % Pedestrians           | -      | -     | -     | -    | -     | 100% | -       | -      | -    | -     | -     | 100% | -   | _    | -    | -  | -   | 100% | -    | -       | -      | -    | -     | 100% | -     |
| Bicycles on Crosswalk   | -      | -     | -     | -    | -     | 0    | -       | -      | -    | -     | -     | 0    | -   | -    | -    | -  | -   | 0    | -    | -       | -      | -    | -     | 0    |       |
| % Bicycles on Crosswalk | -      | -     | -     | -    | -     | 0%   | -       | -      | -    | -     | -     | 0%   | -   | -    | -    | -  | -   | 0%   | -    | -       | -      | -    | -     | 0%   | -     |

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Tue Feb 28, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1045639, Location: 48.459543, -123.287862,

Site Code: TIN000245

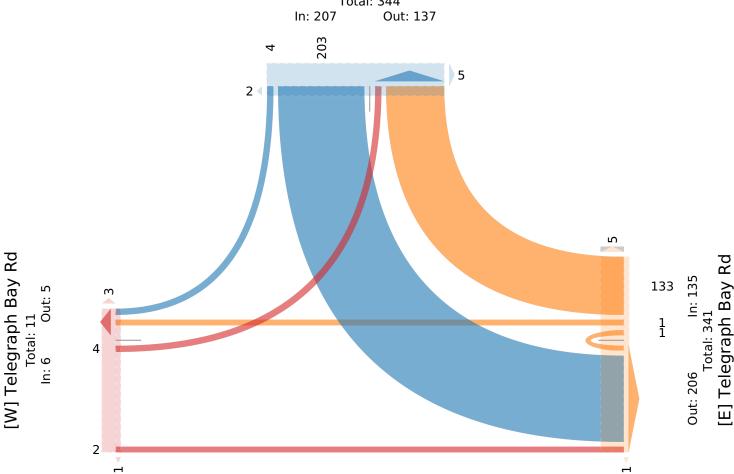


## McElhanney

Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

### [N] Cadboro Bay Rd

Total: 344





[S] Tudor Ave