

Major Road: CEDAR HILL CROSS ROAD

Minor Road: OPHIR STREET

Municipality: District of Saanich

File Name: Cedar Hill Cross Road And Ophir Street - March 2023.xlsx

Location #: TIN000134
Count ID: 2023013
Date: March 1, 2023
Day-of-week: Wednesday

Intersection Type: 4-leg Signalized: No

Weather: Partly cloudy, 6°

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

Cedar Hill Cross Road And Ophir Street - Mar... - TMC

Wed Mar 1, 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: 1045034, Location: 48.46203, -123.335068, Site Code:

TIN000134



McElhanney

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

| Leg | Ophir S | t | | | | | Cedar F | Iill Cro | ss Rd | | | | Ophir S | it | | | | Cedar I | Hill Cro | ss Rd | | | | |
|-------------------------|---------|-------|-------|------|------|-------|---------|----------|-------|------|-------|------|---------|------|-----------|--------|-------|---------|----------|---------|---------------|---------------------|--------|------------|
| Direction | Southbo | ound | | | | | Westbo | und | | | | | Northbo | ound | | | | Eastbou | und | | | | | |
| Time | R | T | L | U | Арр | Ped* | R | T | L | U | Арр | Ped* | R | Т | LU | Ј Арр | Ped* | R | Т | L | U A | p Pec | d* Int | _ |
| 2023-03-01 7:30AM | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 68 | 1 | 0 | 69 | 0 | 2 | 0 | 3 (| | 6 | 2 | 143 | | 0 15 | | 0 2 | 232 |
| 7:45AM | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 84 | 2 | 0 | 87 | 0 | 4 | 0 | 2 (|) 6 | 2 | 4 | 168 | | 0 17 | 76 | 0 2 | 272 |
| Hourly Total | 4 | 2 | 0 | 0 | 6 | 1 | 1 | 152 | 3 | 0 | 156 | 0 | 6 | 0 | 5 (| | 8 | 6 | 311 | | 0 33 | | _ | 504 |
| 8:00AM | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 99 | 2 | 0 | 101 | 0 | 4 | 0 | 2 (| | 3 | 8 | 169 | | 0 18 | | _ | 289 |
| 8:15AM | 2 | 0 | 0 | 0 | | 4 | 1 | 103 | 2 | 0 | 106 | 1 | 9 | 0 | 0 (| | 5 | 8 | 167 | | 0 18 | | _ | 301 |
| 8:30AM | 3 | 1 | 0 | 0 | 4 | 2 | 0 | 101 | 3 | 0 | 104 | 0 | 4 | 0 | 2 (| | 6 | 5 | 132 | | 0 14 | | _ | 255 |
| 8:45AM | 1 | 0 | 1 | 0 | 2 | 2 | 5 | 100 | 6 | 0 | 111 | 0 | 4 | 0 | 1 (| | 3 | 3 | 156 | | 0 16 | | _ | 284 |
| Hourly Total | 8 | 1 | 1 | 0 | 10 | 10 | 6 | 403 | 13 | 0 | 422 | 1 | 21 | 0 | 5 (| | 17 | 24 | 624 | | 0 67 | | _ | 204 129 |
| | _ | | | | | _ | | | | | | | | | | | | | | | | | _ | |
| 9:00AM | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 91 | 4 | 0 | 96 | 0 | 12 | 1 | 1 (| | 10 | 12 | 187 | | 0 20 | | _ | 315 |
| 9:15AM | 1 | 0 | 0 | 0 | 1 | 1 | 4 | 86 | 11 | 0 | 101 | 0 | 9 | 1 | 4 (| | 5 | 5 | 164 | | 0 17 | | _ | 291 |
| 9:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 (| | 0 | 1 | 0 | | | | 0 | 2 |
| Hourly Total | 2 | 0 | 0 | 0 | 2 | 5 | 5 | 178 | 15 | 0 | 198 | 0 | 21 | 2 | 5 (| | 15 | 18 | 351 | | 0 38 | | _ | 608 |
| 2:00PM | 12 | 0 | 2 | 0 | 14 | 3 | 2 | 114 | 11 | 0 | 127 | 3 | 17 | 1 | 3 (| | 12 | 13 | 146 | | 0 10 | | | 331 |
| 2:15PM | 5 | 1 | 2 | 0 | 8 | 3 | 1 | 139 | 13 | 0 | 153 | 1 | 18 | 0 | 6 (| | 7 | 10 | 140 | | 0 15 | | _ | 339 |
| 2:30PM | 5 | 0 | 2 | 0 | 7 | 1 | 1 | 133 | 15 | 0 | 149 | 1 | 15 | 1 | 9 (|) 25 | 7 | 15 | 140 | | 0 15 | | _ | 336 |
| 2:45PM | 6 | 0 | 2 | 0 | 8 | 6 | 8 | 140 | 11 | 0 | 159 | 1 | 13 | 1 | 5 (| 19 | 8 | 13 | 146 | | 0 16 | 68 | 0 3 | 354 |
| Hourly Total | 28 | 1 | 8 | 0 | 37 | 13 | 12 | 526 | 50 | 0 | 588 | 6 | 63 | 3 | 23 (| 89 | 34 | 51 | 572 | 23 | 0 6 4 | 16 | 0 13 | 360 |
| 3:00PM | 10 | 0 | 0 | 0 | 10 | 3 | 1 | 106 | 11 | 0 | 118 | 0 | 19 | 1 | 12 (| 32 | 5 | 17 | 146 | 10 | 0 17 | 73 | 0 3 | 333 |
| 3:15PM | 13 | 0 | 1 | 0 | 14 | 4 | 1 | 124 | 9 | 0 | 134 | 3 | 15 | 0 | 7 (|) 22 | 5 | 16 | 142 | 10 | 0 16 | 68 | 0 3 | 338 |
| 3:30PM | 12 | 2 | 1 | 1 | 16 | 2 | 2 | 161 | 12 | 0 | 175 | 1 | 19 | 0 | 3 (|) 22 | 8 | 17 | 154 | 11 | 0 18 | 32 | 0 3 | 395 |
| 3:45PM | 11 | 0 | 0 | 0 | 11 | 2 | 3 | 134 | 21 | 0 | 158 | 0 | 23 | 2 | 0 (|) 25 | 5 | 18 | 149 | 7 | 0 17 | 74 | 0 3 | 368 |
| Hourly Total | 46 | 2 | 2 | 1 | 51 | 11 | 7 | 525 | 53 | 0 | 585 | 4 | 76 | 3 | 22 (| 101 | 23 | 68 | 591 | 38 | 0 69 | 9 7 | 0 14 | 434 |
| 4:00PM | 6 | 0 | 0 | 0 | 6 | 3 | 2 | 139 | 7 | 0 | 148 | 0 | 20 | 3 | 5 (| 28 | 5 | 18 | 145 | 12 | 0 17 | 75 | 1 3 | 357 |
| 4:15PM | 6 | 0 | 1 | 0 | 7 | 3 | 0 | 145 | 16 | 0 | 161 | 1 | 21 | 0 | 3 (| | 4 | 10 | 148 | 6 | 0 16 | 64 | _ | 356 |
| 4:30PM | 10 | 0 | 0 | 0 | 10 | 0 | 1 | 154 | 13 | 0 | 168 | 0 | 13 | 0 | 5 (| | 4 | 11 | 166 | | 0 18 | | _ | 378 |
| 4:45PM | 3 | 1 | 1 | 0 | 5 | 2 | 3 | 132 | 19 | 0 | 154 | 1 | 25 | 0 | 4 (| | 5 | 12 | 160 | | 0 17 | | _ | 367 |
| Hourly Total | 25 | 1 | 2 | 0 | 28 | 8 | 6 | 570 | 55 | 0 | 631 | 2 | 79 | 3 | 17 (| | 18 | 51 | 619 | | 0 70 | | _ | 458 |
| 5:00PM | 8 | 1 | 0 | 0 | 9 | 0 | 2 | 137 | 12 | 0 | 151 | 0 | 24 | 0 | 5 (| | 4 | 12 | 158 | | 0 17 | | _ | 365 |
| 5:15PM | 7 | 1 | 0 | 0 | 8 | 1 | 4 | 129 | 15 | 1 | 149 | 0 | 13 | 0 | 1 (| | 3 | 7 | 138 | | 0 15 | | _ | 322 |
| 5:30PM | - | | | | | | | 107 | | 0 | 118 | 0 | 12 | | | | | | | | 0 17 | | _ | 322 316 |
| | 6 | 0 | 2 | 0 | 8 | 4 | 4 | | 7 | | | | | 0 | 6 (| | 4 | 17 | 146 | | | | _ | |
| 5:45PM | 4 | 0 | 3 | 0 | 7 | 5 | 1 | 102 | 10 | 0 | 113 | 1 | 13 | 1 | 7 (| | 5 | 4 | 112 | | 0 12 | | _ | 264 |
| Hourly Total | 25 | 2 | 5 | 0 | 32 | 10 | 11 | 475 | 44 | 1 | 531 | 1 | 62 | 1 | 19 (| | 16 | 40 | 554 | | 0 62 | | _ | 267 |
| 6:00PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 (| | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 (| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 138 | 9 | 18 | 1 | 166 | 58 | 48 | 2829 | 233 | 1 | 3111 | 14 | 328 | 12 | 96 (| 436 | 131 | 258 | 3622 | 167 | 0 40 4 | 1 7 | 3 7 | 760 |
| % Approach | 83.1% | 5.4% | 10.8% | 0.6% | - | - | 1.5% 9 | 90.9% | 7.5% | 0% | - | - | 75.2% | 2.8% | 22.0% 0% | ó - | - | 6.4% | 89.5% | 4.1% 0 | % | - | - | - |
| % Total | 1.8% | 0.1% | 0.2% | 0% | 2.1% | - | 0.6% | 36.5% | 3.0% | 0% 4 | 40.1% | - | 4.2% | 0.2% | 1.2% 0% | 5.6% | - | 3.3% | 46.7% | 2.2% 0 | % 52.2 | % | - | _ |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 10 | 1 | 0 | 11 | - | 0 | 0 | 1 (|) 1 | - | 1 | 8 | 0 | 0 | 9 | - | 21 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0.4% | 0% | 0.4% | - | 0% | 0% | 1.0% 0% | 6 0.2% | - | 0.4% | 0.2% | 0% 0 | % 0.2 | % | - 0. | .3% |
| Lights | 133 | 8 | 18 | 1 | 160 | - | 47 | 2771 | 230 | 1 | 3049 | - | 323 | 11 | 93 (| 427 | - | 251 | 3549 | 158 | 0 395 | 58 | _ | 594 |
| % Lights | _ | | | | | _ | 97.9% 9 | | | | | - | | | 96.9% 0% | | - | | | 94.6% 0 | | | - 97. | |
| Single-Unit Trucks | 2 | 0 | 0 | 0 | 2 | _ | 1 | 22 | 0 | 0 | 23 | _ | 3 | 0 | 0 (| | - | 1 | 34 | 3 | | 38 | - | 66 |
| % Single-Unit Trucks | _ | 0% | 0% | | 1.2% | | | 0.8% | 0% | | 0.7% | | 0.9% | 0% | | 6 0.7% | | 0.4% | | 1.8% 0 | | | - 0 | .9% |
| Articulated Trucks | 0 | 0,0 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | | 0.570 | 0 | 0 (| | | 0.470 | 0.570 | 0 | | 0 | | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% | 0% | 0% | | 0% | 0% | 0% 0% | | | 0% | 0% | 0% 0 | | % | + | 0% |
| Buses | _ | 0 % | 0 76 | 0 76 | 2 | | 0 78 | 12 | 0 78 | 0 % | 12 | | 0 76 | 1 | 1 (| | | 4 | 15 | 5 | | ⁷⁶ 24 | + | 40 |
| % Buses | | 0% | 0% | | 1.2% | | | 0.4% | 0% | | 0.4% | | | | 1.0% 0% | | | 1.6% | | | | | - 0 | .5% |
| | _ | | | | | - | 0% | | 2 | | | | 0% 2 | | | | | | 0.4% | | | | - 0. | |
| Bicycles on Road | _ | 1 10/ | 0 | 0 | 2 | - | 0 | 13 | | 0 | 15 | | | 0 | 1 00/ 00/ | | | 1 0.40/ | 16 | 1 | | 18 | - | 38 |
| % Bicycles on Road | _ | | 0% | υ% | 1.2% | - | | 0.5% | 0.9% | | 0.5% | - | 0.6% | | 1.0% 0% | | - | 0.4% | 0.4% | | | | _ | .5% |
| Pedestrians | - | - | - | - | - | 56 | - | - | - | - | - | 14 | - | - | - | | | - | - | | - | | 3 | |
| % Pedestrians | - | - | - | - | - 9 | 96.6% | - | - | - | - | - 1 | 100% | - | - | - | | 99.2% | - | - | - | - | - 100 | - | |
| Bicycles on Crosswalk | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | | 1 | - | - | - | - | | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 3.4% | - | - | - | - | - | 0% | - | - | - | | 0.8% | - | - | - | - | - 0 | % | - |

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cedar Hill Cross Road And Ophir Street -

Mar... - TMC

Wed Mar 1, 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

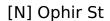
ID: 1045034, Location: 48.46203, -123.335068, Site

Code: TIN000134

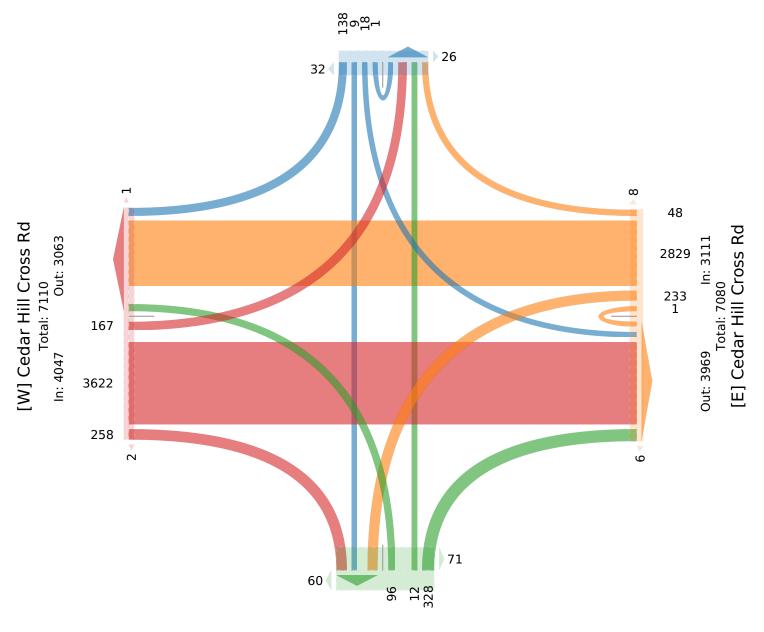


McElhanney

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



Total: 394 In: 166 Out: 228



Out: 500 In: 436 Total: 936 [S] Ophir St

Cedar Hill Cross Road And Ophir Street - Mar... - TMC

Wed Mar 1, 2023

AM Peak (8:15 AM - 9:15 AM)

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

All Movements

ID: 1045034, Location: 48.46203, -123.335068, Site Code:

TIN000134



McElhanney

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

| Leg | Ophir S | St | | | | | Cedar | Hill Cr | oss Rd | | | | Ophir S | St | | | | | Cedar I | Iill Cro | ss Rd | | | | |
|-------------------------|---------|-------|-------|-------------|-------|------|-------|---------|--------|------|-------|------|---------|-------|---------|------------|-------|------|---------|----------|-------|------|-------|------|-------|
| Direction | Southb | ound | | | | | Westb | ound | | | | | Northb | ound | | | | | Eastbou | ınd | | | | | |
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | Int |
| 2023-03-01 8:15AM | 2 | 0 | 0 | 0 | 2 | 4 | 1 | 103 | 2 | 0 | 106 | 1 | 9 | 0 | 0 | 0 | 9 | 5 | 8 | 167 | 9 | 0 | 184 | 0 | 301 |
| 8:30AM | 3 | 1 | 0 | 0 | 4 | 2 | 0 | 101 | 3 | 0 | 104 | 0 | 4 | 0 | 2 | 0 | 6 | 6 | 5 | 132 | 4 | 0 | 141 | 1 | 255 |
| 8:45AM | 1 | 0 | 1 | 0 | 2 | 2 | 5 | 100 | 6 | 0 | 111 | 0 | 4 | 0 | 1 | 0 | 5 | 3 | 3 | 156 | 7 | 0 | 166 | 0 | 284 |
| 9:00AM | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 91 | 4 | 0 | 96 | 0 | 12 | 1 | 1 | 0 | 14 | 10 | 12 | 187 | 5 | 0 | 204 | 0 | 315 |
| Total | 7 | 1 | 1 | 0 | 9 | 12 | 7 | 395 | 15 | 0 | 417 | 1 | 29 | 1 | 4 | 0 | 34 | 24 | 28 | 642 | 25 | 0 | 695 | 1 | 1155 |
| % Approach | 77.8% | 11.1% | 11.1% | 0% | - | - | 1.7% | 94.7% | 3.6% | 0% | - | - | 85.3% | 2.9% | 11.8% 0 | % | - | - | 4.0% | 92.4% | 3.6% | 0% | - | - | - |
| % Total | 0.6% | 0.1% | 0.1% | 0% | 0.8% | - | 0.6% | 34.2% | 1.3% | 0%: | 36.1% | - | 2.5% | 0.1% | 0.3% 0 | % | 2.9% | - | 2.4% | 55.6% | 2.2% | 0% € | 60.2% | - | - |
| PHF | 0.583 | 0.250 | 0.250 | - (| 0.563 | - | 0.350 | 0.959 | 0.583 | - | 0.937 | - | 0.604 | 0.250 | 0.500 | - (| 0.607 | - | 0.583 | 0.857 | 0.694 | - | 0.850 | - | 0.915 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 2 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0% | 0.2% | - | 0% | 0% | 0% 0 | % | 0% | - | 3.6% | 0% | 0% | 0% | 0.1% | - | 0.2% |
| Lights | 6 | 1 | 1 | 0 | 8 | - | 7 | 388 | 14 | 0 | 409 | - | 28 | 0 | 3 | 0 | 31 | - | 26 | 624 | 24 | 0 | 674 | - | 1122 |
| % Lights | 85.7% | 100% | 100% | 0% 8 | 8.9% | - | 100% | 98.2% | 93.3% | 0% 9 | 98.1% | - | 96.6% | 0% | 75.0% 0 | % 9 | 1.2% | - | 92.9% ! | 97.2% | 96.0% | 0% 9 | 97.0% | - | 97.1% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 14 | 1 | 0 | 15 | - | 18 |
| % Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 0% | 0% | 0.5% | - | 3.4% | 0% | 0% 0 | % | 2.9% | - | 0% | 2.2% | 4.0% | 0% | 2.2% | - | 1.6% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0% | 0.2% | - | 0% | 0% | 0% 0 | % | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 1 | 0 | 0 | 0 | 1 | - | 0 | 3 | 0 | 0 | 3 | - | 0 | 1 | 1 | 0 | 2 | - | 1 | 3 | 0 | 0 | 4 | - | 10 |
| % Buses | 14.3% | 0% | 0% | 0% 1 | 1.1% | - | 0% | 0.8% | 0% | 0% | 0.7% | - | 0% | 100% | 25.0% 0 | % | 5.9% | - | 3.6% | 0.5% | 0% | 0% | 0.6% | - | 0.9% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 2 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 6.7% | 0% | 0.2% | - | 0% | 0% | 0% 0 | % | 0% | - | 0% | 0.2% | 0% | 0% | 0.1% | - | 0.2% |
| Pedestrians | - | - | - | - | - | 12 | - | - | - | - | - | 1 | - | - | - | - | - | 24 | - | - | - | - | - | 1 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - 1 | 100% | |
| Bicycles on Crosswalk | - | - | | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | _ | 0 | - | | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | _ | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - |

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cedar Hill Cross Road And Ophir Street -

Mar... - TMC

Wed Mar 1, 2023

AM Peak (8:15 AM - 9:15 AM)

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

All Movements

ID: 1045034, Location: 48.46203, -123.335068, Site

Code: TIN000134



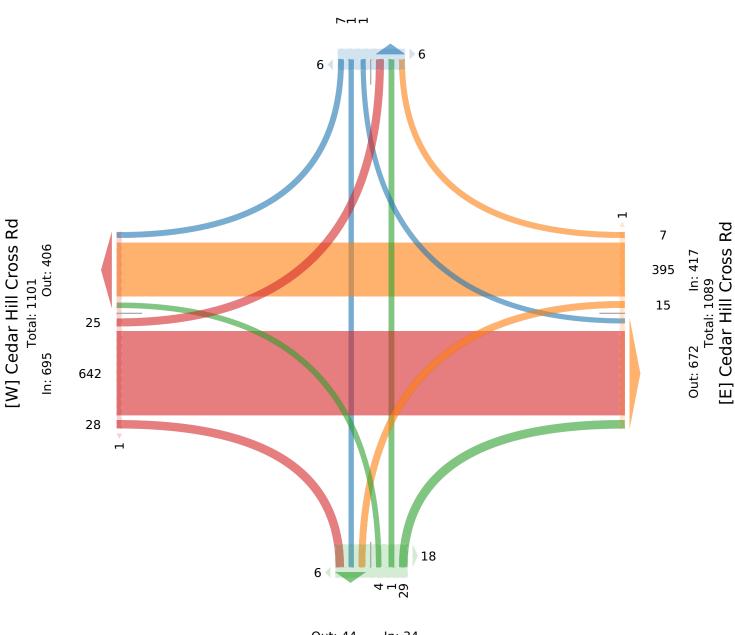
McElhanney

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



Total: 42

In: 9 Out: 33



Out: 44 In: 34 Total: 78 [S] Ophir St

Cedar Hill Cross Road And Ophir Street - Mar... - TMC

Wed Mar 1, 2023

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1045034, Location: 48.46203, -123.335068, Site Code:

TIN000134



McElhanney

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

| Leg | Ophir S | it | | | | | Cedar l | Hill Cr | oss Rd | | | | Ophir S | it | | | | | Cedar | Hill Cr | oss Rd | | | | |
|-------------------------|---------|---------|---------|-------|-------|-------|---------|---------|--------|------|-------|------|---------|-------|---------|------|-------|------|--------|---------|--------|------|-------|------|-------|
| Direction | Southbo | ound | | | | | Westbo | ound | | | | | Northbo | ound | | | | | Eastbo | und | | | | | |
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | Int |
| 2023-03-01 3:30PM | 12 | 2 | 1 | 1 | 16 | 2 | 2 | 161 | 12 | 0 | 175 | 1 | 19 | 0 | 3 | 0 | 22 | 8 | 17 | 154 | 11 | 0 | 182 | 0 | 395 |
| 3:45PM | 11 | 0 | 0 | 0 | 11 | 2 | 3 | 134 | 21 | 0 | 158 | 0 | 23 | 2 | 0 | 0 | 25 | 5 | 18 | 149 | 7 | 0 | 174 | 0 | 368 |
| 4:00PM | 6 | 0 | 0 | 0 | 6 | 3 | 2 | 139 | 7 | 0 | 148 | 0 | 20 | 3 | 5 | 0 | 28 | 5 | 18 | 145 | 12 | 0 | 175 | 1 | 357 |
| 4:15PM | 6 | 0 | 1 | 0 | 7 | 3 | 0 | 145 | 16 | 0 | 161 | 1 | 21 | 0 | 3 | 0 | 24 | 4 | 10 | 148 | 6 | 0 | 164 | 0 | 356 |
| Total | 35 | 2 | 2 | 1 | 40 | 10 | 7 | 579 | 56 | 0 | 642 | 2 | 83 | 5 | 11 | 0 | 99 | 22 | 63 | 596 | 36 | 0 | 695 | 1 | 1476 |
| % Approach | 87.5% | 5.0% | 5.0% | 2.5% | - | - | 1.1% 9 | 90.2% | 8.7% (|)% | - | - | 83.8% | 5.1% | 11.1% (|)% | - | - | 9.1% | 85.8% | 5.2% | 0% | - | - | - |
| % Total | 2.4% | 0.1% | 0.1% | 0.1% | 2.7% | - | 0.5% 3 | 39.2% | 3.8% (|)% 4 | 43.5% | - | 5.6% | 0.3% | 0.7% (|)% | 6.7% | - | 4.3% | 40.4% | 2.4% | 0% 4 | 47.1% | - | - |
| PHF | 0.729 | 0.250 (|).500 (| 0.250 | 0.625 | - | 0.583 | 0.902 | 0.667 | - | 0.920 | - | 0.902 | 0.417 | 0.550 | - (| 0.884 | - | 0.875 | 0.964 | 0.729 | - | 0.951 | - | 0.933 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 3 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% (|)% | 0.3% | - | 0% | 0% | 0% (|)% | 0% | - | 0% | 0.2% | 0% | 0% | 0.1% | - | 0.2% |
| Lights | 33 | 2 | 2 | 1 | 38 | - | 7 | 568 | 56 | 0 | 631 | - | 83 | 5 | 11 | 0 | 99 | - | 63 | 592 | 34 | 0 | 689 | - | 1457 |
| % Lights | 94.3% | 100% 1 | 100% | 100% | 95.0% | - | 100% 9 | 98.1% | 100% (|)% 9 | 98.3% | - | 100% | 100% | 100% (|)% : | 100% | - | 100% | 99.3% | 94.4% | 0% 9 | 99.1% | - | 98.7% |
| Single-Unit Trucks | 2 | 0 | 0 | 0 | 2 | - | 0 | 5 | 0 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 1 | 0 | 2 | - | 9 |
| % Single-Unit Trucks | 5.7% | 0% | 0% | 0% | 5.0% | - | 0% | 0.9% | 0% (|)% | 0.8% | - | 0% | 0% | 0% (|)% | 0% | - | 0% | 0.2% | 2.8% | 0% | 0.3% | - | 0.6% |
| 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% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Buses | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% (|)% | 0.3% | - | 0% | 0% | 0% (|)% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.1% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | 3 | - | 5 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% (|)% | 0.3% | - | 0% | 0% | 0% (|)% | 0% | - | 0% | 0.3% | 2.8% | 0% | 0.4% | - | 0.3% |
| Pedestrians | - | - | - | - | - | 9 | - | - | - | - | - | 2 | - | - | - | - | - | 22 | - | - | - | - | - | 1 | |
| % Pedestrians | - | - | - | - | - 9 | 90.0% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - 1 | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - : | 10.0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - |

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cedar Hill Cross Road And Ophir Street -

Mar... - TMC

Wed Mar 1, 2023

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1045034, Location: 48.46203, -123.335068, Site

Code: TIN000134



McElhanney

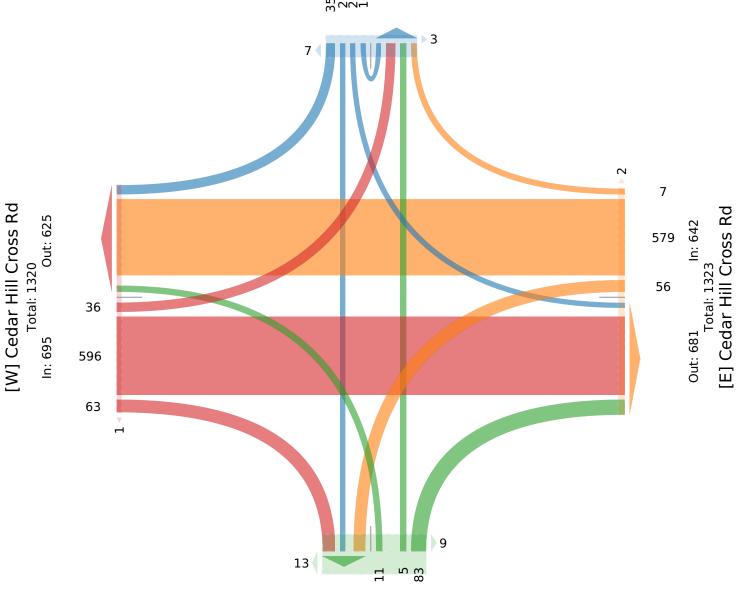
Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA



Total: 89

In: 40 Out: 49

35



Out: 121 In: 99 Total: 220 [S] Ophir St