



Major Road: CEDAR HILL CROSS ROAD
Minor Road: STAMBOUL STREET
Municipality: District of Saanich
File Name: Cedar Hill Cross Road And Stamboul Street - March 2023.xlsx
Location #: TIN000154
Count ID: 2023014
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 Stamboul Street - ... - 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: 1045642, Location: 48.460939, -123.331976, Site Code:

TIN000154



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

| Leg Direction | Stamboul St Southbound | | | | | | Cedar Hill Cross Rd Westbound | | | | | | Business Access Northbound | | | | | | Cedar Hill Cross Rd Eastbound | | | | | | Int |
|--------------------------------|------------------------|------|-------|----|-------|-------|-------------------------------|-------|-------|----|-------|------|----------------------------|------|-------|----|-------|-------|-------------------------------|-------|-------|----|-------|------|-------|
| | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2023-03-01 7:30AM | 4 | 0 | 4 | 0 | 8 | 4 | 5 | 83 | 8 | 0 | 96 | 0 | 3 | 0 | 1 | 0 | 4 | 2 | 10 | 117 | 4 | 0 | 131 | 0 | 239 |
| 7:45AM | 3 | 0 | 7 | 0 | 10 | 2 | 14 | 79 | 9 | 0 | 102 | 1 | 18 | 0 | 0 | 0 | 18 | 4 | 6 | 156 | 6 | 0 | 168 | 1 | 298 |
| Hourly Total | 7 | 0 | 11 | 0 | 18 | 6 | 19 | 162 | 17 | 0 | 198 | 1 | 21 | 0 | 1 | 0 | 22 | 6 | 16 | 273 | 10 | 0 | 299 | 1 | 537 |
| 8:00AM | 6 | 1 | 5 | 0 | 12 | 5 | 8 | 87 | 1 | 0 | 96 | 0 | 6 | 1 | 0 | 0 | 7 | 5 | 13 | 152 | 7 | 0 | 172 | 0 | 287 |
| 8:15AM | 9 | 0 | 10 | 0 | 19 | 3 | 12 | 98 | 11 | 0 | 121 | 2 | 11 | 0 | 1 | 0 | 12 | 6 | 13 | 183 | 4 | 0 | 200 | 1 | 352 |
| 8:30AM | 10 | 1 | 7 | 0 | 18 | 5 | 6 | 99 | 9 | 0 | 114 | 0 | 14 | 0 | 1 | 0 | 15 | 9 | 16 | 117 | 4 | 0 | 137 | 1 | 284 |
| 8:45AM | 7 | 2 | 6 | 0 | 15 | 5 | 12 | 119 | 6 | 0 | 137 | 2 | 11 | 2 | 1 | 0 | 14 | 5 | 13 | 160 | 6 | 0 | 179 | 1 | 345 |
| Hourly Total | 32 | 4 | 28 | 0 | 64 | 18 | 38 | 403 | 27 | 0 | 468 | 4 | 42 | 3 | 3 | 0 | 48 | 25 | 55 | 612 | 21 | 0 | 688 | 3 | 1268 |
| 9:00AM | 9 | 3 | 2 | 0 | 14 | 4 | 15 | 96 | 12 | 0 | 123 | 2 | 23 | 1 | 4 | 0 | 28 | 5 | 19 | 152 | 10 | 0 | 181 | 0 | 346 |
| 9:15AM | 16 | 0 | 11 | 0 | 27 | 4 | 8 | 92 | 13 | 0 | 113 | 1 | 9 | 1 | 5 | 0 | 15 | 10 | 29 | 161 | 4 | 0 | 194 | 1 | 349 |
| 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 | 25 | 3 | 13 | 0 | 41 | 8 | 23 | 188 | 25 | 0 | 236 | 3 | 32 | 2 | 9 | 0 | 43 | 15 | 48 | 313 | 14 | 0 | 375 | 1 | 695 |
| 2:00PM | 18 | 2 | 8 | 0 | 28 | 9 | 18 | 115 | 12 | 0 | 145 | 2 | 22 | 0 | 1 | 0 | 23 | 7 | 22 | 133 | 10 | 0 | 165 | 0 | 361 |
| 2:15PM | 23 | 1 | 4 | 0 | 28 | 2 | 13 | 108 | 13 | 0 | 134 | 0 | 14 | 1 | 4 | 0 | 19 | 5 | 23 | 98 | 5 | 0 | 126 | 0 | 307 |
| 2:30PM | 24 | 1 | 6 | 0 | 31 | 9 | 12 | 144 | 11 | 0 | 167 | 0 | 17 | 2 | 5 | 0 | 24 | 8 | 22 | 134 | 6 | 0 | 162 | 2 | 384 |
| 2:45PM | 18 | 0 | 5 | 0 | 23 | 3 | 14 | 127 | 13 | 0 | 154 | 1 | 19 | 1 | 2 | 0 | 22 | 13 | 25 | 122 | 4 | 0 | 151 | 0 | 350 |
| Hourly Total | 83 | 4 | 23 | 0 | 110 | 23 | 57 | 494 | 49 | 0 | 600 | 3 | 72 | 4 | 12 | 0 | 88 | 33 | 92 | 487 | 25 | 0 | 604 | 2 | 1402 |
| 3:00PM | 12 | 2 | 8 | 0 | 22 | 12 | 11 | 121 | 7 | 0 | 139 | 3 | 23 | 0 | 1 | 0 | 24 | 12 | 20 | 126 | 4 | 0 | 150 | 2 | 335 |
| 3:15PM | 22 | 1 | 10 | 0 | 33 | 6 | 16 | 111 | 21 | 0 | 148 | 0 | 31 | 0 | 0 | 0 | 31 | 12 | 19 | 124 | 8 | 0 | 151 | 3 | 363 |
| 3:30PM | 20 | 1 | 5 | 0 | 26 | 6 | 19 | 141 | 16 | 0 | 176 | 3 | 22 | 1 | 0 | 0 | 23 | 15 | 20 | 146 | 6 | 0 | 172 | 0 | 397 |
| 3:45PM | 10 | 2 | 3 | 0 | 15 | 5 | 13 | 129 | 13 | 0 | 155 | 0 | 21 | 0 | 3 | 0 | 24 | 7 | 19 | 124 | 4 | 0 | 147 | 1 | 341 |
| Hourly Total | 64 | 6 | 26 | 0 | 96 | 29 | 59 | 502 | 57 | 0 | 618 | 6 | 97 | 1 | 4 | 0 | 102 | 46 | 78 | 520 | 22 | 0 | 620 | 6 | 1436 |
| 4:00PM | 19 | 2 | 3 | 0 | 24 | 4 | 12 | 133 | 12 | 0 | 157 | 5 | 24 | 1 | 6 | 0 | 31 | 13 | 24 | 131 | 7 | 0 | 162 | 1 | 374 |
| 4:15PM | 14 | 0 | 4 | 0 | 18 | 7 | 18 | 136 | 17 | 0 | 171 | 1 | 24 | 1 | 1 | 0 | 26 | 6 | 12 | 128 | 4 | 0 | 144 | 1 | 359 |
| 4:30PM | 13 | 3 | 7 | 0 | 23 | 6 | 16 | 156 | 19 | 0 | 191 | 2 | 17 | 1 | 1 | 0 | 19 | 11 | 22 | 140 | 7 | 0 | 169 | 0 | 402 |
| 4:45PM | 15 | 3 | 6 | 0 | 24 | 8 | 9 | 130 | 14 | 0 | 153 | 4 | 27 | 0 | 4 | 0 | 31 | 13 | 15 | 145 | 10 | 0 | 170 | 3 | 378 |
| Hourly Total | 61 | 8 | 20 | 0 | 89 | 25 | 55 | 555 | 62 | 0 | 672 | 12 | 92 | 3 | 12 | 0 | 107 | 43 | 73 | 544 | 28 | 0 | 645 | 5 | 1513 |
| 5:00PM | 13 | 4 | 8 | 0 | 25 | 3 | 11 | 125 | 12 | 0 | 148 | 2 | 20 | 2 | 2 | 0 | 24 | 9 | 22 | 126 | 8 | 0 | 156 | 0 | 353 |
| 5:15PM | 11 | 1 | 7 | 0 | 19 | 6 | 15 | 129 | 14 | 0 | 158 | 1 | 21 | 1 | 6 | 0 | 28 | 8 | 23 | 126 | 7 | 0 | 156 | 0 | 361 |
| 5:30PM | 21 | 4 | 16 | 0 | 41 | 3 | 7 | 111 | 10 | 0 | 128 | 0 | 20 | 4 | 2 | 0 | 26 | 9 | 25 | 131 | 9 | 0 | 165 | 0 | 360 |
| 5:45PM | 16 | 1 | 12 | 0 | 29 | 6 | 18 | 114 | 16 | 0 | 148 | 3 | 23 | 2 | 2 | 0 | 27 | 10 | 33 | 97 | 2 | 0 | 132 | 1 | 336 |
| Hourly Total | 61 | 10 | 43 | 0 | 114 | 18 | 51 | 479 | 52 | 0 | 582 | 6 | 84 | 9 | 12 | 0 | 105 | 36 | 103 | 480 | 26 | 0 | 609 | 1 | 1410 |
| Total | 333 | 35 | 164 | 0 | 532 | 127 | 302 | 2783 | 289 | 0 | 3374 | 35 | 440 | 22 | 53 | 0 | 515 | 204 | 465 | 3229 | 146 | 0 | 3840 | 19 | 8261 |
| % Approach | 62.6% | 6.6% | 30.8% | 0% | - | - | 9.0% | 82.5% | 8.6% | 0% | - | - | 85.4% | 4.3% | 10.3% | 0% | - | - | 12.1% | 84.1% | 3.8% | 0% | - | - | - |
| % Total | 4.0% | 0.4% | 2.0% | 0% | 6.4% | - | 3.7% | 33.7% | 3.5% | 0% | 40.8% | - | 5.3% | 0.3% | 0.6% | 0% | 6.2% | - | 5.6% | 39.1% | 1.8% | 0% | 46.5% | - | - |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 1 | 6 | 0 | 0 | 7 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 7 | 0 | 0 | 8 | - | 16 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0.3% | 0.2% | 0% | 0% | 0.2% | - | 0.2% | 0% | 0% | 0% | 0.2% | - | 0.2% | 0.2% | 0% | 0% | 0.2% | - | 0.2% |
| Lights | 322 | 35 | 161 | 0 | 518 | - | 297 | 2717 | 288 | 0 | 3302 | - | 432 | 22 | 51 | 0 | 505 | - | 452 | 3174 | 142 | 0 | 3768 | - | 8093 |
| % Lights | 96.7% | 100% | 98.2% | 0% | 97.4% | - | 98.3% | 97.6% | 99.7% | 0% | 97.9% | - | 98.2% | 100% | 96.2% | 0% | 98.1% | - | 97.2% | 98.3% | 97.3% | 0% | 98.1% | - | 98.0% |
| Single-Unit Trucks | 3 | 0 | 1 | 0 | 4 | - | 3 | 28 | 0 | 0 | 31 | - | 3 | 0 | 1 | 0 | 4 | - | 7 | 30 | 3 | 0 | 40 | - | 79 |
| % Single-Unit Trucks | 0.9% | 0% | 0.6% | 0% | 0.8% | - | 1.0% | 1.0% | 0% | 0% | 0.9% | - | 0.7% | 0% | 1.9% | 0% | 0.8% | - | 1.5% | 0.9% | 2.1% | 0% | 1.0% | - | 1.0% |
| Articulated Trucks | 2 | 0 | 0 | 0 | 2 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 5 |
| % Articulated Trucks | 0.6% | 0% | 0% | 0% | 0.4% | - | 0% | 0.1% | 0% | 0% | 0.1% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 0 | 11 | 0 | 0 | 11 | - | 0 | 0 | 1 | 0 | 1 | - | 2 | 5 | 0 | 0 | 7 | - | 19 |
| % Buses | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0% | 0.3% | - | 0% | 0% | 1.9% | 0% | 0.2% | - | 0.4% | 0.2% | 0% | 0% | 0.2% | - | 0.2% |
| Bicycles on Road | 6 | 0 | 2 | 0 | 8 | - | 1 | 19 | 1 | 0 | 21 | - | 4 | 0 | 0 | 0 | 4 | - | 3 | 12 | 1 | 0 | 16 | - | 49 |
| % Bicycles on Road | 1.8% | 0% | 1.2% | 0% | 1.5% | - | 0.3% | 0.7% | 0.3% | 0% | 0.6% | - | 0.9% | 0% | 0% | 0% | 0.8% | - | 0.6% | 0.4% | 0.7% | 0% | 0.4% | - | 0.6% |
| Pedestrians | - | - | - | - | - | 125 | - | - | - | - | - | 35 | - | - | - | - | - | 203 | - | - | - | - | - | 19 | |
| % Pedestrians | - | - | - | - | - | 98.4% | - | - | - | - | - | 100% | - | - | - | - | - | 99.5% | - | - | - | - | - | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 1.6% | - | - | - | - | - | 0% | - | - | - | - | - | 0.5% | - | - | - | - | - | 0% | |

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

Cedar Hill Cross Road And Stamboul Street -
... - 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: 1045642, Location: 48.460939, -123.331976,

Site Code: TIN000154



McElhanney

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

[N] Stamboul St

Total: 1002

In: 532 Out: 470

333
35
164

81 46

[W] Cedar Hill Cross Rd

Total: 7009
In: 3840 Out: 3169

8
146
3229
465
11

22
302
2783
289
13
Out: 3833 In: 3374
Total: 7207

[E] Cedar Hill Cross Rd

115 89
53 22 440

Out: 789 In: 515
Total: 1304

[S] Business Access

Cedar Hill Cross Road And Stamboul Street - ... - 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: 1045642, Location: 48.460939, -123.331976, Site Code: TIN000154



McElhanney

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

| Leg Direction | Stamboul St Southbound | | | | | | Cedar Hill Cross Rd Westbound | | | | | | Business Access Northbound | | | | | | Cedar Hill Cross Rd Eastbound | | | | | | Int |
|--------------------------------|------------------------|-------|-------|----|-------|------|-------------------------------|-------|-------|----|-------|------|----------------------------|-------|-------|----|-------|------|-------------------------------|-------|-------|----|-------|------|-------|
| 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* | |
| 2023-03-01 8:15AM | 9 | 0 | 10 | 0 | 19 | 3 | 12 | 98 | 11 | 0 | 121 | 2 | 11 | 0 | 1 | 0 | 12 | 6 | 13 | 183 | 4 | 0 | 200 | 1 | 352 |
| 8:30AM | 10 | 1 | 7 | 0 | 18 | 5 | 6 | 99 | 9 | 0 | 114 | 0 | 14 | 0 | 1 | 0 | 15 | 9 | 16 | 117 | 4 | 0 | 137 | 1 | 284 |
| 8:45AM | 7 | 2 | 6 | 0 | 15 | 5 | 12 | 119 | 6 | 0 | 137 | 2 | 11 | 2 | 1 | 0 | 14 | 5 | 13 | 160 | 6 | 0 | 179 | 1 | 345 |
| 9:00AM | 9 | 3 | 2 | 0 | 14 | 4 | 15 | 96 | 12 | 0 | 123 | 2 | 23 | 1 | 4 | 0 | 28 | 5 | 19 | 152 | 10 | 0 | 181 | 0 | 346 |
| Total | 35 | 6 | 25 | 0 | 66 | 17 | 45 | 412 | 38 | 0 | 495 | 6 | 59 | 3 | 7 | 0 | 69 | 25 | 61 | 612 | 24 | 0 | 697 | 3 | 1327 |
| % Approach | 53.0% | 9.1% | 37.9% | 0% | - | - | 9.1% | 83.2% | 7.7% | 0% | - | - | 85.5% | 4.3% | 10.1% | 0% | - | - | 8.8% | 87.8% | 3.4% | 0% | - | - | - |
| % Total | 2.6% | 0.5% | 1.9% | 0% | 5.0% | - | 3.4% | 31.0% | 2.9% | 0% | 37.3% | - | 4.4% | 0.2% | 0.5% | 0% | 5.2% | - | 4.6% | 46.1% | 1.8% | 0% | 52.5% | - | - |
| PHF | 0.875 | 0.500 | 0.625 | - | 0.868 | - | 0.750 | 0.863 | 0.792 | - | 0.901 | - | 0.641 | 0.375 | 0.438 | - | 0.616 | - | 0.803 | 0.838 | 0.600 | - | 0.873 | - | 0.946 |
| 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 | 34 | 6 | 24 | 0 | 64 | - | 44 | 403 | 38 | 0 | 485 | - | 58 | 3 | 5 | 0 | 66 | - | 57 | 597 | 24 | 0 | 678 | - | 1293 |
| % Lights | 97.1% | 100% | 96.0% | 0% | 97.0% | - | 97.8% | 97.8% | 100% | 0% | 98.0% | - | 98.3% | 100% | 71.4% | 0% | 95.7% | - | 93.4% | 97.5% | 100% | 0% | 97.3% | - | 97.4% |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | 1 | - | 1 | 5 | 0 | 0 | 6 | - | 1 | 0 | 1 | 0 | 2 | - | 2 | 13 | 0 | 0 | 15 | - | 24 |
| % Single-Unit Trucks | 0% | 0% | 4.0% | 0% | 1.5% | - | 2.2% | 1.2% | 0% | 0% | 1.2% | - | 1.7% | 0% | 14.3% | 0% | 2.9% | - | 3.3% | 2.1% | 0% | 0% | 2.2% | - | 1.8% |
| Articulated Trucks | 1 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Articulated Trucks | 2.9% | 0% | 0% | 0% | 1.5% | - | 0% | 0.2% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.2% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 1 | 0 | 1 | - | 2 | 0 | 0 | 0 | 2 | - | 5 |
| % Buses | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 0% | 0% | 0.4% | - | 0% | 0% | 14.3% | 0% | 1.4% | - | 3.3% | 0% | 0% | 0% | 0.3% | - | 0.4% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 3 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.2% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0% | 0.3% | - | 0.2% |
| Pedestrians | - | - | - | - | - | 17 | - | - | - | - | - | 6 | - | - | - | - | - | 25 | - | - | - | - | - | 3 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 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 Stamboul Street -
 ... - 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: 1045642, Location: 48.460939, -123.331976,
 Site Code: TIN000154



McElhanney

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

[N] Stamboul St

Total: 138
 In: 66 Out: 72

35 6 25

14 3

[W] Cedar Hill Cross Rd

Total: 1151
 In: 697 Out: 454

24
 612
 61

3

5

7 3 59

Out: 105 In: 69
 Total: 174

[S] Business Access

45
 412
 38
 3
 Out: 696 In: 495
 Total: 1191
 [E] Cedar Hill Cross Rd

3

3

Cedar Hill Cross Road And Stamboul Street - ... - TMC

Wed Mar 1, 2023

PM Peak (4 PM - 5 PM) - Overall Peak Hour

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

All Movements

ID: 1045642, Location: 48.460939, -123.331976, Site Code:

TIN000154



McElhanney

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

| Leg Direction | Stamboul St Southbound | | | | | | Cedar Hill Cross Rd Westbound | | | | | | Business Access Northbound | | | | | | Cedar Hill Cross Rd Eastbound | | | | | | Int |
|--------------------------------|------------------------|-------|-------|----|-------|------|-------------------------------|-------|-------|----|-------|------|----------------------------|-------|-------|----|-------|------|-------------------------------|-------|-------|----|-------|------|-------|
| 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* | |
| 2023-03-01 4:00PM | 19 | 2 | 3 | 0 | 24 | 4 | 12 | 133 | 12 | 0 | 157 | 5 | 24 | 1 | 6 | 0 | 31 | 13 | 24 | 131 | 7 | 0 | 162 | 1 | 374 |
| 4:15PM | 14 | 0 | 4 | 0 | 18 | 7 | 18 | 136 | 17 | 0 | 171 | 1 | 24 | 1 | 1 | 0 | 26 | 6 | 12 | 128 | 4 | 0 | 144 | 1 | 359 |
| 4:30PM | 13 | 3 | 7 | 0 | 23 | 6 | 16 | 156 | 19 | 0 | 191 | 2 | 17 | 1 | 1 | 0 | 19 | 11 | 22 | 140 | 7 | 0 | 169 | 0 | 402 |
| 4:45PM | 15 | 3 | 6 | 0 | 24 | 8 | 9 | 130 | 14 | 0 | 153 | 4 | 27 | 0 | 4 | 0 | 31 | 13 | 15 | 145 | 10 | 0 | 170 | 3 | 378 |
| Total | 61 | 8 | 20 | 0 | 89 | 25 | 55 | 555 | 62 | 0 | 672 | 12 | 92 | 3 | 12 | 0 | 107 | 43 | 73 | 544 | 28 | 0 | 645 | 5 | 1513 |
| % Approach | 68.5% | 9.0% | 22.5% | 0% | - | - | 8.2% | 82.6% | 9.2% | 0% | - | - | 86.0% | 2.8% | 11.2% | 0% | - | - | 11.3% | 84.3% | 4.3% | 0% | - | - | - |
| % Total | 4.0% | 0.5% | 1.3% | 0% | 5.9% | - | 3.6% | 36.7% | 4.1% | 0% | 44.4% | - | 6.1% | 0.2% | 0.8% | 0% | 7.1% | - | 4.8% | 36.0% | 1.9% | 0% | 42.6% | - | - |
| PHF | 0.806 | 0.667 | 0.714 | - | 0.896 | - | 0.764 | 0.891 | 0.847 | - | 0.884 | - | 0.875 | 0.750 | 0.500 | - | 0.855 | - | 0.750 | 0.936 | 0.700 | - | 0.946 | - | 0.949 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 1 | 1 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 4 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 1.8% | 0.2% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0% | 0.3% | - | 0.3% |
| Lights | 58 | 8 | 20 | 0 | 86 | - | 54 | 542 | 61 | 0 | 657 | - | 91 | 3 | 12 | 0 | 106 | - | 72 | 540 | 28 | 0 | 640 | - | 1489 |
| % Lights | 95.1% | 100% | 100% | 0% | 96.6% | - | 98.2% | 97.7% | 98.4% | 0% | 97.8% | - | 98.9% | 100% | 100% | 0% | 99.1% | - | 98.6% | 99.3% | 100% | 0% | 99.2% | - | 98.4% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 3 |
| % Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.2% | 0% | 0% | 0.2% | - | 0.2% |
| 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% | 0.2% | 0% | 0% | 0.1% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | 3 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 3 |
| % Buses | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 0% | 0% | 0.4% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.2% |
| Bicycles on Road | 3 | 0 | 0 | 0 | 3 | - | 0 | 6 | 1 | 0 | 7 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 1 | 0 | 0 | 2 | - | 13 |
| % Bicycles on Road | 4.9% | 0% | 0% | 0% | 3.4% | - | 0% | 1.1% | 1.6% | 0% | 1.0% | - | 1.1% | 0% | 0% | 0% | 0.9% | - | 1.4% | 0.2% | 0% | 0% | 0.3% | - | 0.9% |
| Pedestrians | - | - | - | - | - | 25 | - | - | - | - | - | 12 | - | - | - | - | - | 43 | - | - | - | - | - | 5 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 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 Stamboul Street -
... - TMC

Wed Mar 1, 2023

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

All Movements

ID: 1045642, Location: 48.460939, -123.331976,
Site Code: TIN000154



McElhanney

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

[N] Stamboul St

Total: 175

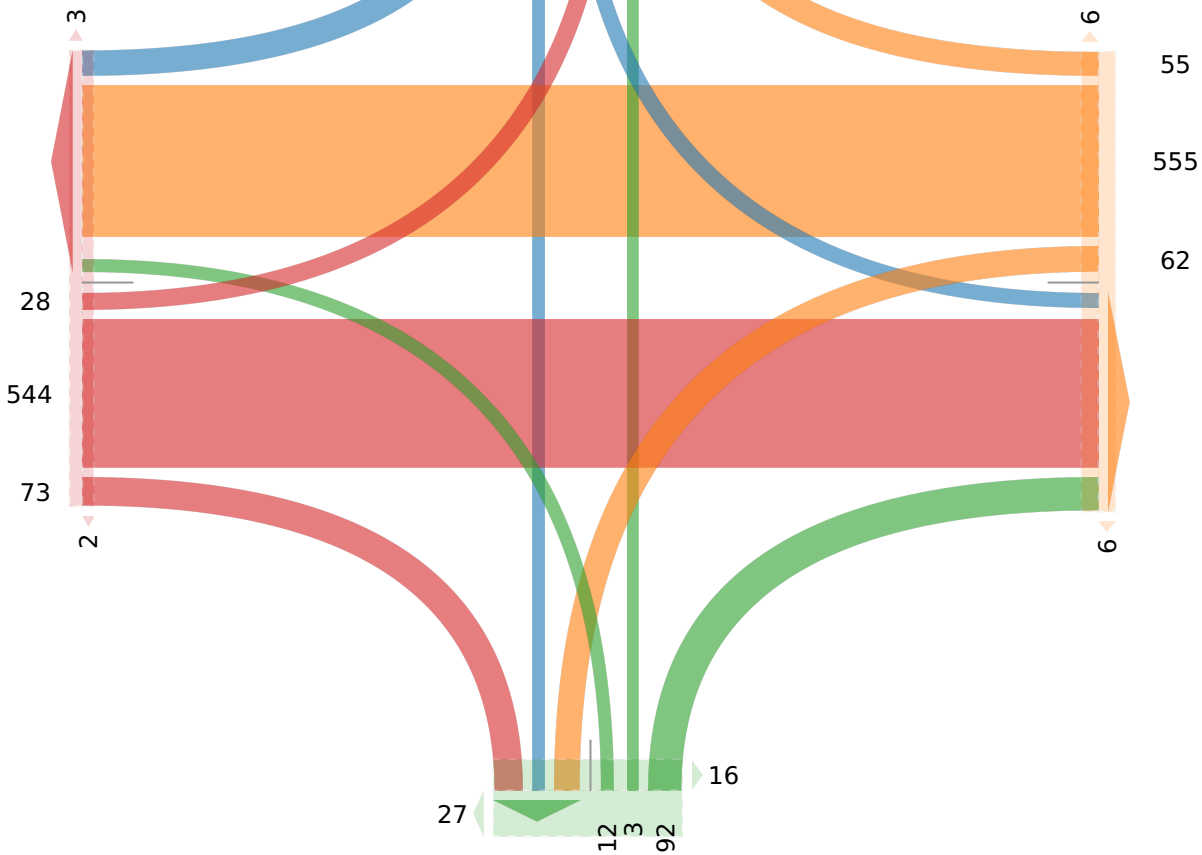
In: 89 Out: 86

61 8 20

14 11

[W] Cedar Hill Cross Rd

Total: 1273
In: 645 Out: 628



Out: 143 In: 107
Total: 250
[S] Business Access