



**Major Road:** SAANICH ROAD  
**Minor Road:** DARWIN AVENUE  
**Municipality:** District of Saanich  
**File Name:** Saanich Road And Darwin Avenue - March 2023.xlsx  
**Location #:** TIN000781  
**Count ID:** 2023036  
**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
<b>Total</b>	07:30	18:00	06:00

**Notes**

**Comments**

Saanich Road And Darwin Avenue - March 2023 - 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: 1045665, Location: 48.457217, -123.369385, Site Code:

TIN000781



McElhanney

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

Leg Direction	Saanich Rd Southbound							Darwin Ave Westbound							Saanich Rd Northbound							Darwin Ave 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	2	38	0	0	40	4	0	2	5	0	7	3	0	18	10	1	29	1	7	1	1	0	9	4	85				
7:45AM	5	60	1	0	66	4	0	2	3	0	5	4	2	21	10	0	33	3	3	1	2	0	6	5	110				
Hourly Total	7	98	1	0	106	8	0	4	8	0	12	7	2	39	20	1	62	4	10	2	3	0	15	9	195				
8:00AM	4	55	2	0	61	2	0	2	3	0	5	2	0	26	7	0	33	1	10	0	4	0	14	3	113				
8:15AM	4	69	2	0	75	0	1	4	2	0	7	0	2	27	13	0	42	3	8	0	2	0	10	2	134				
8:30AM	8	49	4	0	61	4	4	1	1	0	6	4	2	25	14	0	41	1	10	0	1	0	11	0	119				
8:45AM	8	74	4	0	86	1	0	3	2	0	5	1	1	25	14	0	40	1	9	3	1	0	13	0	144				
Hourly Total	24	247	12	0	283	7	5	10	8	0	23	7	5	103	48	0	156	6	37	3	8	0	48	5	510				
9:00AM	1	40	1	0	42	0	2	0	1	0	3	0	0	28	5	1	34	1	10	0	0	0	10	3	89				
9:15AM	8	44	1	0	53	0	0	1	2	0	3	0	1	19	8	0	28	1	8	0	0	0	8	1	92				
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	9	84	2	0	95	0	2	1	3	0	6	0	1	47	13	1	62	2	18	0	0	0	18	4	181				
2:00PM	8	36	0	0	44	4	1	1	1	0	3	1	2	21	6	0	29	2	9	1	1	0	11	7	87				
2:15PM	3	38	1	0	42	2	1	0	1	0	2	0	2	34	9	0	45	2	13	0	2	0	15	1	104				
2:30PM	8	31	0	0	39	1	0	0	2	0	2	0	4	37	7	0	48	0	10	0	1	0	11	2	100				
2:45PM	7	52	3	0	62	0	2	0	2	0	4	1	1	45	10	1	57	1	6	1	3	0	10	2	133				
Hourly Total	26	157	4	0	187	7	4	1	6	0	11	2	9	137	32	1	179	5	38	2	7	0	47	12	424				
3:00PM	5	49	1	0	55	1	2	0	1	0	3	3	1	51	6	0	58	1	5	2	3	0	10	4	126				
3:15PM	7	52	1	0	60	1	0	0	2	0	2	1	3	54	8	0	65	7	5	2	4	0	11	11	138				
3:30PM	5	43	0	0	48	0	0	0	1	0	1	1	5	46	2	0	53	2	11	3	1	0	15	10	117				
3:45PM	2	48	0	0	50	0	1	0	2	0	3	0	3	58	2	0	63	5	3	2	4	0	9	6	125				
Hourly Total	19	192	2	0	213	2	3	0	6	0	9	5	12	209	18	0	239	15	24	9	12	0	45	31	506				
4:00PM	4	42	3	0	49	0	1	2	0	0	3	0	5	40	13	0	58	1	18	4	3	0	25	9	135				
4:15PM	6	43	1	1	51	0	4	1	0	0	5	0	3	61	8	0	72	3	9	2	1	0	12	7	140				
4:30PM	2	45	1	0	48	2	1	1	2	0	4	4	7	60	7	0	74	0	18	4	11	0	33	6	159				
4:45PM	2	33	2	0	37	3	2	1	2	0	5	2	6	60	13	0	79	3	12	0	5	0	17	8	138				
Hourly Total	14	163	7	1	185	5	8	5	4	0	17	6	21	221	41	0	283	7	57	10	20	0	87	30	572				
5:00PM	2	33	1	0	36	0	2	1	4	0	7	0	5	69	10	0	84	5	9	4	2	0	15	8	142				
5:15PM	1	48	2	0	51	1	1	0	2	0	3	1	6	57	8	0	71	1	11	4	6	0	21	3	146				
5:30PM	3	35	0	0	38	3	2	1	3	0	6	2	2	50	7	0	59	3	8	1	3	0	12	5	115				
5:45PM	2	45	0	0	47	2	3	0	4	0	7	0	4	46	6	0	56	4	8	3	0	0	11	0	121				
Hourly Total	8	161	3	0	172	6	8	2	13	0	23	3	17	222	31	0	270	13	36	12	11	0	59	16	524				
<b>Total</b>	<b>107</b>	<b>1102</b>	<b>31</b>	<b>1</b>	<b>1241</b>	<b>35</b>	<b>30</b>	<b>23</b>	<b>48</b>	<b>0</b>	<b>101</b>	<b>30</b>	<b>67</b>	<b>978</b>	<b>203</b>	<b>3</b>	<b>1251</b>	<b>52</b>	<b>220</b>	<b>38</b>	<b>61</b>	<b>0</b>	<b>319</b>	<b>107</b>	<b>2912</b>				
<b>% Approach</b>	<b>8.6%</b>	<b>88.8%</b>	<b>2.5%</b>	<b>0.1%</b>	<b>-</b>	<b>-</b>	<b>29.7%</b>	<b>22.8%</b>	<b>47.5%</b>	<b>0%</b>	<b>-</b>	<b>-</b>	<b>5.4%</b>	<b>78.2%</b>	<b>16.2%</b>	<b>0.2%</b>	<b>-</b>	<b>-</b>	<b>69.0%</b>	<b>11.9%</b>	<b>19.1%</b>	<b>0%</b>	<b>-</b>	<b>-</b>	<b>-</b>				
<b>% Total</b>	<b>3.7%</b>	<b>37.8%</b>	<b>1.1%</b>	<b>0%</b>	<b>42.6%</b>	<b>-</b>	<b>1.0%</b>	<b>0.8%</b>	<b>1.6%</b>	<b>0%</b>	<b>3.5%</b>	<b>-</b>	<b>2.3%</b>	<b>33.6%</b>	<b>7.0%</b>	<b>0.1%</b>	<b>43.0%</b>	<b>-</b>	<b>7.6%</b>	<b>1.3%</b>	<b>2.1%</b>	<b>0%</b>	<b>11.0%</b>	<b>-</b>	<b>-</b>				
<b>Motorcycles</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>3</b>				
<b>% Motorcycles</b>	<b>0.9%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0.1%</b>				
<b>Lights</b>	<b>101</b>	<b>1038</b>	<b>28</b>	<b>0</b>	<b>1167</b>	<b>-</b>	<b>27</b>	<b>8</b>	<b>48</b>	<b>0</b>	<b>83</b>	<b>-</b>	<b>63</b>	<b>916</b>	<b>187</b>	<b>3</b>	<b>1169</b>	<b>-</b>	<b>210</b>	<b>16</b>	<b>60</b>	<b>0</b>	<b>286</b>	<b>-</b>	<b>2705</b>				
<b>% Lights</b>	<b>94.4%</b>	<b>94.2%</b>	<b>90.3%</b>	<b>0%</b>	<b>94.0%</b>	<b>-</b>	<b>90.0%</b>	<b>34.8%</b>	<b>100%</b>	<b>0%</b>	<b>82.2%</b>	<b>-</b>	<b>94.0%</b>	<b>93.7%</b>	<b>92.1%</b>	<b>100%</b>	<b>93.4%</b>	<b>-</b>	<b>95.5%</b>	<b>42.1%</b>	<b>98.4%</b>	<b>0%</b>	<b>89.7%</b>	<b>-</b>	<b>92.9%</b>				
<b>Single-Unit Trucks</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>30</b>				
<b>% Single-Unit Trucks</b>	<b>1.9%</b>	<b>0.8%</b>	<b>3.2%</b>	<b>100%</b>	<b>1.0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>3.0%</b>	<b>1.1%</b>	<b>1.0%</b>	<b>0%</b>	<b>1.2%</b>	<b>-</b>	<b>0.5%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>0.6%</b>	<b>-</b>	<b>1.0%</b>				
<b>Articulated Trucks</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1</b>				
<b>% Articulated Trucks</b>	<b>0%</b>	<b>0.1%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>				
<b>Buses</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>-</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>104</b>				
<b>% Buses</b>	<b>0.9%</b>	<b>4.5%</b>	<b>0%</b>	<b>0%</b>	<b>4.1%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>1.5%</b>	<b>4.8%</b>	<b>0.5%</b>	<b>0%</b>	<b>3.9%</b>	<b>-</b>	<b>1.4%</b>	<b>0%</b>	<b>1.6%</b>	<b>0%</b>	<b>1.3%</b>	<b>-</b>	<b>3.6%</b>				
<b>Bicycles on Road</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>-</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>-</b>	<b>6</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>-</b>	<b>69</b>				
<b>% Bicycles on Road</b>	<b>1.9%</b>	<b>0.4%</b>	<b>6.5%</b>	<b>0%</b>	<b>0.6%</b>	<b>-</b>	<b>10.0%</b>	<b>65.2%</b>	<b>0%</b>	<b>0%</b>	<b>17.8%</b>	<b>-</b>	<b>1.5%</b>	<b>0.2%</b>	<b>6.4%</b>	<b>0%</b>	<b>1.3%</b>	<b>-</b>	<b>2.7%</b>	<b>55.3%</b>	<b>0%</b>	<b>0%</b>	<b>8.5%</b>	<b>-</b>	<b>2.4%</b>				
<b>Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>52</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>106</b>	<b>-</b>				
<b>% Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>94.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>93.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>99.1%</b>	<b>-</b>				
<b>Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>				
<b>% Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.9%</b>	<b>-</b>				

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

Saanich Road And Darwin Avenue - March 2023 - 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)

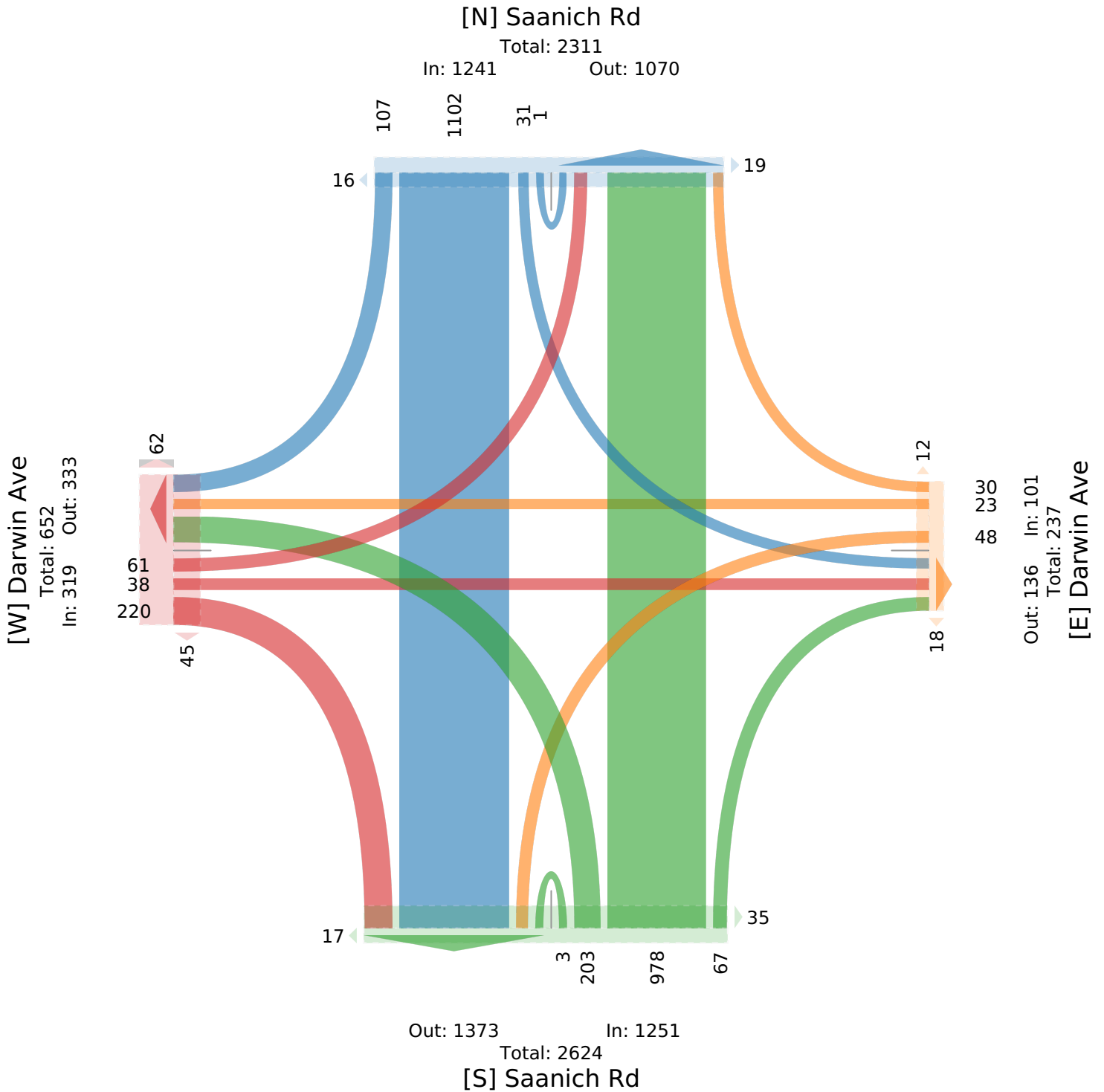
All Movements

ID: 1045665, Location: 48.457217, -123.369385, Site Code: TIN000781



**McElhanney**

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



Saanich Road And Darwin Avenue - March 2023 - TMC

Wed Mar 1, 2023

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 1045665, Location: 48.457217, -123.369385, Site Code:

TIN000781



**McElhanney**

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

Leg Direction	Saanich Rd Southbound						Darwin Ave Westbound						Saanich Rd Northbound						Darwin Ave 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 8:00AM	4	55	2	0	<b>61</b>	2	0	2	3	0	<b>5</b>	2	0	26	7	0	<b>33</b>	1	10	0	4	0	<b>14</b>	3	<b>113</b>
8:15AM	4	69	2	0	<b>75</b>	0	1	4	2	0	<b>7</b>	0	2	27	13	0	<b>42</b>	3	8	0	2	0	<b>10</b>	2	<b>134</b>
8:30AM	8	49	4	0	<b>61</b>	4	4	1	1	0	<b>6</b>	4	2	25	14	0	<b>41</b>	1	10	0	1	0	<b>11</b>	0	<b>119</b>
8:45AM	8	74	4	0	<b>86</b>	1	0	3	2	0	<b>5</b>	1	1	25	14	0	<b>40</b>	1	9	3	1	0	<b>13</b>	0	<b>144</b>
<b>Total</b>	24	247	12	0	<b>283</b>	7	5	10	8	0	<b>23</b>	7	5	103	48	0	<b>156</b>	6	37	3	8	0	<b>48</b>	5	<b>510</b>
<b>% Approach</b>	8.5%	87.3%	4.2%	0%	-	-	21.7%	43.5%	34.8%	0%	-	-	3.2%	66.0%	30.8%	0%	-	-	77.1%	6.3%	16.7%	0%	-	-	-
<b>% Total</b>	4.7%	48.4%	2.4%	0%	<b>55.5%</b>	-	1.0%	2.0%	1.6%	0%	<b>4.5%</b>	-	1.0%	20.2%	9.4%	0%	<b>30.6%</b>	-	7.3%	0.6%	1.6%	0%	<b>9.4%</b>	-	-
<b>PHF</b>	0.719	0.831	0.750	-	<b>0.826</b>	-	0.313	0.500	0.667	-	<b>0.850</b>	-	0.625	0.954	0.768	-	<b>0.944</b>	-	0.875	0.250	0.500	-	<b>0.804</b>	-	0.895
<b>Motorcycles</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Motorcycles</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Lights</b>	23	235	11	0	<b>269</b>	-	5	4	8	0	<b>17</b>	-	4	94	43	0	<b>141</b>	-	35	2	7	0	<b>44</b>	-	471
<b>% Lights</b>	95.8%	95.1%	91.7%	0%	<b>95.1%</b>	-	100%	40.0%	100%	0%	<b>73.9%</b>	-	80.0%	91.3%	89.6%	0%	<b>90.4%</b>	-	94.6%	66.7%	87.5%	0%	<b>91.7%</b>	-	92.4%
<b>Single-Unit Trucks</b>	0	2	1	0	<b>3</b>	-	0	0	0	0	<b>0</b>	-	0	2	0	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	5
<b>% Single-Unit Trucks</b>	0%	0.8%	8.3%	0%	<b>1.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	1.9%	0%	0%	<b>1.3%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.0%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Buses</b>	0	9	0	0	<b>9</b>	-	0	0	0	0	<b>0</b>	-	1	7	0	0	<b>8</b>	-	0	0	1	0	<b>1</b>	-	18
<b>% Buses</b>	0%	3.6%	0%	0%	<b>3.2%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	20.0%	6.8%	0%	0%	<b>5.1%</b>	-	0%	0%	12.5%	0%	<b>2.1%</b>	-	3.5%
<b>Bicycles on Road</b>	1	1	0	0	<b>2</b>	-	0	6	0	0	<b>6</b>	-	0	0	5	0	<b>5</b>	-	2	1	0	0	<b>3</b>	-	16
<b>% Bicycles on Road</b>	4.2%	0.4%	0%	0%	<b>0.7%</b>	-	0%	60.0%	0%	0%	<b>26.1%</b>	-	0%	0%	10.4%	0%	<b>3.2%</b>	-	5.4%	33.3%	0%	0%	<b>6.3%</b>	-	3.1%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	5	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Saanich Road And Darwin Avenue - March

2023 - TMC

Wed Mar 1, 2023

AM Peak (8 AM - 9 AM)

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

All Movements

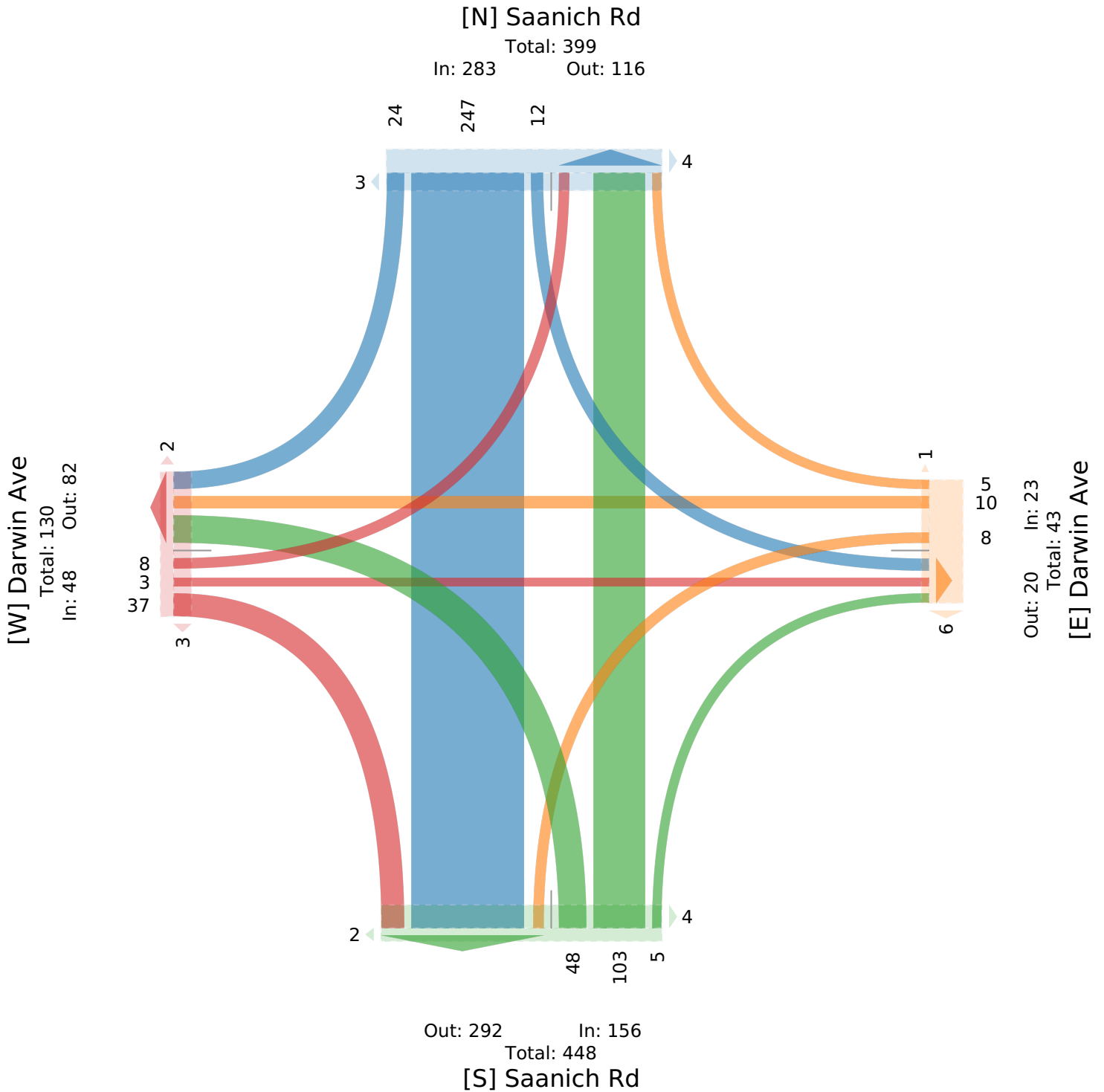
ID: 1045665, Location: 48.457217, -123.369385,

Site Code: TIN000781



**McElhanney**

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



Saanich Road And Darwin Avenue - March 2023 - TMC

Wed Mar 1, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

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

All Movements

ID: 1045665, Location: 48.457217, -123.369385, Site Code:

TIN000781



**McElhanney**

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

Leg Direction	Saanich Rd Southbound						Darwin Ave Westbound						Saanich Rd Northbound						Darwin Ave Eastbound						
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 4:30PM	2	45	1	0	<b>48</b>	2	1	1	2	0	<b>4</b>	4	7	60	7	0	<b>74</b>	0	18	4	11	0	<b>33</b>	6	<b>159</b>
4:45PM	2	33	2	0	<b>37</b>	3	2	1	2	0	<b>5</b>	2	6	60	13	0	<b>79</b>	3	12	0	5	0	<b>17</b>	8	<b>138</b>
5:00PM	2	33	1	0	<b>36</b>	0	2	1	4	0	<b>7</b>	0	5	69	10	0	<b>84</b>	5	9	4	2	0	<b>15</b>	8	<b>142</b>
5:15PM	1	48	2	0	<b>51</b>	1	1	0	2	0	<b>3</b>	1	6	57	8	0	<b>71</b>	1	11	4	6	0	<b>21</b>	3	<b>146</b>
<b>Total</b>	<b>7</b>	<b>159</b>	<b>6</b>	<b>0</b>	<b>172</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>24</b>	<b>246</b>	<b>38</b>	<b>0</b>	<b>308</b>	<b>9</b>	<b>50</b>	<b>12</b>	<b>24</b>	<b>0</b>	<b>86</b>	<b>25</b>	<b>585</b>
<b>% Approach</b>	4.1%	92.4%	3.5%	0%	-	-	31.6%	15.8%	52.6%	0%	-	-	7.8%	79.9%	12.3%	0%	-	-	58.1%	14.0%	27.9%	0%	-	-	-
<b>% Total</b>	1.2%	27.2%	1.0%	0%	<b>29.4%</b>	-	1.0%	0.5%	1.7%	0%	<b>3.2%</b>	-	4.1%	42.1%	6.5%	0%	<b>52.6%</b>	-	8.5%	2.1%	4.1%	0%	<b>14.7%</b>	-	-
<b>PHF</b>	0.875	0.828	0.625	-	<b>0.838</b>	-	0.500	0.250	0.625	-	<b>0.625</b>	-	0.821	0.891	0.673	-	<b>0.916</b>	-	0.706	0.250	0.545	-	<b>0.617</b>	-	0.916
<b>Motorcycles</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	2	0	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	2
<b>% Motorcycles</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.8%	0%	0%	<b>0.6%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.3%
<b>Lights</b>	7	151	5	0	<b>163</b>	-	4	1	10	0	<b>15</b>	-	23	235	34	0	<b>292</b>	-	47	2	24	0	<b>73</b>	-	543
<b>% Lights</b>	100%	95.0%	83.3%	0%	<b>94.8%</b>	-	66.7%	33.3%	100%	0%	<b>78.9%</b>	-	95.8%	95.5%	89.5%	0%	<b>94.8%</b>	-	94.0%	16.7%	100%	0%	<b>84.9%</b>	-	92.8%
<b>Single-Unit Trucks</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	2	1	0	<b>3</b>	-	1	0	0	0	<b>1</b>	-	4
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.8%	2.6%	0%	<b>1.0%</b>	-	2.0%	0%	0%	0%	<b>1.2%</b>	-	0.7%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Buses</b>	0	8	0	0	<b>8</b>	-	0	0	0	0	<b>0</b>	-	0	7	0	0	<b>7</b>	-	0	0	0	0	<b>0</b>	-	15
<b>% Buses</b>	0%	5.0%	0%	0%	<b>4.7%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	2.8%	0%	0%	<b>2.3%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	2.6%
<b>Bicycles on Road</b>	0	0	1	0	<b>1</b>	-	2	2	0	0	<b>4</b>	-	1	0	3	0	<b>4</b>	-	2	10	0	0	<b>12</b>	-	21
<b>% Bicycles on Road</b>	0%	0%	16.7%	0%	<b>0.6%</b>	-	33.3%	66.7%	0%	0%	<b>21.1%</b>	-	4.2%	0%	7.9%	0%	<b>1.3%</b>	-	4.0%	83.3%	0%	0%	<b>14.0%</b>	-	3.6%
<b>Pedestrians</b>	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	25	
<b>% Pedestrians</b>	-	-	-	-	-	83.3%	-	-	-	-	-	71.4%	-	-	-	-	-	100%	-	-	-	-	-	100%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	16.7%	-	-	-	-	-	28.6%	-	-	-	-	-	0%	-	-	-	-	-	0%	

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

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All Movements

ID: 1045665, Location: 48.457217, -123.369385, Site Code: TIN000781



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