



Major Road: SHELBOURNE STREET
Minor Road: FELTHAM ROAD
Municipality: District of Saanich
File Name: Shelbourne Street And Feltham Road - February 2023.xlsx
Location #: TIN000508
Count ID: 2023038
Date: February 28, 2023
Day-of-week: Tuesday

Intersection Type: 4-leg
Signalized: Yes
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 Construction along Feltham Rd to the east of Lambrick Way - traffic continued to flow in both directions.

Shelbourne Street And Feltham Road - Februar... - TMC

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: 1045670, Location: 48.476031, -123.33288, Site Code:

TIN000508



McElhanney

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

| Leg Direction | Shelbourne St Southbound | | | | | | Feltham Rd Westbound | | | | | | Shelbourne St Northbound | | | | | | Feltham 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* | |
| 2023-02-28 7:30AM | 3 | 78 | 9 | 0 | 90 | 2 | 4 | 29 | 32 | 0 | 65 | 1 | 8 | 22 | 1 | 0 | 31 | 3 | 0 | 13 | 7 | 0 | 20 | 4 | 206 |
| 7:45AM | 5 | 88 | 4 | 0 | 97 | 1 | 10 | 36 | 35 | 0 | 81 | 2 | 14 | 26 | 1 | 0 | 41 | 2 | 3 | 16 | 3 | 0 | 22 | 1 | 241 |
| Hourly Total | 8 | 166 | 13 | 0 | 187 | 3 | 14 | 65 | 67 | 0 | 146 | 3 | 22 | 48 | 2 | 0 | 72 | 5 | 3 | 29 | 10 | 0 | 42 | 5 | 447 |
| 8:00AM | 7 | 79 | 9 | 0 | 95 | 1 | 12 | 37 | 28 | 0 | 77 | 2 | 13 | 45 | 0 | 0 | 58 | 2 | 4 | 11 | 11 | 0 | 26 | 6 | 256 |
| 8:15AM | 11 | 80 | 21 | 0 | 112 | 0 | 13 | 25 | 37 | 0 | 75 | 9 | 21 | 43 | 0 | 0 | 64 | 2 | 3 | 29 | 17 | 0 | 49 | 3 | 300 |
| 8:30AM | 17 | 60 | 11 | 0 | 88 | 2 | 15 | 41 | 39 | 0 | 95 | 2 | 26 | 42 | 5 | 0 | 73 | 7 | 4 | 52 | 18 | 0 | 74 | 4 | 330 |
| 8:45AM | 9 | 69 | 9 | 0 | 87 | 0 | 11 | 33 | 38 | 0 | 82 | 18 | 24 | 45 | 2 | 0 | 71 | 6 | 13 | 37 | 20 | 0 | 70 | 1 | 310 |
| Hourly Total | 44 | 288 | 50 | 0 | 382 | 3 | 51 | 136 | 142 | 0 | 329 | 31 | 84 | 175 | 7 | 0 | 266 | 17 | 24 | 129 | 66 | 0 | 219 | 14 | 1196 |
| 9:00AM | 10 | 60 | 8 | 0 | 78 | 1 | 12 | 32 | 23 | 0 | 67 | 8 | 28 | 43 | 3 | 0 | 74 | 5 | 6 | 24 | 12 | 0 | 42 | 1 | 261 |
| 9:15AM | 10 | 51 | 14 | 0 | 75 | 2 | 13 | 30 | 18 | 0 | 61 | 7 | 15 | 32 | 1 | 0 | 48 | 2 | 3 | 21 | 12 | 0 | 36 | 3 | 220 |
| 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 | 20 | 111 | 22 | 0 | 153 | 3 | 25 | 62 | 41 | 0 | 128 | 15 | 43 | 75 | 4 | 0 | 122 | 7 | 9 | 45 | 24 | 0 | 78 | 4 | 481 |
| 2:00PM | 10 | 65 | 21 | 0 | 96 | 0 | 14 | 36 | 24 | 0 | 74 | 9 | 30 | 56 | 8 | 0 | 94 | 5 | 7 | 25 | 12 | 0 | 44 | 5 | 308 |
| 2:15PM | 9 | 72 | 16 | 0 | 97 | 1 | 11 | 27 | 21 | 0 | 59 | 13 | 24 | 65 | 9 | 0 | 98 | 3 | 7 | 40 | 13 | 0 | 60 | 3 | 314 |
| 2:30PM | 10 | 58 | 17 | 0 | 85 | 1 | 25 | 29 | 25 | 0 | 79 | 7 | 30 | 63 | 1 | 0 | 94 | 11 | 6 | 49 | 19 | 0 | 74 | 4 | 332 |
| 2:45PM | 8 | 66 | 18 | 0 | 92 | 3 | 16 | 39 | 30 | 0 | 85 | 15 | 28 | 71 | 3 | 0 | 102 | 3 | 10 | 39 | 18 | 0 | 67 | 6 | 346 |
| Hourly Total | 37 | 261 | 72 | 0 | 370 | 5 | 66 | 131 | 100 | 0 | 297 | 44 | 112 | 255 | 21 | 0 | 388 | 22 | 30 | 153 | 62 | 0 | 245 | 18 | 1300 |
| 3:00PM | 10 | 79 | 13 | 0 | 102 | 3 | 28 | 48 | 27 | 0 | 103 | 18 | 37 | 69 | 10 | 0 | 116 | 6 | 8 | 44 | 15 | 0 | 67 | 6 | 388 |
| 3:15PM | 16 | 89 | 25 | 0 | 130 | 9 | 17 | 52 | 35 | 0 | 104 | 27 | 23 | 89 | 10 | 0 | 122 | 7 | 4 | 49 | 20 | 0 | 73 | 11 | 429 |
| 3:30PM | 13 | 64 | 18 | 0 | 95 | 2 | 24 | 44 | 28 | 0 | 96 | 23 | 32 | 83 | 2 | 0 | 117 | 13 | 5 | 54 | 19 | 0 | 78 | 2 | 386 |
| 3:45PM | 6 | 68 | 14 | 0 | 88 | 2 | 21 | 46 | 27 | 0 | 94 | 12 | 29 | 77 | 7 | 0 | 113 | 5 | 13 | 66 | 25 | 0 | 104 | 3 | 399 |
| Hourly Total | 45 | 300 | 70 | 0 | 415 | 16 | 90 | 190 | 117 | 0 | 397 | 80 | 121 | 318 | 29 | 0 | 468 | 31 | 30 | 213 | 79 | 0 | 322 | 22 | 1602 |
| 4:00PM | 13 | 66 | 15 | 0 | 94 | 5 | 20 | 52 | 20 | 0 | 92 | 7 | 47 | 94 | 5 | 0 | 146 | 3 | 4 | 46 | 14 | 0 | 64 | 4 | 396 |
| 4:15PM | 9 | 76 | 13 | 0 | 98 | 8 | 22 | 27 | 16 | 0 | 65 | 15 | 27 | 72 | 6 | 0 | 105 | 5 | 7 | 54 | 20 | 0 | 81 | 8 | 349 |
| 4:30PM | 14 | 57 | 21 | 0 | 92 | 4 | 18 | 37 | 43 | 0 | 98 | 6 | 38 | 101 | 5 | 0 | 144 | 8 | 6 | 61 | 20 | 0 | 87 | 6 | 421 |
| 4:45PM | 11 | 68 | 19 | 0 | 98 | 6 | 25 | 49 | 26 | 0 | 100 | 9 | 37 | 76 | 1 | 0 | 114 | 4 | 6 | 53 | 23 | 0 | 82 | 6 | 394 |
| Hourly Total | 47 | 267 | 68 | 0 | 382 | 23 | 85 | 165 | 105 | 0 | 355 | 37 | 149 | 343 | 17 | 0 | 509 | 20 | 23 | 214 | 77 | 0 | 314 | 24 | 1560 |
| 5:00PM | 9 | 62 | 13 | 0 | 84 | 0 | 22 | 41 | 33 | 0 | 96 | 14 | 44 | 72 | 1 | 0 | 117 | 6 | 3 | 58 | 21 | 0 | 82 | 4 | 379 |
| 5:15PM | 9 | 65 | 22 | 0 | 96 | 1 | 13 | 27 | 24 | 0 | 64 | 17 | 44 | 95 | 6 | 0 | 145 | 5 | 5 | 37 | 18 | 0 | 60 | 1 | 365 |
| 5:30PM | 10 | 77 | 13 | 0 | 100 | 3 | 25 | 24 | 23 | 0 | 72 | 14 | 37 | 86 | 5 | 0 | 128 | 7 | 6 | 61 | 15 | 0 | 82 | 5 | 382 |
| 5:45PM | 8 | 69 | 16 | 0 | 93 | 2 | 29 | 46 | 28 | 0 | 103 | 9 | 44 | 67 | 7 | 0 | 118 | 0 | 5 | 55 | 21 | 0 | 81 | 4 | 395 |
| Hourly Total | 36 | 273 | 64 | 0 | 373 | 6 | 89 | 138 | 108 | 0 | 335 | 54 | 169 | 320 | 19 | 0 | 508 | 18 | 19 | 211 | 75 | 0 | 305 | 14 | 1521 |
| 6:00PM | 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 | 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 |
| Total | 237 | 1666 | 359 | 0 | 2262 | 59 | 420 | 887 | 680 | 0 | 1987 | 264 | 700 | 1534 | 99 | 0 | 2333 | 120 | 138 | 994 | 393 | 0 | 1525 | 101 | 8107 |
| % Approach | 10.5% | 73.7% | 15.9% | 0% | - | - | 21.1% | 44.6% | 34.2% | 0% | - | - | 30.0% | 65.8% | 4.2% | 0% | - | - | 9.0% | 65.2% | 25.8% | 0% | - | - | - |
| % Total | 2.9% | 20.6% | 4.4% | 0% | 27.9% | - | 5.2% | 10.9% | 8.4% | 0% | 24.5% | - | 8.6% | 18.9% | 1.2% | 0% | 28.8% | - | 1.7% | 12.3% | 4.8% | 0% | 18.8% | - | - |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | 3 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 4 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.2% | 0.1% | 0% | 0.2% | - | 0.1% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Lights | 233 | 1619 | 354 | 0 | 2206 | - | 418 | 868 | 657 | 0 | 1943 | - | 673 | 1495 | 98 | 0 | 2266 | - | 134 | 979 | 392 | 0 | 1505 | - | 7920 |
| % Lights | 98.3% | 97.2% | 98.6% | 0% | 97.5% | - | 99.5% | 97.9% | 96.6% | 0% | 97.8% | - | 96.1% | 97.5% | 99.0% | 0% | 97.1% | - | 97.1% | 98.5% | 99.7% | 0% | 98.7% | - | 97.7% |
| Single-Unit Trucks | 2 | 6 | 3 | 0 | 11 | - | 1 | 4 | 2 | 0 | 7 | - | 5 | 10 | 1 | 0 | 16 | - | 1 | 5 | 1 | 0 | 7 | - | 41 |
| % Single-Unit Trucks | 0.8% | 0.4% | 0.8% | 0% | 0.5% | - | 0.2% | 0.5% | 0.3% | 0% | 0.4% | - | 0.7% | 0.7% | 1.0% | 0% | 0.7% | - | 0.7% | 0.5% | 0.3% | 0% | 0.5% | - | 0.5% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.1% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Buses | 1 | 33 | 1 | 0 | 35 | - | 0 | 9 | 18 | 0 | 27 | - | 20 | 17 | 0 | 0 | 37 | - | 1 | 5 | 0 | 0 | 6 | - | 105 |
| % Buses | 0.4% | 2.0% | 0.3% | 0% | 1.5% | - | 0% | 1.0% | 2.6% | 0% | 1.4% | - | 2.9% | 1.1% | 0% | 0% | 1.6% | - | 0.7% | 0.5% | 0% | 0% | 0.4% | - | 1.3% |
| Bicycles on Road | 1 | 8 | 1 | 0 | 10 | - | 1 | 4 | 2 | 0 | 7 | - | 1 | 11 | 0 | 0 | 12 | - | 2 | 5 | 0 | 0 | 7 | - | 36 |
| % Bicycles on Road | 0.4% | 0.5% | 0.3% | 0% | 0.4% | - | 0.2% | 0.5% | 0.3% | 0% | 0.4% | - | 0.1% | 0.7% | 0% | 0% | 0.5% | - | 1.4% | 0.5% | 0% | 0% | 0.5% | - | 0.4% |
| Pedestrians | - | - | - | - | - | 58 | - | - | - | - | - | 259 | - | - | - | - | - | 119 | - | - | - | - | - | - | 99 |
| % Pedestrians | - | - | - | - | - | 98.3% | - | - | - | - | - | 98.1% | - | - | - | - | - | 99.2% | - | - | - | - | - | - | 98.0% |
| Bicycles on Crosswalk | - | - | - | - | - | 1 | - | - | - | - | - | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | 2 |
| % Bicycles on Crosswalk | - | - | - | - | - | 1.7% | - | - | - | - | - | 1.9% | - | - | - | - | - | 0.8% | - | - | - | - | - | - | 2.0% |

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

Shelbourne Street And Feltham Road -

Februar... - TMC

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

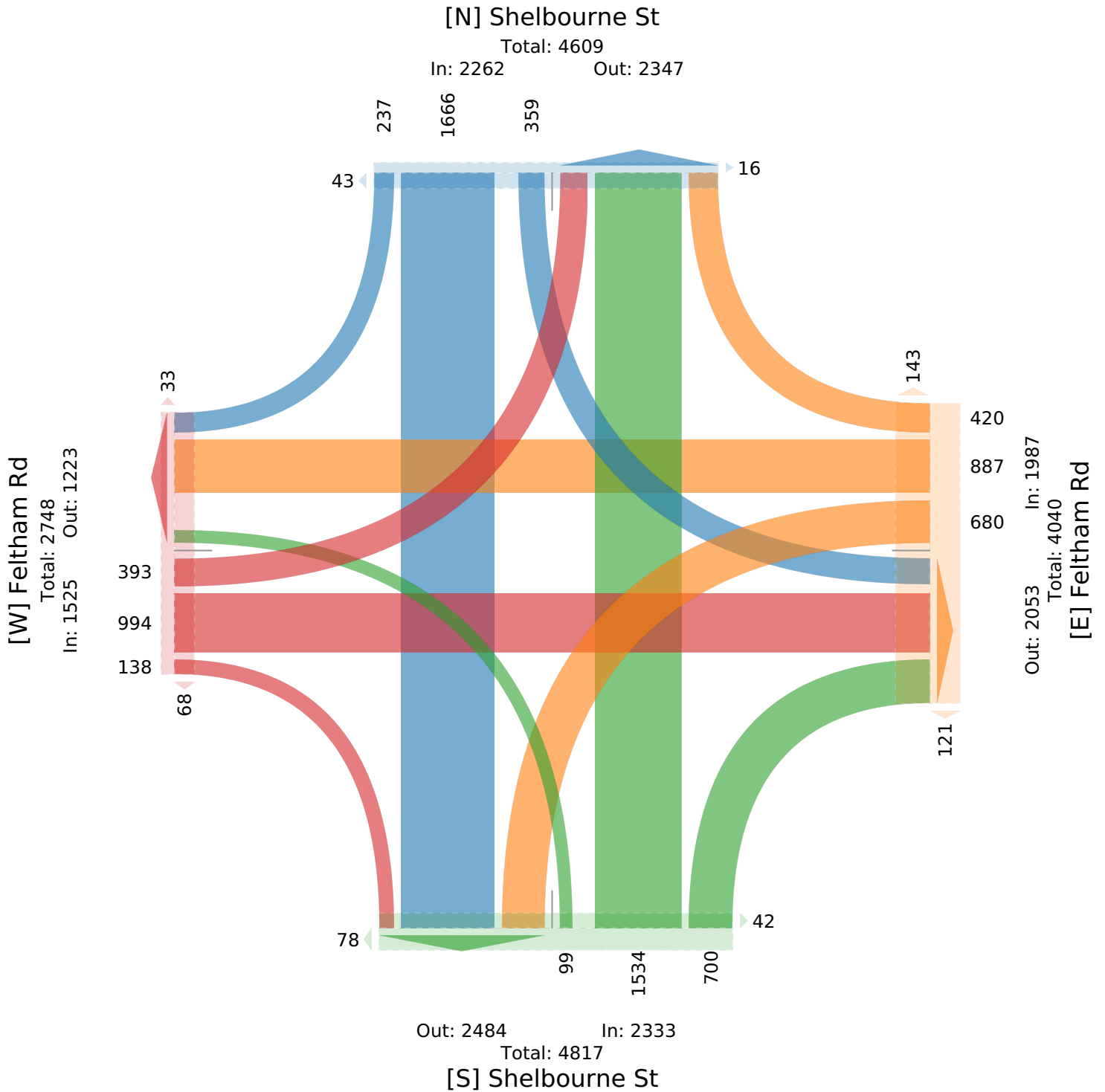
ID: 1045670, Location: 48.476031, -123.33288, Site

Code: TIN000508



McElhanney

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



Shelbourne Street And Feltham Road - Februar... - TMC



McElhanney

Tue Feb 28, 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: 1045670, Location: 48.476031, -123.33288, Site Code: TIN000508

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

| Leg Direction | Shelbourne St Southbound | | | | | | Feltham Rd Westbound | | | | | | Shelbourne St Northbound | | | | | | Feltham 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* | |
| 2023-02-28 8:15AM | 11 | 80 | 21 | 0 | 112 | 0 | 13 | 25 | 37 | 0 | 75 | 9 | 21 | 43 | 0 | 0 | 64 | 2 | 3 | 29 | 17 | 0 | 49 | 3 | 300 |
| 8:30AM | 17 | 60 | 11 | 0 | 88 | 2 | 15 | 41 | 39 | 0 | 95 | 2 | 26 | 42 | 5 | 0 | 73 | 7 | 4 | 52 | 18 | 0 | 74 | 4 | 330 |
| 8:45AM | 9 | 69 | 9 | 0 | 87 | 0 | 11 | 33 | 38 | 0 | 82 | 18 | 24 | 45 | 2 | 0 | 71 | 6 | 13 | 37 | 20 | 0 | 70 | 1 | 310 |
| 9:00AM | 10 | 60 | 8 | 0 | 78 | 1 | 12 | 32 | 23 | 0 | 67 | 8 | 28 | 43 | 3 | 0 | 74 | 5 | 6 | 24 | 12 | 0 | 42 | 1 | 261 |
| Total | 47 | 269 | 49 | 0 | 365 | 3 | 51 | 131 | 137 | 0 | 319 | 37 | 99 | 173 | 10 | 0 | 282 | 20 | 26 | 142 | 67 | 0 | 235 | 9 | 1201 |
| % Approach | 12.9% | 73.7% | 13.4% | 0% | - | - | 16.0% | 41.1% | 42.9% | 0% | - | - | 35.1% | 61.3% | 3.5% | 0% | - | - | 11.1% | 60.4% | 28.5% | 0% | - | - | - |
| % Total | 3.9% | 22.4% | 4.1% | 0% | 30.4% | - | 4.2% | 10.9% | 11.4% | 0% | 26.6% | - | 8.2% | 14.4% | 0.8% | 0% | 23.5% | - | 2.2% | 11.8% | 5.6% | 0% | 19.6% | - | - |
| PHF | 0.691 | 0.838 | 0.583 | - | 0.813 | - | 0.850 | 0.799 | 0.878 | - | 0.839 | - | 0.884 | 0.956 | 0.500 | - | 0.949 | - | 0.500 | 0.678 | 0.838 | - | 0.791 | - | 0.910 |
| 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 | 47 | 262 | 49 | 0 | 358 | - | 51 | 129 | 134 | 0 | 314 | - | 93 | 171 | 9 | 0 | 273 | - | 26 | 137 | 67 | 0 | 230 | - | 1175 |
| % Lights | 100% | 97.4% | 100% | 0% | 98.1% | - | 100% | 98.5% | 97.8% | 0% | 98.4% | - | 93.9% | 98.8% | 90.0% | 0% | 96.8% | - | 100% | 96.5% | 100% | 0% | 97.9% | - | 97.8% |
| Single-Unit Trucks | 0 | 2 | 0 | 0 | 2 | - | 0 | 1 | 0 | 0 | 1 | - | 3 | 1 | 1 | 0 | 5 | - | 0 | 2 | 0 | 0 | 2 | - | 10 |
| % Single-Unit Trucks | 0% | 0.7% | 0% | 0% | 0.5% | - | 0% | 0.8% | 0% | 0% | 0.3% | - | 3.0% | 0.6% | 10.0% | 0% | 1.8% | - | 0% | 1.4% | 0% | 0% | 0.9% | - | 0.8% |
| 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% | - | 0% |
| Buses | 0 | 4 | 0 | 0 | 4 | - | 0 | 1 | 3 | 0 | 4 | - | 3 | 0 | 0 | 0 | 3 | - | 0 | 2 | 0 | 0 | 2 | - | 13 |
| % Buses | 0% | 1.5% | 0% | 0% | 1.1% | - | 0% | 0.8% | 2.2% | 0% | 1.3% | - | 3.0% | 0% | 0% | 0% | 1.1% | - | 0% | 1.4% | 0% | 0% | 0.9% | - | 1.1% |
| Bicycles on Road | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 1 | - | 3 |
| % Bicycles on Road | 0% | 0.4% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.6% | 0% | 0% | 0.4% | - | 0% | 0.7% | 0% | 0% | 0.4% | - | 0.2% |
| Pedestrians | - | - | - | - | - | 3 | - | - | - | - | - | 37 | - | - | - | - | - | 20 | - | - | - | - | - | 9 | |
| % 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

Shelbourne Street And Feltham Road -

Februar... - TMC

Tue Feb 28, 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

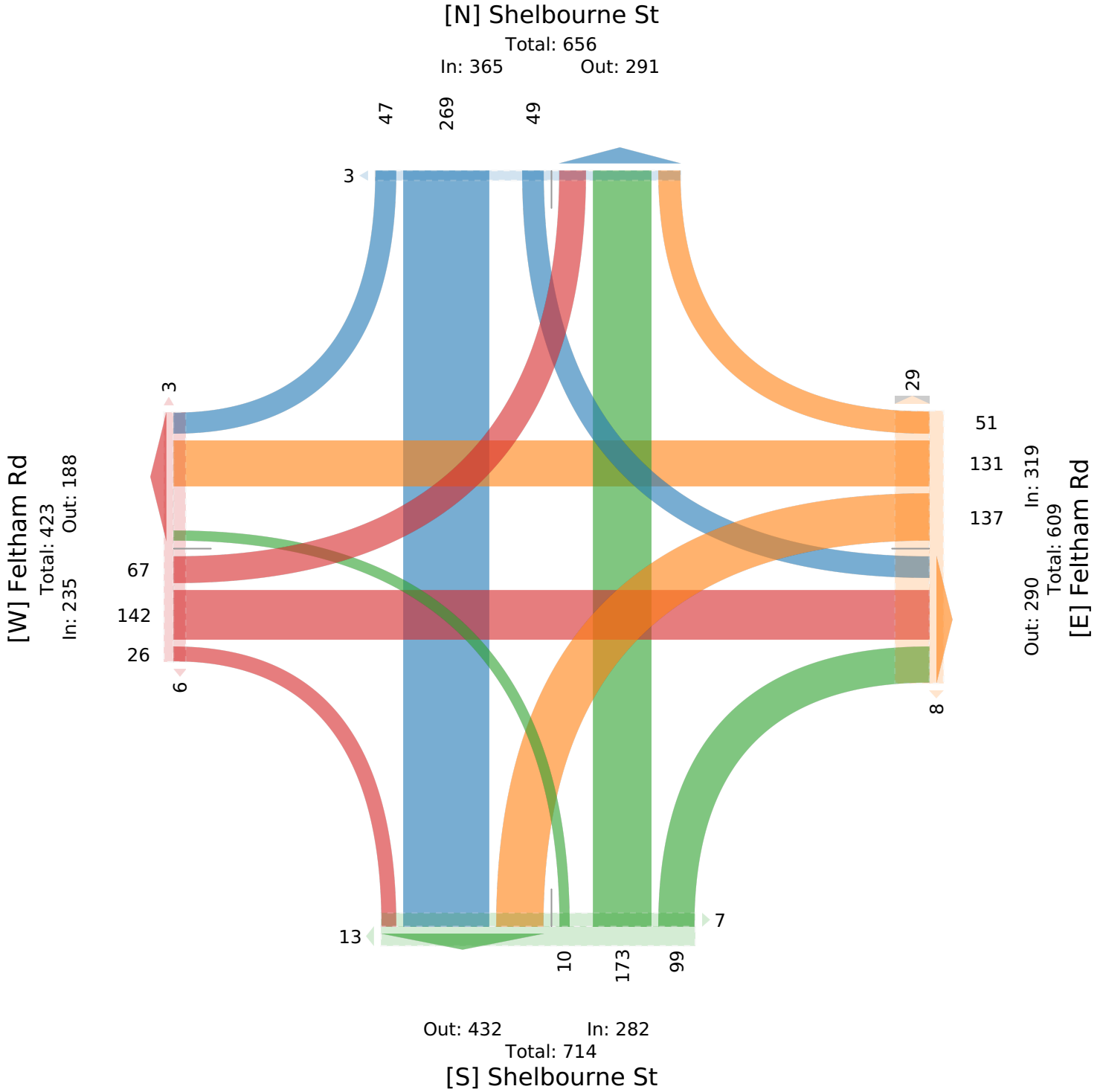
ID: 1045670, Location: 48.476031, -123.33288, Site

Code: TIN000508



McElhanney

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



Shelbourne Street And Feltham Road - Februar... - TMC

Tue Feb 28, 2023

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

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

All Movements

ID: 1045670, Location: 48.476031, -123.33288, Site Code: TIN000508



McElhanney

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

| Leg Direction | Shelbourne St Southbound | | | | | | Feltham Rd Westbound | | | | | | Shelbourne St Northbound | | | | | | Feltham 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* | |
| 2023-02-28 3:15PM | 16 | 89 | 25 | 0 | 130 | 9 | 17 | 52 | 35 | 0 | 104 | 27 | 23 | 89 | 10 | 0 | 122 | 7 | 4 | 49 | 20 | 0 | 73 | 11 | 429 |
| 3:30PM | 13 | 64 | 18 | 0 | 95 | 2 | 24 | 44 | 28 | 0 | 96 | 23 | 32 | 83 | 2 | 0 | 117 | 13 | 5 | 54 | 19 | 0 | 78 | 2 | 386 |
| 3:45PM | 6 | 68 | 14 | 0 | 88 | 2 | 21 | 46 | 27 | 0 | 94 | 12 | 29 | 77 | 7 | 0 | 113 | 5 | 13 | 66 | 25 | 0 | 104 | 3 | 399 |
| 4:00PM | 13 | 66 | 15 | 0 | 94 | 5 | 20 | 52 | 20 | 0 | 92 | 7 | 47 | 94 | 5 | 0 | 146 | 3 | 4 | 46 | 14 | 0 | 64 | 4 | 396 |
| Total | 48 | 287 | 72 | 0 | 407 | 18 | 82 | 194 | 110 | 0 | 386 | 69 | 131 | 343 | 24 | 0 | 498 | 28 | 26 | 215 | 78 | 0 | 319 | 20 | 1610 |
| % Approach | 11.8% | 70.5% | 17.7% | 0% | - | - | 21.2% | 50.3% | 28.5% | 0% | - | - | 26.3% | 68.9% | 4.8% | 0% | - | - | 8.2% | 67.4% | 24.5% | 0% | - | - | - |
| % Total | 3.0% | 17.8% | 4.5% | 0% | 25.3% | - | 5.1% | 12.0% | 6.8% | 0% | 24.0% | - | 8.1% | 21.3% | 1.5% | 0% | 30.9% | - | 1.6% | 13.4% | 4.8% | 0% | 19.8% | - | - |
| PHF | 0.750 | 0.803 | 0.740 | - | 0.785 | - | 0.854 | 0.928 | 0.779 | - | 0.932 | - | 0.691 | 0.929 | 0.600 | - | 0.860 | - | 0.500 | 0.807 | 0.780 | - | 0.762 | - | 0.942 |
| 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 | 48 | 278 | 69 | 0 | 395 | - | 82 | 190 | 104 | 0 | 376 | - | 125 | 332 | 24 | 0 | 481 | - | 26 | 210 | 77 | 0 | 313 | - | 1565 |
| % Lights | 100% | 96.9% | 95.8% | 0% | 97.1% | - | 100% | 97.9% | 94.5% | 0% | 97.4% | - | 95.4% | 96.8% | 100% | 0% | 96.6% | - | 100% | 97.7% | 98.7% | 0% | 98.1% | - | 97.2% |
| Single-Unit Trucks | 0 | 0 | 2 | 0 | 2 | - | 0 | 0 | 1 | 0 | 1 | - | 1 | 2 | 0 | 0 | 3 | - | 0 | 1 | 1 | 0 | 2 | - | 8 |
| % Single-Unit Trucks | 0% | 0% | 2.8% | 0% | 0.5% | - | 0% | 0% | 0.9% | 0% | 0.3% | - | 0.8% | 0.6% | 0% | 0% | 0.6% | - | 0% | 0.5% | 1.3% | 0% | 0.6% | - | 0.5% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 0 | 8 | 0 | 0 | 8 | - | 0 | 3 | 4 | 0 | 7 | - | 4 | 3 | 0 | 0 | 7 | - | 0 | 2 | 0 | 0 | 2 | - | 24 |
| % Buses | 0% | 2.8% | 0% | 0% | 2.0% | - | 0% | 1.5% | 3.6% | 0% | 1.8% | - | 3.1% | 0.9% | 0% | 0% | 1.4% | - | 0% | 0.9% | 0% | 0% | 0.6% | - | 1.5% |
| Bicycles on Road | 0 | 1 | 1 | 0 | 2 | - | 0 | 1 | 1 | 0 | 2 | - | 1 | 5 | 0 | 0 | 6 | - | 0 | 2 | 0 | 0 | 2 | - | 12 |
| % Bicycles on Road | 0% | 0.3% | 1.4% | 0% | 0.5% | - | 0% | 0.5% | 0.9% | 0% | 0.5% | - | 0.8% | 1.5% | 0% | 0% | 1.2% | - | 0% | 0.9% | 0% | 0% | 0.6% | - | 0.7% |
| Pedestrians | - | - | - | - | - | 17 | - | - | - | - | - | 65 | - | - | - | - | - | 28 | - | - | - | - | - | 20 | |
| % Pedestrians | - | - | - | - | - | 94.4% | - | - | - | - | - | 94.2% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | 1 | - | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 5.6% | - | - | - | - | - | 5.8% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | |

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

Shelbourne Street And Feltham Road -

Februar... - TMC

Tue Feb 28, 2023

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

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

All Movements

ID: 1045670, Location: 48.476031, -123.33288, Site

Code: TIN000508



McElhanney

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

