### **Intersection Vehicle Traffic Count Data**



Major Road:Cedar Hill RdMinor Road:Kenmore RdMunicipality:District of Saanich

File Name: 1012898 - Cedar Hill Rd and Kenmore Rd.xlsx

**Location #:** TIN000538 **Count ID:** 2022013

**Date:** October 26, 2022

**Day-of-week:** Wednesday

**Intersection Type:** 3-leg

Signalized: Wednesday
Weather: Rain, 10°

Vehicle Classification: Car, Trucks, Pedestrian, Bikes

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

#### **Notes**

### **Comments**

Wed Oct 26, 2022

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: 1012898, Location: 48.484132, -123.33932,

Site Code: TIN000538



### McElhanney

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

% Motorcycles         0.2%         0%         0.2%         -         0%         0.2%         0%         0.1%         -         0.3%         0.2%         0%         0.2%         -         -         -         0.2%           Lights         559         47         0         606         -         42         638         0         680         -         671         631         0         1302         -         0         -         2588           % Lights         98.4%         92.2%         0%         97.9%         -         93.3%         96.1%         0%         95.9%         -         96.0%         97.8%         0%         96.9%         -         -         96.9%           Single-Unit Trucks         4         0         0         4         -         3         4         0         7         -         9         4         0         13         -         0         -         24           % Single-Unit Trucks         0.7%         0%         0.6%         -         6.7%         0.6%         0%         1.0%         -         1.3%         0.6%         0%         1.0%         -         -         -         -         0.9%         <	Leg	Cedar I	Hill Rd				Kenmoı	re Rd				Cedar H	ill Rd				No access, Side	walk only	
2022-10/26/73/10AM   26   1   0   27   2   0   37   0   37   0   9   7   0   15   0   0   0   0   0   0   0   0   0	Direction	Southbo	ound				Westbo	und				Northbo	und				Eastbound		
T-345AM	Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Арр	Ped*	Int
HondyTotal   49	2022-10-26 7:30AM	1 26	1	0	27	2	0	37	0	37	0	9	7	0	16	0	0	0	80
B:00AM	7:45AN	1 23	3	0	26	0	1	39	0	40	1	17	14	0		0	0	1	
B15AM   25   4   0   29   0   0   40   0   0   27   12   0   39   0   0   1   100	Hourly Tota	l 49	4	0		2	1	76	0	77	1	26	21	0	47	0	0		
B-830AM	8:00AN	1 32	4	0	36	1	2	32	0	34	4	18	14	0	32	0	0	5	102
B-8-5AM	8:15AN	1 25	4	0	29	0	0	40	0	40	0	27	12	0	39	0	0	1	108
Hourly Total   13	8:30AN	1 30	6	0	36	1	4	37	0	41	2	33	26	0	59	1	0	0	136
9:00AM	8:45AN	1 26	2	0	28	0	3	48	0	51	3	18	25	0	43	1	0	2	122
9-15AM 20 0 0 20 2 1 25 0 26 0 13 22 0 35 0 0 4 88 8 9-30AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Hourly Tota	l 113	16	0	129	2	9	157	0	166	9	96	77	0	173	2	0	8	
9:30AM	9:00AN	1 26	1	0	27	0	2	26	0	28	0	13	31	0	44	0	0	0	99
Hourly Total   46	9:15AM	1 20	0	0	20	2	1	25	0	26	0	13	22	0	35	0	0	4	81
2.00PM	9:30AN	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15PM   26   2   0   28   0   4   19   0   23   1   28   31   0   59   0   0   0   0   110	Hourly Tota	l 46	1	0	47	2	3	51	0	54	0	26	53	0	79	0	0	4	180
2:30PM	2:00PN	1 22	0	0	22	1	0	23	0	23	1	22	29	0	51	0	0	0	96
Control   Cont	2:15PM	1 26	2	0	28	0	4	19	0	23	1	28	31	0	59	0	0	0	110
Hourly Total   85   6 0   91	2:30PM	<b>1</b> 17	1	0	18	0	1	18	0	19	1	28	25	0	53	0	0	0	90
3:00PM	2:45PM	1 20	3	0	23	0	5	31	0	36	3	40	24	0	64	0	0	0	123
3:15PM   20	Hourly Tota	1 85	6	0	91	1	10	91	0	101	6	118	109	0	227	0	0	0	419
3:30PM	3:00PM	1 24	1	0	25	0	1	29	0	30	1	32	28	0	60	0	0	0	115
3.45PM	3:15PM	1 20	1	0	21	1	3	25	0	28	1	33	35	0	68	0	0	0	117
Hourly Total   94   5 0   99   1   7   115 0   122   3   127   131 0   258 0   0   1   479	3:30PM	1 21	2	0	23	0	2	37	0	39	1	29	26	0	55	0	0	1	117
4:00PM   32   2   0   34   1   2   20   0   22   2   31   40   0   71   0   0   0   0   127	3:45PM	1 29	1	0	30	0	1	24	0	25	0	33	42	0	75	0	0	0	130
4:15PM	Hourly Tota	1 94	5	0	99	1	7	115	0	122	3	127	131	0	258	0	0	1	479
Hard Hourly Total   Total   Sels	4:00PN	1 32	2	0	34	1	2	20	0	22	2	31	40	0	71	0	0	0	127
Hourly Total   105	4:15PM	1 23	2	0	25	1	1	23	0	24	0	46	34	0	80	0	0	0	129
Hourly Total   105	4:30PM	1 23	1	0	24	0	0	26	0	26	2	52	37	0	89	0	0	0	139
S:00PM   25   2 0 27 0 0 0 19 0 19 0 39 29 0 68 0 0 0 0 114   S:15PM   16 3 0 19 1 4 26 0 30 0 24 32 0 56 0 0 6 105   S:30PM   20 1 0 21 0 1 18 0 19 0 51 22 0 73 0 0 0 113   S:30PM   15 6 0 21 0 2 24 0 26 1 26 21 0 47 0 0 1 94   S:45PM   S:45PM   S:50PM   S:50PM	4:45PN	1 27	2	0	29	0	5	18	0	23	1	37	39	0	76	0	0	0	128
S:15PM	Hourly Tota	l 105	7	0	112	2	8	87	0	95	5	166	150	0	316	0	0	0	523
Single-Unit Trucks	5:00PM	1 25	2	0	27	0	0	19	0	19	0	39	29	0	68	0	0	0	114
Sidspection	5:15PM	1 16	3	0	19	1	4	26	0	30	0	24	32	0	56	0	0	6	105
Hourly Total   76	5:30PM	1 20	1	0	21	0	1	18	0	19	0	51	22	0	73	0	0	0	113
Total         568         51         0         619         11         45         664         0         709         25         699         645         0         1344         2         0         21         2672           % Approach         91.8%         8.2%         0%         -         -         6.3%         93.7%         0%         -         -         52.0%         48.0%         0%         - <td>5:45PM</td> <td>1 15</td> <td>6</td> <td>0</td> <td>21</td> <td>0</td> <td>2</td> <td>24</td> <td>0</td> <td>26</td> <td>1</td> <td>26</td> <td>21</td> <td>0</td> <td>47</td> <td>0</td> <td>0</td> <td>1</td> <td>94</td>	5:45PM	1 15	6	0	21	0	2	24	0	26	1	26	21	0	47	0	0	1	94
% Approach         91.8%         8.2%         0%         -         -         6.3%         93.7%         0%         -         -         52.0%         48.0%         0%         -	Hourly Tota	l 76	12	0	88	1	7	87	0	94	1	140	104	0	244	0	0	7	426
% Approach         91.8%         8.2%         0%         -         -         6.3%         93.7%         0%         -         -         52.0%         48.0%         0%         -	Tota	1 568	51	0	619	11	45	664	0	709	25	699	645	0	1344	2	0	21	2672
% Total         21.3%         1.9% 0%         23.2%         -         1.7%         24.9% 0%         26.5%         -         26.2%         24.1% 0%         50.3%         -         0%         -         <	% Approach	91.8%	8.2% (	0%	_	-	6.3%	93.7%	0%	-	-	52.0%	48.0%	0%	-	-	-	-	-
Motorcycles         1         0         0         1         -         0         1         0         1         0         1         0         1         0         0         1         0         1         0         1         0         1         0         1         0         0         1         0         0         0.2%         0%         0.1%         -         0.3%         0.2%         0%         0.2%         -         0         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.2%         0%         0.6%         0         0.6%         0         0.6%         0%         95.9%         -         96.0%         96.9%         -         -         -         96.9%           Single-Unit Trucks         4         0         0         0.6%         0         0.6%         0%         1.0%         -         1.3%         0.6%         0%         1.0%         -         1.0%         1.0%         1.0%         1.0%         1.0%		_	1.9% (	0%	23.2%	-	1.7%	24.9%	0%	26.5%	-	26.2%	24.1%	0%	50.3%	-	0%	-	-
% Motorcycles         0.2%         0%         0.2%         -         0%         0.2%         0%         0.1%         -         0.3%         0.2%         0%         0.2%         -         -         -         -         -         0.2%           Lights         559         47         0         606         -         42         638         0         680         -         671         631         0         1302         -         0         -         2588           W Lights         98.4%         92.2%         0%         97.9%         -         93.3%         96.1%         0%         95.9%         -         96.0%         97.8%         0%         96.9%         -         -         -         96.9%           Single-Unit Trucks         4         0         0         4         -         3         4         0         7         -         9         4         0         13         -         0         0         -         24           ** Single-Unit Trucks         0.7%         0.6%         0.6%         0.9         1.0%         1.0%         1.0%         -         0.0         0         0         0         0         0         0 <td></td> <td></td> <td></td> <td>0</td> <td>1</td> <td>-</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>-</td> <td>2</td> <td>1</td> <td>0</td> <td>3</td> <td>-</td> <td>0</td> <td>-</td> <td>5</td>				0	1	-	0	1	0	1	-	2	1	0	3	-	0	-	5
Lights   559   47   0   606   -   42   638   0   680   -   671   631   0   1302   -   0   -   2588			0% (	0%	0.2%	-	0%			0.1%	-	0.3%	0.2%	0%	0.2%	-		-	
% Lights         98.4%         92.2%         0%         97.9%         -         93.3%         96.1%         0%         95.9%         -         96.0%         97.8%         0%         96.9%         -         -         -         96.9%           Single-Unit Trucks         4         0         0         4         -         3         4         0         7         -         9         4         0         13         -         0         -         24           % Single-Unit Trucks         0.7%         0%         0.6%         -         6.7%         0.6%         0%         1.0%         -         1.3%         0.6%         0%         1.0%         -         -         -         0.9%           Articulated Trucks         0%         0%         0%         0 <td></td> <td></td> <td>47</td> <td>0</td> <td>606</td> <td>-</td> <td>42</td> <td>638</td> <td>0</td> <td>680</td> <td>-</td> <td>671</td> <td>631</td> <td>0</td> <td>1302</td> <td>-</td> <td>0</td> <td>-</td> <td>2588</td>			47	0	606	-	42	638	0	680	-	671	631	0	1302	-	0	-	2588
Single-Unit Trucks         4         0         0         4         -         3         4         0         7         -         9         4         0         13         -         0         -         24           % Single-Unit Trucks         0.7%         0% 0%         0.6%         -         6.7%         0.6% 0%         1.0%         -         1.3%         0.6% 0%         1.0%         -         0.9%           Articulated Trucks         0         0         0         -         0         1         0         1         -         0         0         0         -         0         0.2% 0%         0.1%         -         0% 0% 0%         0%         -         0%         0.2% 0%         0.1%         -         0% 0% 0%         0%         -         0%         0.2% 0%         0.1%         -         0% 0% 0%         0%         -         0         0         0         0%         0%         0%         0		_	92.2% (	0%	97.9%	-	93.3%	96.1%	0%	95.9%	-	96.0%	97.8%	0%	96.9%	-	-	-	96.9%
% Single-Unit Trucks         0.7%         0% 0%         0.6%         -         6.7%         0.6% 0%         1.0%         -         1.3%         0.6% 0%         1.0%         -         -         -         0.9%           Articulated Trucks         0         0         0         -         0         1         0         1         -         0         0         0         -         0         1           % Articulated Trucks         0%         0% 0%         0%         -         0%         0.2% 0%         0.1%         -         0%         0%         0%         0%         -         0%           Buses         0         2         0         2         0         18         0         18         -         15         2         0         17         0         -         0%           Buses         0%         3.9% 0%         0.3%         -         0%         2.7% 0%         2.5%         -         2.1% 0.3% 0%         1.3%         -         -         -         1.4%           Bicycles on Road         0.7% 3.9% 0%         1.0% -         0%         0.3% 0%         0.3% 0%         0.3% 1.1% 0%         0.7% -         -         -         -						-					-					-	0	-	
Articulated Trucks         0         0         0         -         0         1         0         1         -         0         0         0         0         -         1           % Articulated Trucks         0%         0%         0%         0%         0.2%         0%         0.1%         -         0%         0%         0%         0%         -         0%         0.2%         0%         0.1%         -         0%         0%         0%         0%         -         0%         0.2%         0%         0.1%         -         0% <t< td=""><td></td><td>_</td><td>0% (</td><td>0%</td><td>0.6%</td><td>-</td><td>6.7%</td><td>0.6%</td><td>0%</td><td>1.0%</td><td>-</td><td>1.3%</td><td>0.6%</td><td>0%</td><td>1.0%</td><td>-</td><td>-</td><td>-</td><td>0.9%</td></t<>		_	0% (	0%	0.6%	-	6.7%	0.6%	0%	1.0%	-	1.3%	0.6%	0%	1.0%	-	-	-	0.9%
% Articulated Trucks         0%         0%         0%         0%         0.2%         0%         0.1%         -         0%         0%         0%         0%         -         -         -         0%           Buses         0         2         0         2         -         0         18         0         18         -         15         2         0         17         -         0         -         37           % Buses         0%         3.9%         0%         0.3%         -         0%         2.7%         0%         2.5%         -         2.1%         0.3%         0%         1.3%         -         -         -         1.4%           Bicycles on Road         4         2         0         6         -         0         2         0         2         -         2         7         0         9         -         0         -         1.7           % Bicycles on Road         0.7%         3.9%         0%         1.0%         -         0%         0.3%         0%         0.3%         1.1%         0%         0.7%         -         -         -         0.6%           Pedestrians         -         -		_				-	0	1	0		-	0				-	0	-	
Buses         0         2         0         2         -         0         18         0         18         -         15         2         0         17         -         0         -         37           % Buses         0%         3.9%         0%         0.3%         -         0%         2.7%         0%         2.5%         -         2.1%         0.3%         0%         1.3%         -         -         -         -         1.4%           Bicycles on Road         0.7%         3.9%         0%         1.0%         -         0%         0.3%         0%         0.3%         0.3%         0%         0.3%         0.3%         0%         0.3%		_	0% (	0%	0%	-	0%	0.2%	0%	0.1%	-	0%	0%	0%	0%	-	-	-	0%
Bicycles on Road         4         2         0         6         -         0         2         0         2         -         2         7         0         9         -         0         -         17           % Bicycles on Road         0.7%         3.9%         0%         1.0%         -         0%         0.3%         0%         0.3%         -         0.3%         1.1%         0%         0.7%         -         -         -         0.6%           Pedestrians         -         -         -         100%         -         -         2         -         100%         -         -         -         -         16           Bicycles on Crosswalk         -         -         -         0         -         -         -         -         0         - </td <td></td> <td>_</td> <td>2</td> <td>0</td> <td>2</td> <td>-</td> <td>0</td> <td>18</td> <td>0</td> <td></td> <td>-</td> <td>15</td> <td>2</td> <td>0</td> <td>17</td> <td>-</td> <td>0</td> <td>-</td> <td>37</td>		_	2	0	2	-	0	18	0		-	15	2	0	17	-	0	-	37
Bicycles on Road         4         2         0         6         -         0         2         0         2         -         2         7         0         9         -         0         -         17           % Bicycles on Road         0.7%         3.9%         0%         1.0%         -         0%         0.3%         0%         0.3%         -         0.3%         1.1%         0%         0.7%         -         -         -         0.6%           Pedestrians         -         -         -         100%         -         -         2         -         100%         -         -         -         -         16           Bicycles on Crosswalk         -         -         -         0         -         -         -         -         0         - </td <td>% Buse</td> <td>0%</td> <td>3.9% (</td> <td>0%</td> <td>0.3%</td> <td>-</td> <td>0%</td> <td>2.7%</td> <td>0%</td> <td>2.5%</td> <td>-</td> <td>2.1%</td> <td>0.3%</td> <td>0%</td> <td>1.3%</td> <td>-</td> <td>-</td> <td>-</td> <td>1.4%</td>	% Buse	0%	3.9% (	0%	0.3%	-	0%	2.7%	0%	2.5%	-	2.1%	0.3%	0%	1.3%	-	-	-	1.4%
% Bicycles on Road         0.7%         3.9%         0%         1.0%         -         0%         0.3%         0.3%         0.3%         1.1%         0%         0.7%         -         -         -         0.6%           Pedestrians         -         -         -         11         -         -         -         25         -         -         -         2         -         16           W Pedestrians         -         -         -         100%         -         -         -         100%         -         -         -         100%         -         -         -         -         76.2%         -           Bicycles on Crosswalk         -         -         -         0         -         -         0         -         -         -         0         -         -         -         -         0         -         -         -         -         0         -         -         -         -         0         -         -         -         -         0         -         -         -         -         0         -         -         -         -         0         -         -         -         -         0 <td< td=""><td>Bicycles on Road</td><td>1 4</td><td></td><td></td><td></td><td>-</td><td>0</td><td></td><td></td><td></td><td>-</td><td>2</td><td></td><td></td><td></td><td>-</td><td>0</td><td>-</td><td></td></td<>	Bicycles on Road	1 4				-	0				-	2				-	0	-	
Pedestrians         -         -         -         11         -         -         -         25         -         -         -         2         -         16           % Pedestrians         -         -         -         100%         -         -         -         100%         -         -         -         100%         -         -         -         100%         -		_			1.0%	-	0%				-		1.1%	0%	0.7%	-		-	
% Pedestrians       -       -       -       100%       -       -       -       100%       -       -       -       100%       -       -       -       100%       -<	<u> </u>	_	-		-	11	-	-		-	25				-	2	-	16	
Bicycles on Crosswalk 0 0 5	% Pedestrians	s -	_	-	-	100%	-	-	-	-		-	-	-	-	100%	-	76.2%	-
			-	-	-		-	-	-	-		-	-	-	-		-		
		_	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	23.8%	-

Leg	Cedar Hill Rd					Kenmore R			Cedar Hill I	Rd				No access, Side				
Direction	Southboun	ıd				Westbound					Northbound	l				Eastbound		
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Арр	Ped*	Int

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

Wed Oct 26, 2022

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: 1012898, Location: 48.484132, -123.33932, Site

Code: TIN000538

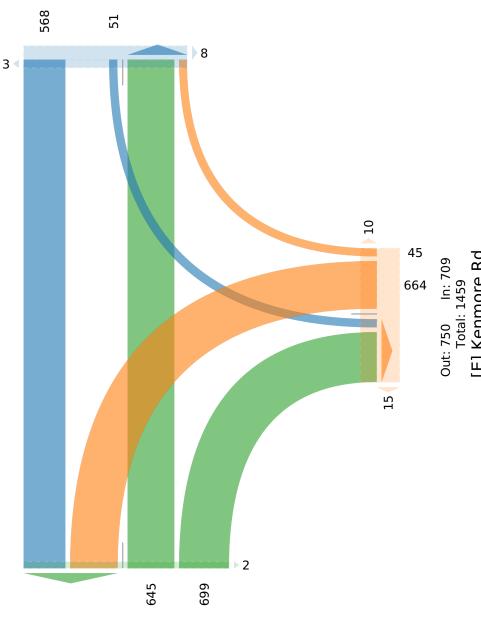


# McElhanney

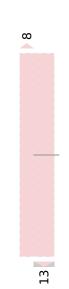
Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA

### [N] Cedar Hill Rd

Total: 1309 In: 619 Out: 690



Out: 1232 In: 1344 Total: 2576 [S] Cedar Hill Rd



Wed Oct 26, 2022 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: 1012898, Location: 48.484132, -123.33932,

Site Code: TIN000538



### McElhanney

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

Leg	Cedar H					Kenmor					Cedar H					No access, Sidewall	k only	
Direction	Southbo					Westbo					Northbo					Eastbound		
Time	Т	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Арр	Ped*	Int
2022-10-26 8:00AM	32	4	0	36	1	2	32	0	34	4	18	14	0	32	0	0	5	102
8:15AM	25	4	0	29	0	0	40	0	40	0	27	12	0	39	0	0	1	108
8:30AM	30	6	0	36	1	4	37	0	41	2	33	26	0	59	1	0	0	136
8:45AM	26	2	0	28	0	3	48	0	51	3	18	25	0	43	1	0	2	122
Total	113	16	0	129	2	9	157	0	166	9	96	77	0	173	2	0	8	468
% Approach	87.6%	12.4%	0%	-	-	5.4%	94.6%	0%	-	-	55.5%	44.5%	0%	-	-	-	-	-
% Total	24.1%	3.4%	0%	27.6%	-	1.9%	33.5%	0%	35.5%	-	20.5%	16.5%	0%	37.0%	-	0%	-	-
PHF	0.895	0.625	-	0.900	-	0.563	0.818	-	0.814	-	0.727	0.731	-	0.729	-	-	-	0.859
Motorcycles	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%
Lights	111	14	0	125	-	8	153	0	161	-	88	76	0	164	-	0	-	450
% Lights	98.2%	87.5%	0%	96.9%	-	88.9%	97.5%	0%	97.0%	-	91.7%	98.7%	0%	94.8%	-	-	-	96.2%
Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	3	0	0	3	-	0	-	4
% Single-Unit Trucks	0%	0%	0%	0%	-	11.1%	0%	0%	0.6%	-	3.1%	0%	0%	1.7%	-	-	-	0.9%
Articulated Trucks	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%
Buses	0	1	0	1	-	0	4	0	4	-	5	0	0	5	-	0	-	10
% Buses	0%	6.3%	0%	0.8%	-	0%	2.5%	0%	2.4%	-	5.2%	0%	0%	2.9%	-	-	-	2.1%
Bicycles on Road	2	1	0	3	-	0	0	0	0	-	0	1	0	1	-	0	-	4
% Bicycles on Road	1.8%	6.3%	0%	2.3%	-	0%	0%	0%	0%	-	0%	1.3%	0%	0.6%	-	-	-	0.9%
Pedestrians	-	-	-	-	2	-	-	-	-	9	-	-	-	-	2	-	7	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-	87.5%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	1	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	12.5%	-

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

Wed Oct 26, 2022 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: 1012898, Location: 48.484132, -123.33932, Site

Code: TIN000538

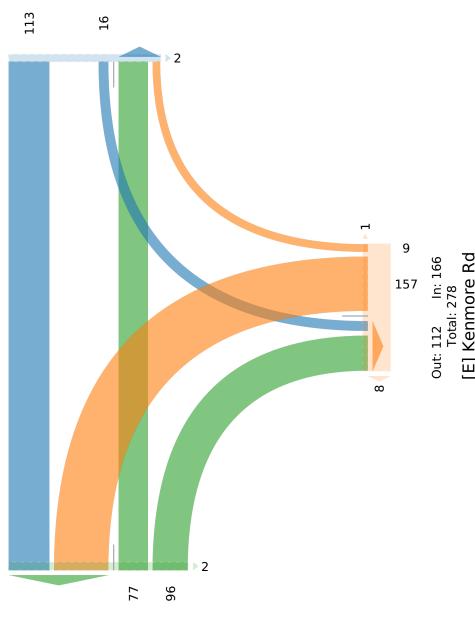


# McElhanney

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

### [N] Cedar Hill Rd

Total: 215 In: 129 Out: 86



7

[W] No access, Sidewalk only

Out: 270 In: 173 Total: 443 [S] Cedar Hill Rd

Wed Oct 26, 2022

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1012898, Location: 48.484132, -123.33932,

Site Code: TIN000538



### McElhanney

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

Leg	Cedar H	Iill Rd			Kenmo	re Rd				Cedar H	ill Rd				No access, Sidewalk only		
Direction	Southbo	ound				Westbo	und				Northbo	und				Eastbound	
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	<b>App</b> Ped <sup>a</sup>	Int
2022-10-26 3:45PM	29	1	0	30	0	1	24	0	25	0	33	42	0	75	0	0	13
4:00PM	32	2	0	34	1	2	20	0	22	2	31	40	0	71	0	0	12
4:15PM	23	2	0	25	1	1	23	0	24	0	46	34	0	80	0	0	12
4:30PM	23	1	0	24	0	0	26	0	26	2	52	37	0	89	0	0	13
Total	107	6	0	113	2	4	93	0	97	4	162	153	0	315	0	0	52
% Approach	94.7%	5.3%	0%	-	-	4.1%	95.9%	0%	-	-	51.4%	48.6%	0%	-	-	-	-
% Total	20.4%	1.1%	0%	21.5%	-	0.8%	17.7%	0%	18.5%	-	30.9%	29.1%	0%	60.0%	-	0%	-
PHF	0.836	0.750	-	0.831	-	0.500	0.894	-	0.933	-	0.779	0.893	-	0.876	-	-	- 0.93
Motorcycles	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%	-	-	- 09
Lights	106	6	0	112	-	4	88	0	92	-	158	148	0	306	-	0	- 51
% Lights	99.1%	100%	0%	99.1%	-	100%	94.6%	0%	94.8%	-	97.5%	96.7%	0%	97.1%	-	-	97.19
Single-Unit Trucks	1	0	0	1	-	0	0	0	0	-	1	1	0	2	-	0	-
% Single-Unit Trucks	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	0.6%	0.7%	0%	0.6%	-	-	- 0.69
Articulated Trucks	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	0	-
% Articulated Trucks	0%	0%	0%	0%	-	0%	1.1%	0%	1.0%	-	0%	0%	0%	0%	-	-	- 0.29
Buses	0	0	0	0	-	0	4	0	4	-	3	1	0	4	-	0	-
% Buses	0%	0%	0%	0%	-	0%	4.3%	0%	4.1%	-	1.9%	0.7%	0%	1.3%	-	-	- 1.59
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	3	0	3	-	0	-
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	2.0%	0%	1.0%	-	-	- 0.69
Pedestrians	-	-	-	-	2	-	-	-	-	4	-	-	-	-	0	- (	)
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	- (	)
% Bicycles on Crosswalk	-	_	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-

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

Wed Oct 26, 2022

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1012898, Location: 48.484132, -123.33932, Site

Code: TIN000538

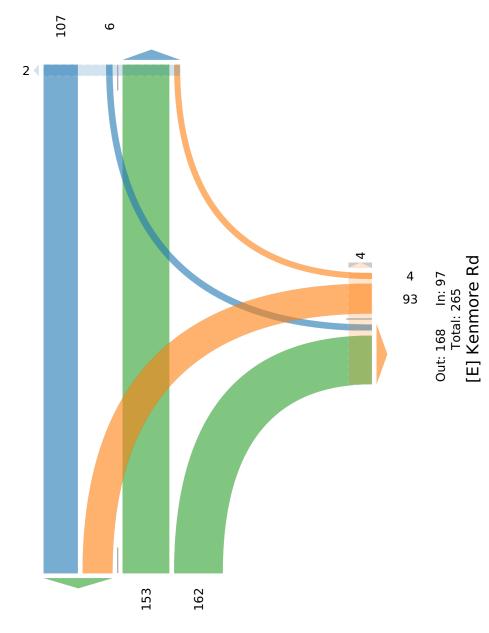


### McElhanney

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

### [N] Cedar Hill Rd

Total: 270 In: 113 Out: 157



Out: 200 In: 315 Total: 515

[S] Cedar Hill Rd