



**Major Road:** Quadra St  
**Minor Road:** Cook St  
**Municipality:** District of Saanich  
**File Name:** 1013475 - Quadra St and Cook St.xlsx  
**Location #:** TIN000691  
**Count ID:** 2022040  
**Date:** October 18, 2022  
**Day-of-week:** Tuesday

**Intersection Type:** 4-leg  
**Signalized:** Tuesday  
Clear and Sunny,  
**Weather:** 24°

**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**



**Quadra St and Cook St - TMC**

Tue Oct 18, 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

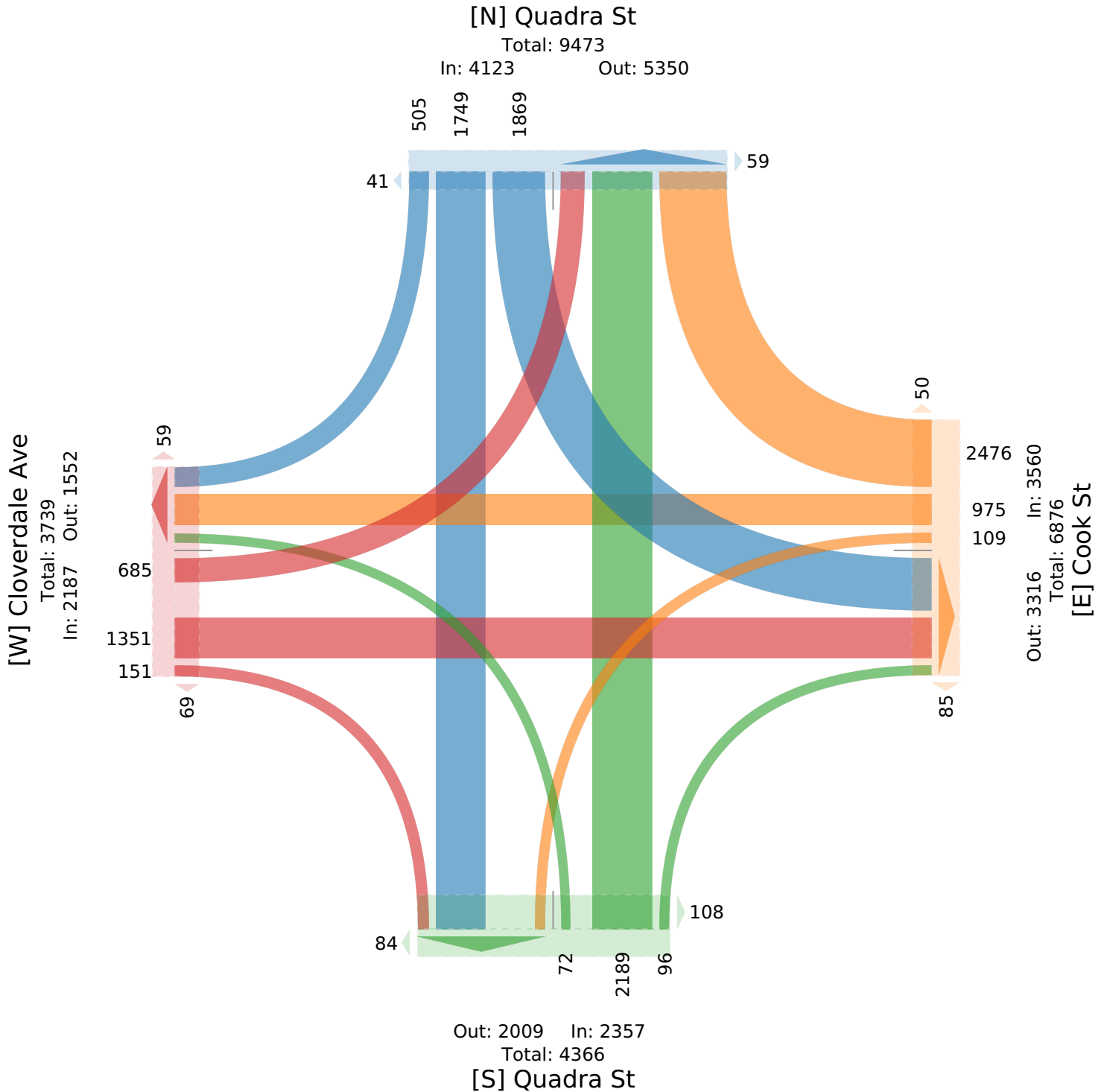
ID: 1013475, Location: 48.455746, -123.359438,

Site Code: TIN000691



**McElhanney**

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



Quadra St and Cook St - TMC

Tue Oct 18, 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: 1013475, Location: 48.455746, -123.359438, Site Code:

TIN000691



**McElhanney**

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

| Leg Direction                  | Quadra St Southbound |       |       |    |       |       | Cook St Westbound |       |       |    |       |       | Quadra St Northbound |       |       |    |       |       | Cloverdale 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   |
| 2022-10-18 8:00AM              | 22                   | 66    | 69    | 0  | 157   | 6     | 114               | 42    | 4     | 0  | 160   | 9     | 3                    | 71    | 1     | 0  | 75    | 9     | 4                        | 44    | 26    | 0  | 74    | 5    | 466   |
| 8:15AM                         | 26                   | 77    | 88    | 0  | 191   | 5     | 116               | 43    | 6     | 0  | 165   | 5     | 2                    | 60    | 4     | 0  | 66    | 10    | 11                       | 55    | 31    | 0  | 97    | 10   | 519   |
| 8:30AM                         | 25                   | 128   | 96    | 0  | 249   | 14    | 108               | 43    | 2     | 0  | 153   | 21    | 7                    | 81    | 4     | 0  | 92    | 32    | 10                       | 58    | 25    | 0  | 93    | 6    | 587   |
| 8:45AM                         | 22                   | 73    | 90    | 0  | 185   | 6     | 97                | 39    | 6     | 0  | 142   | 8     | 6                    | 97    | 17    | 0  | 120   | 11    | 7                        | 60    | 24    | 0  | 91    | 9    | 538   |
| <b>Total</b>                   | 95                   | 344   | 343   | 0  | 782   | 31    | 435               | 167   | 18    | 0  | 620   | 43    | 18                   | 309   | 26    | 0  | 353   | 62    | 32                       | 217   | 106   | 0  | 355   | 30   | 2110  |
| <b>% Approach</b>              | 12.1%                | 44.0% | 43.9% | 0% | -     | -     | 70.2%             | 26.9% | 2.9%  | 0% | -     | -     | 5.1%                 | 87.5% | 7.4%  | 0% | -     | -     | 9.0%                     | 61.1% | 29.9% | 0% | -     | -    | -     |
| <b>% Total</b>                 | 4.5%                 | 16.3% | 16.3% | 0% | 37.1% | -     | 20.6%             | 7.9%  | 0.9%  | 0% | 29.4% | -     | 0.9%                 | 14.6% | 1.2%  | 0% | 16.7% | -     | 1.5%                     | 10.3% | 5.0%  | 0% | 16.8% | -    | -     |
| <b>PHF</b>                     | 0.904                | 0.666 | 0.892 | -  | 0.783 | -     | 0.920             | 0.924 | 0.750 | -  | 0.938 | -     | 0.643                | 0.796 | 0.382 | -  | 0.735 | -     | 0.727                    | 0.905 | 0.855 | -  | 0.897 | -    | 0.894 |
| <b>Motorcycles</b>             | 0                    | 5     | 4     | 0  | 9     | -     | 2                 | 2     | 0     | 0  | 4     | -     | 0                    | 2     | 0     | 0  | 2     | -     | 0                        | 0     | 2     | 0  | 2     | -    | 17    |
| <b>% Motorcycles</b>           | 0%                   | 1.5%  | 1.2%  | 0% | 1.2%  | -     | 0.5%              | 1.2%  | 0%    | 0% | 0.6%  | -     | 0%                   | 0.6%  | 0%    | 0% | 0.6%  | -     | 0%                       | 0%    | 1.9%  | 0% | 0.6%  | -    | 0.8%  |
| <b>Lights</b>                  | 93                   | 320   | 329   | 0  | 742   | -     | 405               | 154   | 18    | 0  | 577   | -     | 17                   | 294   | 25    | 0  | 336   | -     | 31                       | 205   | 95    | 0  | 331   | -    | 1986  |
| <b>% Lights</b>                | 97.9%                | 93.0% | 95.9% | 0% | 94.9% | -     | 93.1%             | 92.2% | 100%  | 0% | 93.1% | -     | 94.4%                | 95.1% | 96.2% | 0% | 95.2% | -     | 96.9%                    | 94.5% | 89.6% | 0% | 93.2% | -    | 94.1% |
| <b>Single-Unit Trucks</b>      | 1                    | 5     | 4     | 0  | 10    | -     | 5                 | 3     | 0     | 0  | 8     | -     | 1                    | 7     | 1     | 0  | 9     | -     | 1                        | 4     | 9     | 0  | 14    | -    | 41    |
| <b>% Single-Unit Trucks</b>    | 1.1%                 | 1.5%  | 1.2%  | 0% | 1.3%  | -     | 1.1%              | 1.8%  | 0%    | 0% | 1.3%  | -     | 5.6%                 | 2.3%  | 3.8%  | 0% | 2.5%  | -     | 3.1%                     | 1.8%  | 8.5%  | 0% | 3.9%  | -    | 1.9%  |
| <b>Articulated Trucks</b>      | 0                    | 0     | 0     | 0  | 0     | -     | 0                 | 0     | 0     | 0  | 0     | -     | 0                    | 0     | 0     | 0  | 0     | -     | 0                        | 0     | 0     | 0  | 0     | -    | 0     |
| <b>% Articulated Trucks</b>    | 0%                   | 0%    | 0%    | 0% | 0%    | -     | 0%                | 0%    | 0%    | 0% | 0%    | -     | 0%                   | 0%    | 0%    | 0% | 0%    | -     | 0%                       | 0%    | 0%    | 0% | 0%    | -    | 0%    |
| <b>Buses</b>                   | 0                    | 11    | 2     | 0  | 13    | -     | 4                 | 0     | 0     | 0  | 4     | -     | 0                    | 6     | 0     | 0  | 6     | -     | 0                        | 1     | 0     | 0  | 1     | -    | 24    |
| <b>% Buses</b>                 | 0%                   | 3.2%  | 0.6%  | 0% | 1.7%  | -     | 0.9%              | 0%    | 0%    | 0% | 0.6%  | -     | 0%                   | 1.9%  | 0%    | 0% | 1.7%  | -     | 0%                       | 0.5%  | 0%    | 0% | 0.3%  | -    | 1.1%  |
| <b>Bicycles on Road</b>        | 1                    | 3     | 4     | 0  | 8     | -     | 19                | 8     | 0     | 0  | 27    | -     | 0                    | 0     | 0     | 0  | 0     | -     | 0                        | 7     | 0     | 0  | 7     | -    | 42    |
| <b>% Bicycles on Road</b>      | 1.1%                 | 0.9%  | 1.2%  | 0% | 1.0%  | -     | 4.4%              | 4.8%  | 0%    | 0% | 4.4%  | -     | 0%                   | 0%    | 0%    | 0% | 0%    | -     | 0%                       | 3.2%  | 0%    | 0% | 2.0%  | -    | 2.0%  |
| <b>Pedestrians</b>             | -                    | -     | -     | -  | -     | 30    | -                 | -     | -     | -  | -     | 41    | -                    | -     | -     | -  | -     | 59    | -                        | -     | -     | -  | -     | 30   | -     |
| <b>% Pedestrians</b>           | -                    | -     | -     | -  | -     | 96.8% | -                 | -     | -     | -  | -     | 95.3% | -                    | -     | -     | -  | -     | 95.2% | -                        | -     | -     | -  | -     | 100% | -     |
| <b>Bicycles on Crosswalk</b>   | -                    | -     | -     | -  | -     | 1     | -                 | -     | -     | -  | -     | 2     | -                    | -     | -     | -  | -     | 3     | -                        | -     | -     | -  | -     | 0    | -     |
| <b>% Bicycles on Crosswalk</b> | -                    | -     | -     | -  | -     | 3.2%  | -                 | -     | -     | -  | -     | 4.7%  | -                    | -     | -     | -  | -     | 4.8%  | -                        | -     | -     | -  | -     | 0%   | -     |

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

**Quadra St and Cook St - TMC**

Tue Oct 18, 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

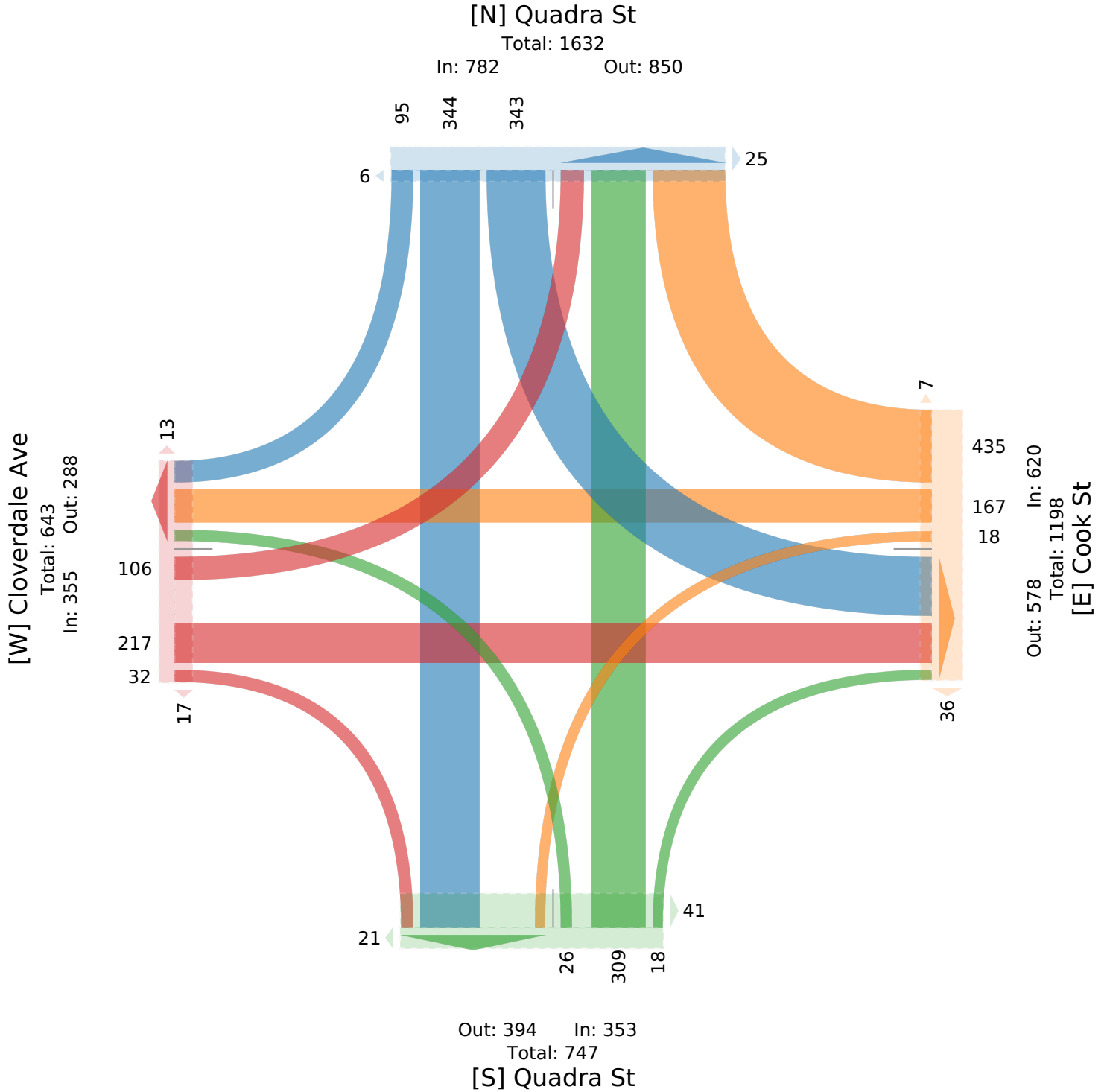
ID: 1013475, Location: 48.455746, -123.359438,

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Quadra St and Cook St - TMC

Tue Oct 18, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1013475, Location: 48.455746, -123.359438, Site Code:

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| Leg Direction                  | Quadra St Southbound |            |            |          |              |           | Cook St Westbound |            |           |          |              |           | Quadra St Northbound |            |          |          |              |           | Cloverdale 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         |
| 2022-10-18 4:15PM              | 16                   | 73         | 91         | 0        | <b>180</b>   | 4         | 112               | 44         | 9         | 0        | <b>165</b>   | 4         | 4                    | 111        | 0        | 0        | <b>115</b>   | 12        | 7                        | 74         | 48         | 0        | <b>129</b>   | 9         | <b>589</b>  |
| 4:30PM                         | 18                   | 76         | 76         | 0        | <b>170</b>   | 6         | 136               | 42         | 4         | 0        | <b>182</b>   | 6         | 2                    | 120        | 1        | 0        | <b>123</b>   | 9         | 7                        | 67         | 56         | 0        | <b>130</b>   | 9         | <b>605</b>  |
| 4:45PM                         | 18                   | 66         | 102        | 0        | <b>186</b>   | 7         | 109               | 45         | 7         | 0        | <b>161</b>   | 8         | 6                    | 122        | 0        | 0        | <b>128</b>   | 9         | 5                        | 68         | 48         | 0        | <b>121</b>   | 11        | <b>596</b>  |
| 5:00PM                         | 17                   | 92         | 79         | 0        | <b>188</b>   | 4         | 106               | 40         | 2         | 0        | <b>148</b>   | 5         | 4                    | 118        | 0        | 0        | <b>122</b>   | 9         | 9                        | 58         | 45         | 0        | <b>112</b>   | 4         | <b>570</b>  |
| <b>Total</b>                   | <b>69</b>            | <b>307</b> | <b>348</b> | <b>0</b> | <b>724</b>   | <b>21</b> | <b>463</b>        | <b>171</b> | <b>22</b> | <b>0</b> | <b>656</b>   | <b>23</b> | <b>16</b>            | <b>471</b> | <b>1</b> | <b>0</b> | <b>488</b>   | <b>39</b> | <b>28</b>                | <b>267</b> | <b>197</b> | <b>0</b> | <b>492</b>   | <b>33</b> | <b>2360</b> |
| <b>% Approach</b>              | 9.5%                 | 42.4%      | 48.1%      | 0%       | -            | -         | 70.6%             | 26.1%      | 3.4%      | 0%       | -            | -         | 3.3%                 | 96.5%      | 0.2%     | 0%       | -            | -         | 5.7%                     | 54.3%      | 40.0%      | 0%       | -            | -         | -           |
| <b>% Total</b>                 | 2.9%                 | 13.0%      | 14.7%      | 0%       | <b>30.7%</b> | -         | 19.6%             | 7.2%       | 0.9%      | 0%       | <b>27.8%</b> | -         | 0.7%                 | 20.0%      | 0%       | 0%       | <b>20.7%</b> | -         | 1.2%                     | 11.3%      | 8.3%       | 0%       | <b>20.8%</b> | -         | -           |
| <b>PHF</b>                     | 0.944                | 0.838      | 0.850      | -        | <b>0.968</b> | -         | 0.846             | 0.959      | 0.611     | -        | <b>0.894</b> | -         | 0.667                | 0.963      | 0.250    | -        | <b>0.951</b> | -         | 0.844                    | 0.896      | 0.871      | -        | <b>0.930</b> | -         | 0.968       |
| <b>Motorcycles</b>             | 0                    | 3          | 4          | 0        | <b>7</b>     | -         | 1                 | 1          | 0         | 0        | <b>2</b>     | -         | 0                    | 6          | 0        | 0        | <b>6</b>     | -         | 0                        | 5          | 0          | 0        | <b>5</b>     | -         | 20          |
| <b>% Motorcycles</b>           | 0%                   | 1.0%       | 1.1%       | 0%       | <b>1.0%</b>  | -         | 0.2%              | 0.6%       | 0%        | 0%       | <b>0.3%</b>  | -         | 0%                   | 1.3%       | 0%       | 0%       | <b>1.2%</b>  | -         | 0%                       | 1.9%       | 0%         | 0%       | <b>1.0%</b>  | -         | 0.8%        |
| <b>Lights</b>                  | 68                   | 296        | 343        | 0        | <b>707</b>   | -         | 453               | 162        | 22        | 0        | <b>637</b>   | -         | 16                   | 450        | 1        | 0        | <b>467</b>   | -         | 27                       | 253        | 195        | 0        | <b>475</b>   | -         | 2286        |
| <b>% Lights</b>                | 98.6%                | 96.4%      | 98.6%      | 0%       | <b>97.7%</b> | -         | 97.8%             | 94.7%      | 100%      | 0%       | <b>97.1%</b> | -         | 100%                 | 95.5%      | 100%     | 0%       | <b>95.7%</b> | -         | 96.4%                    | 94.8%      | 99.0%      | 0%       | <b>96.5%</b> | -         | 96.9%       |
| <b>Single-Unit Trucks</b>      | 0                    | 0          | 0          | 0        | <b>0</b>     | -         | 2                 | 2          | 0         | 0        | <b>4</b>     | -         | 0                    | 1          | 0        | 0        | <b>1</b>     | -         | 0                        | 0          | 0          | 0        | <b>0</b>     | -         | 5           |
| <b>% Single-Unit Trucks</b>    | 0%                   | 0%         | 0%         | 0%       | <b>0%</b>    | -         | 0.4%              | 1.2%       | 0%        | 0%       | <b>0.6%</b>  | -         | 0%                   | 0.2%       | 0%       | 0%       | <b>0.2%</b>  | -         | 0%                       | 0%         | 0%         | 0%       | <b>0%</b>    | -         | 0.2%        |
| <b>Articulated Trucks</b>      | 0                    | 0          | 0          | 0        | <b>0</b>     | -         | 1                 | 0          | 0         | 0        | <b>1</b>     | -         | 0                    | 0          | 0        | 0        | <b>0</b>     | -         | 0                        | 0          | 0          | 0        | <b>0</b>     | -         | 1           |
| <b>% Articulated Trucks</b>    | 0%                   | 0%         | 0%         | 0%       | <b>0%</b>    | -         | 0.2%              | 0%         | 0%        | 0%       | <b>0.2%</b>  | -         | 0%                   | 0%         | 0%       | 0%       | <b>0%</b>    | -         | 0%                       | 0%         | 0%         | 0%       | <b>0%</b>    | -         | 0%          |
| <b>Buses</b>                   | 0                    | 6          | 0          | 0        | <b>6</b>     | -         | 0                 | 0          | 0         | 0        | <b>0</b>     | -         | 0                    | 13         | 0        | 0        | <b>13</b>    | -         | 0                        | 0          | 0          | 0        | <b>0</b>     | -         | 19          |
| <b>% Buses</b>                 | 0%                   | 2.0%       | 0%         | 0%       | <b>0.8%</b>  | -         | 0%                | 0%         | 0%        | 0%       | <b>0%</b>    | -         | 0%                   | 2.8%       | 0%       | 0%       | <b>2.7%</b>  | -         | 0%                       | 0%         | 0%         | 0%       | <b>0%</b>    | -         | 0.8%        |
| <b>Bicycles on Road</b>        | 1                    | 2          | 1          | 0        | <b>4</b>     | -         | 6                 | 6          | 0         | 0        | <b>12</b>    | -         | 0                    | 1          | 0        | 0        | <b>1</b>     | -         | 1                        | 9          | 2          | 0        | <b>12</b>    | -         | 29          |
| <b>% Bicycles on Road</b>      | 1.4%                 | 0.7%       | 0.3%       | 0%       | <b>0.6%</b>  | -         | 1.3%              | 3.5%       | 0%        | 0%       | <b>1.8%</b>  | -         | 0%                   | 0.2%       | 0%       | 0%       | <b>0.2%</b>  | -         | 3.6%                     | 3.4%       | 1.0%       | 0%       | <b>2.4%</b>  | -         | 1.2%        |
| Pedestrians                    | -                    | -          | -          | -        | -            | 18        | -                 | -          | -         | -        | -            | 20        | -                    | -          | -        | -        | -            | 39        | -                        | -          | -          | -        | -            | 31        | -           |
| <b>% Pedestrians</b>           | -                    | -          | -          | -        | -            | 85.7%     | -                 | -          | -         | -        | -            | 87.0%     | -                    | -          | -        | -        | -            | 100%      | -                        | -          | -          | -        | -            | 93.9%     | -           |
| Bicycles on Crosswalk          | -                    | -          | -          | -        | -            | 3         | -                 | -          | -         | -        | -            | 3         | -                    | -          | -        | -        | -            | 0         | -                        | -          | -          | -        | -            | 2         | -           |
| <b>% Bicycles on Crosswalk</b> | -                    | -          | -          | -        | -            | 14.3%     | -                 | -          | -         | -        | -            | 13.0%     | -                    | -          | -        | -        | -            | 0%        | -                        | -          | -          | -        | -            | 6.1%      | -           |

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