



Major Road: Shelbourne St
Minor Road: Cedar Hill Rd
Municipality: District of Saanich
File Name: 1013419 - Shelbourne St and Cedar Hill Rd.xlsx
Location #: TIN000599
Count ID: 2022049
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 | - | - | - |
| PM | 14:00 | 18:00 | 04:00 |
| Total | 07:30 | 18:00 | 06:00 |

Notes

Comments

Shelbourne St and Cedar Hill Rd - TMC
 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: 1013419, Location: 48.490218, -123.338, Site Code: TIN000599



McElhanney

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

| Leg Direction | Shelbourne St Southbound | | | | | No access, sidewalk only Westbound | | Shelbourne St Northbound | | | | Cedar Hill Rd Eastbound | | | | | Int |
|--------------------------------|--------------------------|-------|------|-------|------|------------------------------------|-------|--------------------------|-------|-------|------|-------------------------|-------|----|-------|------|-------|
| | R | T | U | App | Ped* | App | Ped* | T | L | App | Ped* | R | L | U | App | Ped* | |
| 2022-10-26 7:30AM | 10 | 28 | 0 | 38 | 0 | 0 | 1 | 43 | 1 | 44 | 0 | 3 | 15 | 0 | 18 | 2 | 100 |
| 7:45AM | 4 | 45 | 0 | 49 | 0 | 0 | 0 | 63 | 3 | 66 | 0 | 0 | 13 | 0 | 13 | 0 | 128 |
| Hourly Total | 14 | 73 | 0 | 87 | 0 | 0 | 1 | 106 | 4 | 110 | 0 | 3 | 28 | 0 | 31 | 2 | 228 |
| 8:00AM | 9 | 67 | 0 | 76 | 0 | 0 | 1 | 64 | 3 | 67 | 0 | 1 | 14 | 0 | 15 | 2 | 158 |
| 8:15AM | 5 | 90 | 0 | 95 | 1 | 0 | 0 | 48 | 4 | 52 | 0 | 3 | 11 | 0 | 14 | 3 | 161 |
| 8:30AM | 9 | 56 | 0 | 65 | 0 | 0 | 1 | 65 | 2 | 67 | 0 | 2 | 13 | 0 | 15 | 1 | 147 |
| 8:45AM | 14 | 73 | 0 | 87 | 0 | 0 | 8 | 67 | 3 | 70 | 0 | 1 | 15 | 0 | 16 | 1 | 173 |
| Hourly Total | 37 | 286 | 0 | 323 | 1 | 0 | 10 | 244 | 12 | 256 | 0 | 7 | 53 | 0 | 60 | 7 | 639 |
| 9:00AM | 16 | 60 | 0 | 76 | 0 | 0 | 1 | 53 | 0 | 53 | 0 | 1 | 13 | 0 | 14 | 1 | 143 |
| 9:15AM | 11 | 59 | 1 | 71 | 0 | 0 | 1 | 46 | 2 | 48 | 0 | 3 | 16 | 0 | 19 | 2 | 138 |
| 9:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 27 | 119 | 1 | 147 | 0 | 0 | 2 | 99 | 2 | 101 | 0 | 4 | 29 | 0 | 33 | 3 | 281 |
| 2:00PM | 13 | 58 | 0 | 71 | 0 | 0 | 1 | 61 | 4 | 65 | 0 | 3 | 17 | 0 | 20 | 1 | 156 |
| 2:15PM | 9 | 63 | 0 | 72 | 0 | 0 | 0 | 58 | 1 | 59 | 0 | 2 | 21 | 0 | 23 | 0 | 154 |
| 2:30PM | 8 | 63 | 0 | 71 | 0 | 0 | 1 | 71 | 2 | 73 | 0 | 4 | 7 | 0 | 11 | 3 | 155 |
| 2:45PM | 14 | 52 | 0 | 66 | 0 | 0 | 1 | 48 | 0 | 48 | 0 | 3 | 14 | 0 | 17 | 0 | 131 |
| Hourly Total | 44 | 236 | 0 | 280 | 0 | 0 | 3 | 238 | 7 | 245 | 0 | 12 | 59 | 0 | 71 | 4 | 596 |
| 3:00PM | 10 | 74 | 0 | 84 | 0 | 0 | 0 | 60 | 4 | 64 | 0 | 3 | 14 | 0 | 17 | 0 | 165 |
| 3:15PM | 9 | 69 | 0 | 78 | 0 | 0 | 0 | 90 | 1 | 91 | 0 | 3 | 20 | 0 | 23 | 1 | 192 |
| 3:30PM | 16 | 68 | 0 | 84 | 0 | 0 | 1 | 79 | 3 | 82 | 0 | 3 | 12 | 0 | 15 | 0 | 181 |
| 3:45PM | 12 | 75 | 0 | 87 | 0 | 0 | 0 | 70 | 0 | 70 | 0 | 5 | 21 | 0 | 26 | 1 | 183 |
| Hourly Total | 47 | 286 | 0 | 333 | 0 | 0 | 1 | 299 | 8 | 307 | 0 | 14 | 67 | 0 | 81 | 2 | 721 |
| 4:00PM | 20 | 83 | 0 | 103 | 0 | 0 | 0 | 80 | 2 | 82 | 0 | 3 | 15 | 0 | 18 | 0 | 203 |
| 4:15PM | 15 | 71 | 0 | 86 | 0 | 0 | 1 | 75 | 2 | 77 | 0 | 4 | 11 | 0 | 15 | 2 | 178 |
| 4:30PM | 12 | 76 | 0 | 88 | 0 | 0 | 4 | 68 | 2 | 70 | 0 | 2 | 18 | 0 | 20 | 0 | 178 |
| 4:45PM | 16 | 60 | 0 | 76 | 1 | 0 | 0 | 53 | 2 | 55 | 0 | 2 | 7 | 0 | 9 | 1 | 140 |
| Hourly Total | 63 | 290 | 0 | 353 | 1 | 0 | 5 | 276 | 8 | 284 | 0 | 11 | 51 | 0 | 62 | 3 | 699 |
| 5:00PM | 18 | 80 | 0 | 98 | 0 | 0 | 0 | 74 | 3 | 77 | 0 | 0 | 12 | 0 | 12 | 0 | 187 |
| 5:15PM | 11 | 71 | 0 | 82 | 0 | 0 | 1 | 73 | 2 | 75 | 1 | 6 | 11 | 0 | 17 | 2 | 174 |
| 5:30PM | 8 | 66 | 0 | 74 | 0 | 0 | 1 | 49 | 2 | 51 | 0 | 2 | 9 | 0 | 11 | 0 | 136 |
| 5:45PM | 13 | 57 | 0 | 70 | 0 | 0 | 0 | 63 | 1 | 64 | 0 | 2 | 11 | 0 | 13 | 1 | 147 |
| Hourly Total | 50 | 274 | 0 | 324 | 0 | 0 | 2 | 259 | 8 | 267 | 1 | 10 | 43 | 0 | 53 | 3 | 644 |
| Total | 282 | 1564 | 1 | 1847 | 2 | 0 | 24 | 1521 | 49 | 1570 | 1 | 61 | 330 | 0 | 391 | 24 | 3808 |
| % Approach | 15.3% | 84.7% | 0.1% | - | - | - | - | 96.9% | 3.1% | - | - | 15.6% | 84.4% | 0% | - | - | - |
| % Total | 7.4% | 41.1% | 0% | 48.5% | - | 0% | - | 39.9% | 1.3% | 41.2% | - | 1.6% | 8.7% | 0% | 10.3% | - | - |
| Motorcycles | 3 | 4 | 0 | 7 | - | 0 | - | 2 | 1 | 3 | - | 1 | 1 | 0 | 2 | - | 12 |
| % Motorcycles | 1.1% | 0.3% | 0% | 0.4% | - | - | - | 0.1% | 2.0% | 0.2% | - | 1.6% | 0.3% | 0% | 0.5% | - | 0.3% |
| Lights | 275 | 1505 | 1 | 1781 | - | 0 | - | 1467 | 47 | 1514 | - | 57 | 326 | 0 | 383 | - | 3678 |
| % Lights | 97.5% | 96.2% | 100% | 96.4% | - | - | - | 96.4% | 95.9% | 96.4% | - | 93.4% | 98.8% | 0% | 98.0% | - | 96.6% |
| Single-Unit Trucks | 3 | 8 | 0 | 11 | - | 0 | - | 16 | 1 | 17 | - | 2 | 0 | 0 | 2 | - | 30 |
| % Single-Unit Trucks | 1.1% | 0.5% | 0% | 0.6% | - | - | - | 1.1% | 2.0% | 1.1% | - | 3.3% | 0% | 0% | 0.5% | - | 0.8% |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | - | 4 | 0 | 4 | - | 0 | 0 | 0 | 0 | - | 4 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | - | - | - | 0.3% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 0 | 27 | 0 | 27 | - | 0 | - | 20 | 0 | 20 | - | 0 | 2 | 0 | 2 | - | 49 |
| % Buses | 0% | 1.7% | 0% | 1.5% | - | - | - | 1.3% | 0% | 1.3% | - | 0% | 0.6% | 0% | 0.5% | - | 1.3% |
| Bicycles on Road | 1 | 20 | 0 | 21 | - | 0 | - | 12 | 0 | 12 | - | 1 | 1 | 0 | 2 | - | 35 |
| % Bicycles on Road | 0.4% | 1.3% | 0% | 1.1% | - | - | - | 0.8% | 0% | 0.8% | - | 1.6% | 0.3% | 0% | 0.5% | - | 0.9% |
| Pedestrians | - | - | - | - | 2 | - | 22 | - | - | - | 1 | - | - | - | - | 24 | - |
| % Pedestrians | - | - | - | - | 100% | - | 91.7% | - | - | - | 100% | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | 2 | - | - | - | 0 | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | 0% | - | 8.3% | - | - | - | 0% | - | - | - | - | 0% | - |

| | | | | | |
|------------------|-----------------------------|---------------------------------------|-----------------------------|----------------------------|------------|
| Leg Direction | Shelbourne St Southbound | No access, sidewalk only Westbound | Shelbourne St Northbound | Cedar Hill Rd Eastbound | |
| Time | R T U App Ped* | App Ped* | T L App Ped* | R L U App Ped* | Int |

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

Shelbourne St and Cedar Hill Rd - TMC

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

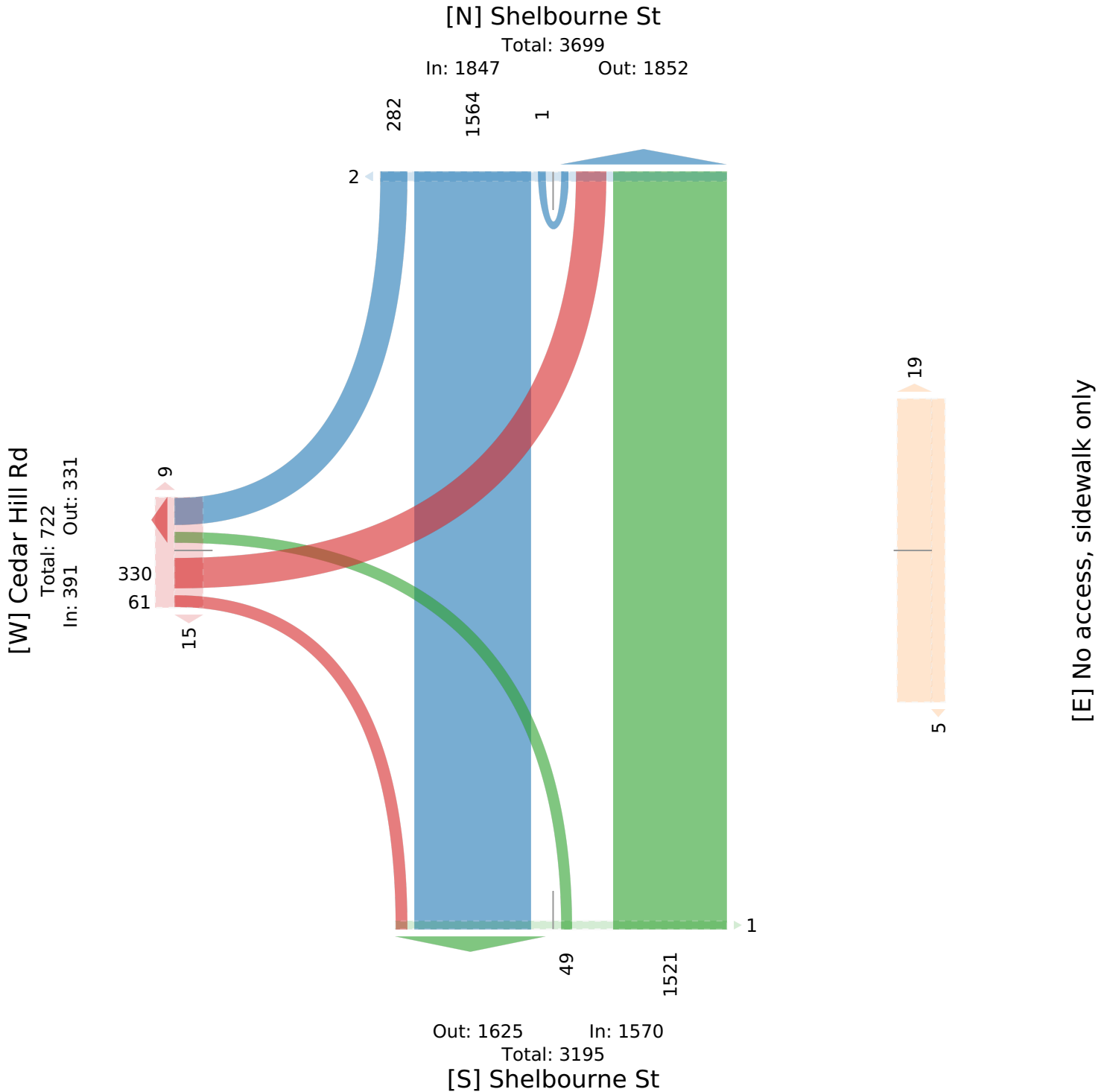
ID: 1013419, Location: 48.490218, -123.338, Site

Code: TIN000599



McElhanney

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



Shelbourne St and Cedar Hill Rd - TMC

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: 1013419, Location: 48.490218, -123.338, Site

Code: TIN000599



McElhanney

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

| Leg Direction | Shelbourne St Southbound | | | | | No access, sidewalk only Westbound | | Shelbourne St Northbound | | | | Cedar Hill Rd Eastbound | | | | | |
|--------------------------------|--------------------------|-------|----|-------|------|------------------------------------|-------|--------------------------|-------|-------|------|-------------------------|-------|----|-------|------|-------|
| Time | R | T | U | App | Ped* | App | Ped* | T | L | App | Ped* | R | L | U | App | Ped* | Int |
| 2022-10-26 8:00AM | 9 | 67 | 0 | 76 | 0 | 0 | 1 | 64 | 3 | 67 | 0 | 1 | 14 | 0 | 15 | 2 | 158 |
| 8:15AM | 5 | 90 | 0 | 95 | 1 | 0 | 0 | 48 | 4 | 52 | 0 | 3 | 11 | 0 | 14 | 3 | 161 |
| 8:30AM | 9 | 56 | 0 | 65 | 0 | 0 | 1 | 65 | 2 | 67 | 0 | 2 | 13 | 0 | 15 | 1 | 147 |
| 8:45AM | 14 | 73 | 0 | 87 | 0 | 0 | 8 | 67 | 3 | 70 | 0 | 1 | 15 | 0 | 16 | 1 | 173 |
| Total | 37 | 286 | 0 | 323 | 1 | 0 | 10 | 244 | 12 | 256 | 0 | 7 | 53 | 0 | 60 | 7 | 639 |
| % Approach | 11.5% | 88.5% | 0% | - | - | - | - | 95.3% | 4.7% | - | - | 11.7% | 88.3% | 0% | - | - | - |
| % Total | 5.8% | 44.8% | 0% | 50.5% | - | 0% | - | 38.2% | 1.9% | 40.1% | - | 1.1% | 8.3% | 0% | 9.4% | - | - |
| PHF | 0.661 | 0.801 | - | 0.858 | - | - | - | 0.910 | 0.750 | 0.914 | - | 0.500 | 0.883 | - | 0.922 | - | 0.916 |
| 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% |
| Lights | 37 | 274 | 0 | 311 | - | 0 | - | 240 | 12 | 252 | - | 6 | 53 | 0 | 59 | - | 622 |
| % Lights | 100% | 95.8% | 0% | 96.3% | - | - | - | 98.4% | 100% | 98.4% | - | 85.7% | 100% | 0% | 98.3% | - | 97.3% |
| Single-Unit Trucks | 0 | 2 | 0 | 2 | - | 0 | - | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | - | 3 |
| % Single-Unit Trucks | 0% | 0.7% | 0% | 0.6% | - | - | - | 0.4% | 0% | 0.4% | - | 0% | 0% | 0% | 0% | - | 0.5% |
| Articulated Trucks | 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% |
| Buses | 0 | 6 | 0 | 6 | - | 0 | - | 3 | 0 | 3 | - | 0 | 0 | 0 | 0 | - | 9 |
| % Buses | 0% | 2.1% | 0% | 1.9% | - | - | - | 1.2% | 0% | 1.2% | - | 0% | 0% | 0% | 0% | - | 1.4% |
| Bicycles on Road | 0 | 4 | 0 | 4 | - | 0 | - | 0 | 0 | 0 | - | 1 | 0 | 0 | 1 | - | 5 |
| % Bicycles on Road | 0% | 1.4% | 0% | 1.2% | - | - | - | 0% | 0% | 0% | - | 14.3% | 0% | 0% | 1.7% | - | 0.8% |
| Pedestrians | - | - | - | - | 1 | - | 9 | - | - | - | 0 | - | - | - | - | - | 7 |
| % Pedestrians | - | - | - | - | 100% | - | 90.0% | - | - | - | - | - | - | - | - | - | 100% |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | 1 | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | - | - | - | 0% | - | 10.0% | - | - | - | - | - | - | - | - | - | 0% |

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

Shelbourne St and Cedar Hill Rd - TMC

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: 1013419, Location: 48.490218, -123.338, Site

Code: TIN000599



McElhanney

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710 Laval Crescent, Kamloops, BC, V2C5P3, CA

[N] Shelbourne St

Total: 620

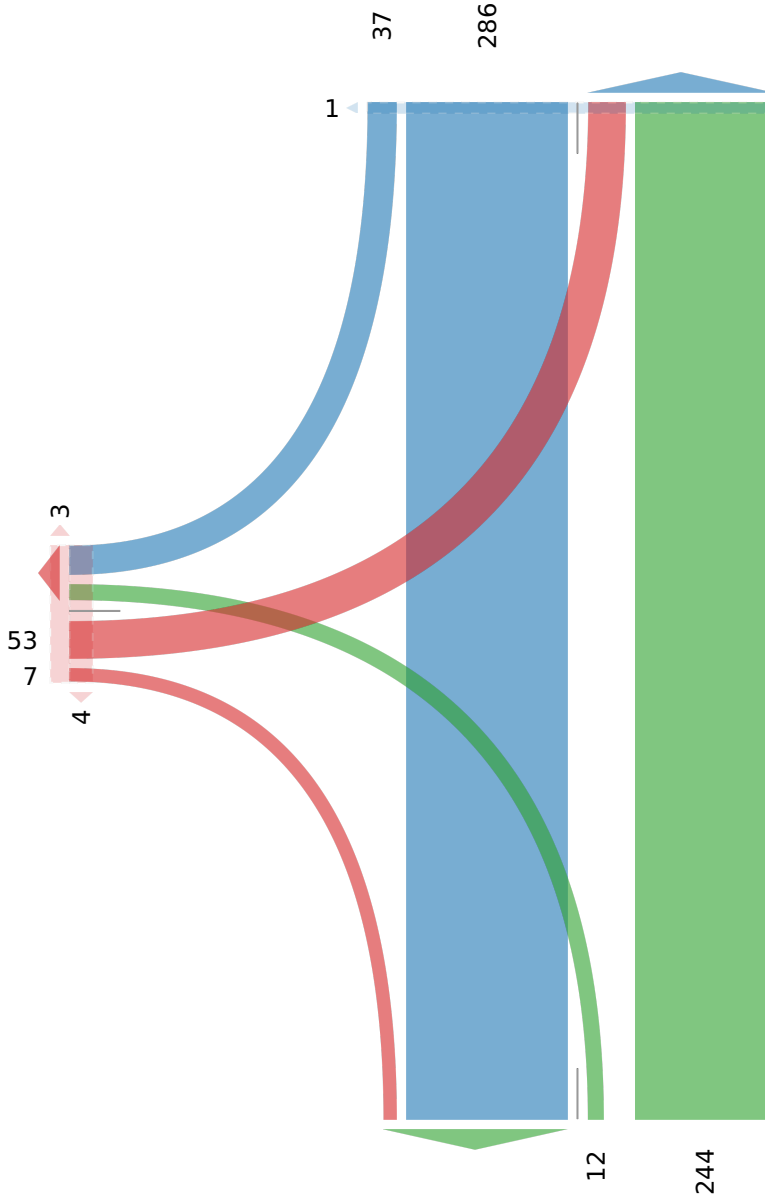
In: 323

Out: 297

[W] Cedar Hill Rd

Total: 109

In: 60 Out: 49



Out: 293

In: 256

Total: 549

[S] Shelbourne St

Shelbourne St and Cedar Hill Rd - TMC

Wed Oct 26, 2022

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: 1013419, Location: 48.490218, -123.338, Site

Code: TIN000599



McElhanney

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

| Leg Direction | Shelbourne St Southbound | | | | | No access, sidewalk only Westbound | | Shelbourne St Northbound | | | | Cedar Hill Rd Eastbound | | | | | Int |
|-----------------------------|-----------------------------|-------|----|--------------|------|---------------------------------------|------|-----------------------------|-------|--------------|------|----------------------------|-------|----|--------------|------|------------|
| | R | T | U | App | Ped* | App | Ped* | T | L | App | Ped* | R | L | U | App | Ped* | |
| 2022-10-26 3:15PM | 9 | 69 | 0 | 78 | 0 | 0 | 0 | 90 | 1 | 91 | 0 | 3 | 20 | 0 | 23 | 1 | 192 |
| 3:30PM | 16 | 68 | 0 | 84 | 0 | 0 | 1 | 79 | 3 | 82 | 0 | 3 | 12 | 0 | 15 | 0 | 181 |
| 3:45PM | 12 | 75 | 0 | 87 | 0 | 0 | 0 | 70 | 0 | 70 | 0 | 5 | 21 | 0 | 26 | 1 | 183 |
| 4:00PM | 20 | 83 | 0 | 103 | 0 | 0 | 0 | 80 | 2 | 82 | 0 | 3 | 15 | 0 | 18 | 0 | 203 |
| Total | 57 | 295 | 0 | 352 | 0 | 0 | 1 | 319 | 6 | 325 | 0 | 14 | 68 | 0 | 82 | 2 | 759 |
| % Approach | 16.2% | 83.8% | 0% | - | - | - | - | 98.2% | 1.8% | - | - | 17.1% | 82.9% | 0% | - | - | - |
| % Total | 7.5% | 38.9% | 0% | 46.4% | - | 0% | - | 42.0% | 0.8% | 42.8% | - | 1.8% | 9.0% | 0% | 10.8% | - | - |
| PHF | 0.713 | 0.890 | - | 0.855 | - | - | - | 0.881 | 0.500 | 0.887 | - | 0.700 | 0.810 | - | 0.788 | - | 0.933 |
| Motorcycles | 0 | 0 | 0 | 0 | - | 0 | - | 1 | 0 | 1 | - | 0 | 1 | 0 | 1 | - | 2 |
| % Motorcycles | 0% | 0% | 0% | 0% | - | - | - | 0.3% | 0% | 0.3% | - | 0% | 1.5% | 0% | 1.2% | - | 0.3% |
| Lights | 57 | 287 | 0 | 344 | - | 0 | - | 306 | 6 | 312 | - | 13 | 67 | 0 | 80 | - | 736 |
| % Lights | 100% | 97.3% | 0% | 97.7% | - | - | - | 95.9% | 100% | 96.0% | - | 92.9% | 98.5% | 0% | 97.6% | - | 97.0% |
| Single-Unit Trucks | 0 | 2 | 0 | 2 | - | 0 | - | 3 | 0 | 3 | - | 1 | 0 | 0 | 1 | - | 6 |
| % Single-Unit Trucks | 0% | 0.7% | 0% | 0.6% | - | - | - | 0.9% | 0% | 0.9% | - | 7.1% | 0% | 0% | 1.2% | - | 0.8% |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | - | 3 | 0 | 3 | - | 0 | 0 | 0 | 0 | - | 3 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | - | - | - | 0.9% | 0% | 0.9% | - | 0% | 0% | 0% | 0% | - | 0.4% |
| Buses | 0 | 3 | 0 | 3 | - | 0 | - | 4 | 0 | 4 | - | 0 | 0 | 0 | 0 | - | 7 |
| % Buses | 0% | 1.0% | 0% | 0.9% | - | - | - | 1.3% | 0% | 1.2% | - | 0% | 0% | 0% | 0% | - | 0.9% |
| Bicycles on Road | 0 | 3 | 0 | 3 | - | 0 | - | 2 | 0 | 2 | - | 0 | 0 | 0 | 0 | - | 5 |
| % Bicycles on Road | 0% | 1.0% | 0% | 0.9% | - | - | - | 0.6% | 0% | 0.6% | - | 0% | 0% | 0% | 0% | - | 0.7% |
| Pedestrians | - | - | - | - | 0 | - | 1 | - | - | - | 0 | - | - | - | - | 2 | - |
| % Pedestrians | - | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | 0 | - | - | - | 0 | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | 0% | - | - | - | - | - | - | - | - | 0% | - |

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

Shelbourne St and Cedar Hill Rd - TMC

Wed Oct 26, 2022

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: 1013419, Location: 48.490218, -123.338, Site

Code: TIN000599



McElhanney

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

[N] Shelbourne St

Total: 739

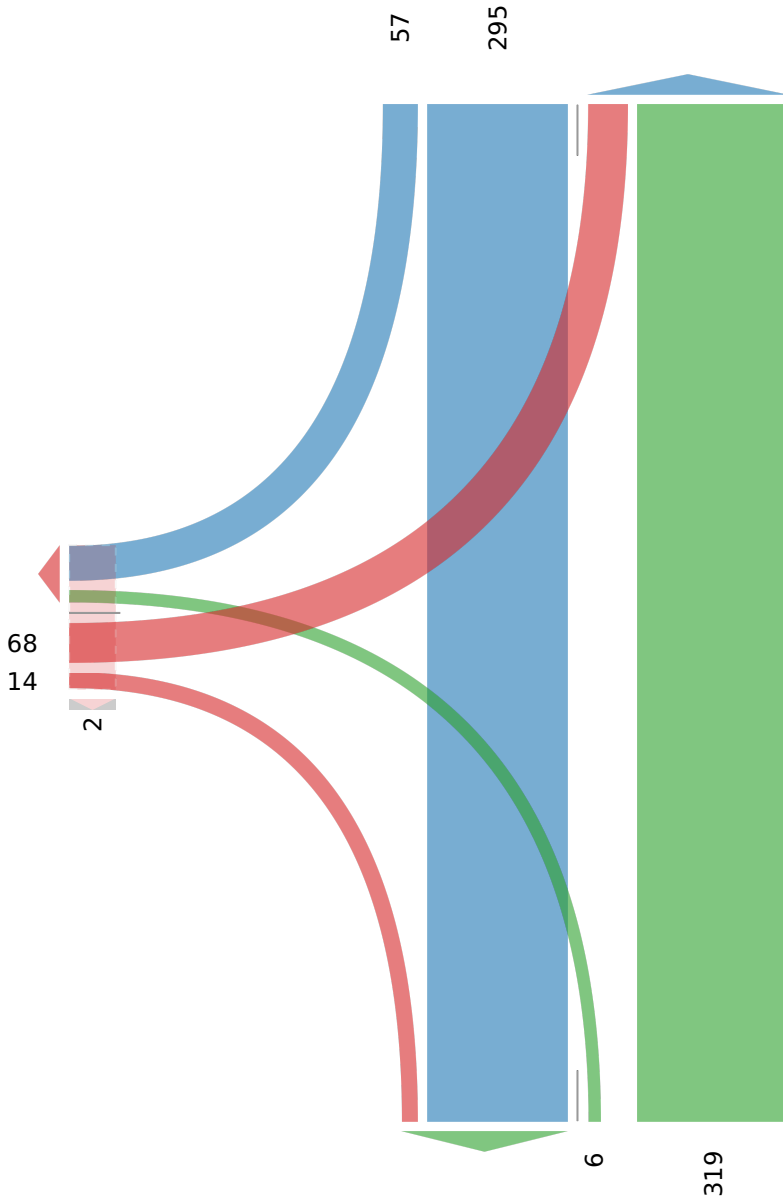
In: 352

Out: 387

[W] Cedar Hill Rd

Total: 145

In: 82 Out: 63



[E] No access, sidewalk only

Out: 309

In: 325

Total: 634

[S] Shelbourne St