

# Interurban Road @ Goward Road

Tuesday, March 03, 2020



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**Major Route:** Interurban Road  
**Minor Route:** Goward Road  
**Municipality:** Saanich  
**Filename:** Interurban Rd @ Goward Rd-Mar 3, 2020.xlsx  
**Location #:** TIN001458  
**Count ID:** 202009  
**Date:** March 3, 2020  
**Day-of-week:** Tuesday

**East/West Route:** Goward Road  
**Intersection Type:** 4-leg  
**Signalized?:** No  
**Weather:** Clear and dry

**Vehicle Classifications:** Vehicles and Peds  
 Bikes

**This data is for Vehicles and Peds**

| Shift        | Start       | End          | Duration    |
|--------------|-------------|--------------|-------------|
| AM           | 7:30        | 9:30         | 2.00        |
| MD           |             |              |             |
| PM           | 15:30       | 18:30        | 3.00        |
| <b>Total</b> | <b>7:30</b> | <b>18:30</b> | <b>5.00</b> |

**Notes:** 24-hour clock used for reporting (15-minute increments)  
 North Approach - southbound vehicles approaching intersection from the north  
 15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [\*]) x 4  
 Pedestrians - N indicates pedestrians crossing north approach (east/west)

**Comments:**



| Time Period Begins | Interurban Rd NORTH Approach |      |       |       | Interurban Rd SOUTH Approach |      |       |       | Goward Rd WEST Approach |      |       |       | Goward Rd EAST Approach |      |       |       | Total Volume |      | V/D | Crosswalks |   |   |    | Conflict |    |
|--------------------|------------------------------|------|-------|-------|------------------------------|------|-------|-------|-------------------------|------|-------|-------|-------------------------|------|-------|-------|--------------|------|-----|------------|---|---|----|----------|----|
|                    | Left                         | Thru | Right | Total | Left                         | Thru | Right | Total | Left                    | Thru | Right | Total | Left                    | Thru | Right | Total | 15-min       | Hour |     | N          | S | W | E  | 15 min   | Hr |
| 7:30               | 5                            | 49   | 2     | 56    | 3                            | 24   | 2     | 29    | 9                       | 0    | 4     | 13    | 3                       | 0    | 4     | 7     | 105          | *    | 1   | 0          | 0 | 0 | 67 |          |    |
| 7:45               | 7                            | 47   | 4     | 58    | 0                            | 29   | 0     | 29    | 20                      | 0    | 2     | 22    | 2                       | 0    | 9     | 11    | 120          | +    | 0   | 0          | 0 | 0 | 80 |          |    |
| 8:00               | 6                            | 42   | 3     | 51    | 1                            | 20   | 1     | 22    | 6                       | 0    | 6     | 12    | 1                       | 0    | 5     | 6     | 91           | *    | 1   | 0          | 0 | 0 | 57 |          |    |
| 8:15               | 3                            | 48   | 6     | 57    | 2                            | 22   | 2     | 26    | 16                      | 0    | 4     | 20    | 1                       | 0    | 9     | 10    | 113          | 429* | 0   | 0          | 0 | 0 | 81 | 285      |    |
| 8:30               | 1                            | 51   | 4     | 56    | 1                            | 19   | 1     | 21    | 11                      | 0    | 3     | 14    | 0                       | 0    | 3     | 3     | 94           | 418  | 2   | 0          | 0 | 0 | 70 | 288      |    |
| 8:45               | 5                            | 53   | 6     | 64    | 1                            | 18   | 3     | 22    | 13                      | 0    | 1     | 14    | 4                       | 0    | 4     | 8     | 108          | 406  | 0   | 0          | 0 | 0 | 77 | 285      |    |
| 9:00               | 3                            | 36   | 5     | 44    | 2                            | 19   | 1     | 22    | 8                       | 1    | 3     | 12    | 0                       | 0    | 6     | 6     | 84           | 399  | 0   | 0          | 0 | 0 | 57 | 285      |    |
| 9:15               | 3                            | 34   | 2     | 39    | 2                            | 32   | 1     | 35    | 7                       | 0    | 0     | 7     | 1                       | 0    | 1     | 2     | 83           | 369  | 0   | 0          | 0 | 0 | 46 | 250      |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |    |          |    |

|        |    |     |    |     |    |     |    |     |    |   |    |     |    |   |    |    |     |  |  |  |  |  |  |   |   |   |   |     |
|--------|----|-----|----|-----|----|-----|----|-----|----|---|----|-----|----|---|----|----|-----|--|--|--|--|--|--|---|---|---|---|-----|
| Total  | 33 | 360 | 32 | 425 | 12 | 183 | 11 | 206 | 90 | 1 | 23 | 114 | 12 | 0 | 41 | 53 | 798 |  |  |  |  |  |  | 4 | 0 | 0 | 0 | 535 |
| Avg Hr | 17 | 180 | 16 | 213 | 6  | 92  | 6  | 103 | 45 | 1 | 12 | 57  | 6  | 0 | 21 | 27 | 399 |  |  |  |  |  |  | 2 | 0 | 0 | 0 |     |

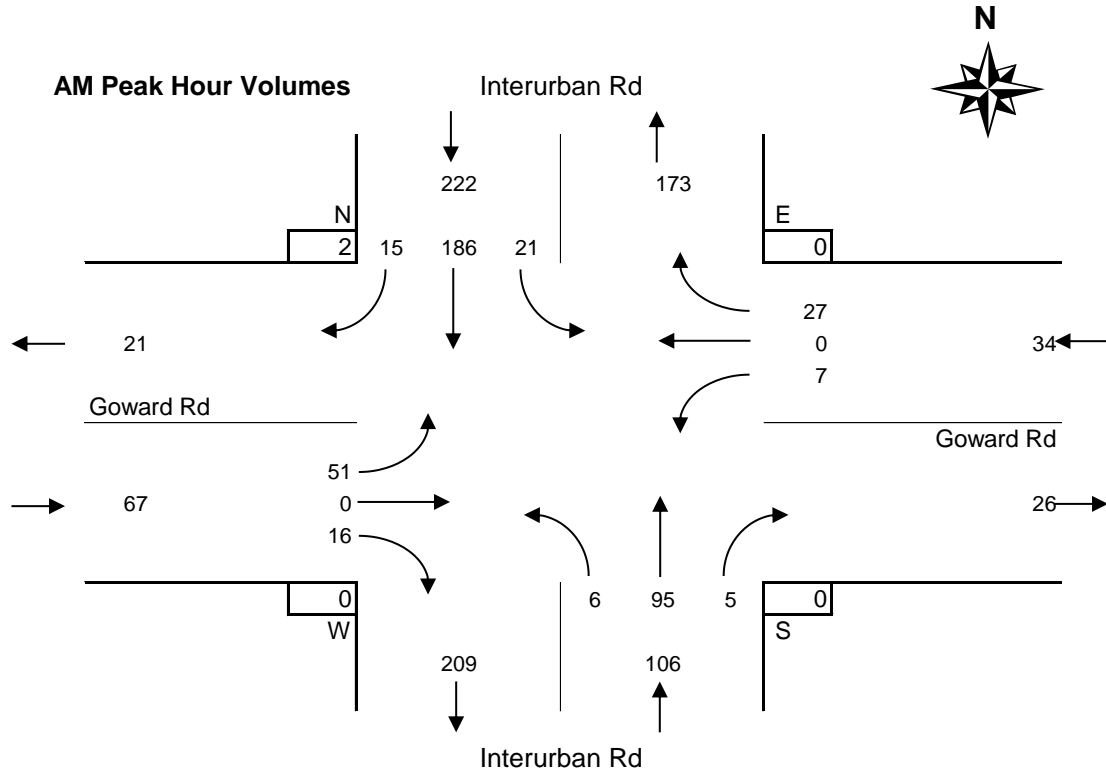
**Peak hour of the intersection**

|       |      |      |      |      |      |      |      |      |      |     |      |      |      |     |      |      |      |  |  |  |  |  |  |      |     |     |     |      |
|-------|------|------|------|------|------|------|------|------|------|-----|------|------|------|-----|------|------|------|--|--|--|--|--|--|------|-----|-----|-----|------|
| Pk Hr | 21   | 186  | 15   | 222  | 6    | 95   | 5    | 106  | 51   | 0   | 16   | 67   | 7    | 0   | 27   | 34   | 429* |  |  |  |  |  |  | 2    | 0   | 0   | 0   | 285  |
| 15x4  | 28   | 196  | 24   | 232  | 12   | 116  | 8    | 116  | 80   | 0   | 24   | 88   | 12   | 0   | 36   | 44   | 480* |  |  |  |  |  |  | 4    | 0   | 0   | 0   | 348  |
| PHF   | 0.75 | 0.95 | 0.63 | 0.96 | 0.50 | 0.82 | 0.63 | 0.91 | 0.64 | n/a | 0.67 | 0.76 | 0.58 | n/a | 0.75 | 0.77 | 0.89 |  |  |  |  |  |  | 0.50 | n/a | n/a | n/a | 0.82 |

**Peak hour of conflicting volumes for the intersection**

|       |      |      |      |      |      |      |      |      |      |     |      |      |      |     |      |      |      |  |  |  |  |  |  |      |     |     |     |      |
|-------|------|------|------|------|------|------|------|------|------|-----|------|------|------|-----|------|------|------|--|--|--|--|--|--|------|-----|-----|-----|------|
| Pk Hr | 17   | 188  | 17   | 222  | 4    | 90   | 4    | 98   | 53   | 0   | 15   | 68   | 4    | 0   | 26   | 30   | 418* |  |  |  |  |  |  | 3    | 0   | 0   | 0   | 288  |
| 15x4  | 28   | 204  | 24   | 232  | 8    | 116  | 8    | 116  | 80   | 0   | 24   | 88   | 8    | 0   | 36   | 44   | 480* |  |  |  |  |  |  | 8    | 0   | 0   | 0   | 352  |
| PHF   | 0.61 | 0.92 | 0.71 | 0.96 | 0.50 | 0.78 | 0.50 | 0.84 | 0.66 | n/a | 0.63 | 0.77 | 0.50 | n/a | 0.72 | 0.68 | 0.87 |  |  |  |  |  |  | 0.38 | n/a | n/a | n/a | 0.82 |

\*\* Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. \*\*



**MD Peak Period**  
Vehicles and Peds

*Interurban Road @ Goward Road*  
*Tuesday, March 3, 2020*

| Time Period Begins | Interurban Rd NORTH Approach |      |       |       | Interurban Rd SOUTH Approach |      |       |       | Goward Rd WEST Approach |      |       |       | Goward Rd EAST Approach |      |       |       | Total Volume |      | Ped | Crosswalks |   |   |   | Conflict |    |
|--------------------|------------------------------|------|-------|-------|------------------------------|------|-------|-------|-------------------------|------|-------|-------|-------------------------|------|-------|-------|--------------|------|-----|------------|---|---|---|----------|----|
|                    | Left                         | Thru | Right | Total | Left                         | Thru | Right | Total | Left                    | Thru | Right | Total | Left                    | Thru | Right | Total | 15-min       | Hour |     | N          | S | W | E | 15 min   | Hr |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |
| n/a                |                              |      |       |       |                              |      |       |       |                         |      |       |       |                         |      |       |       |              |      |     |            |   |   |   |          |    |

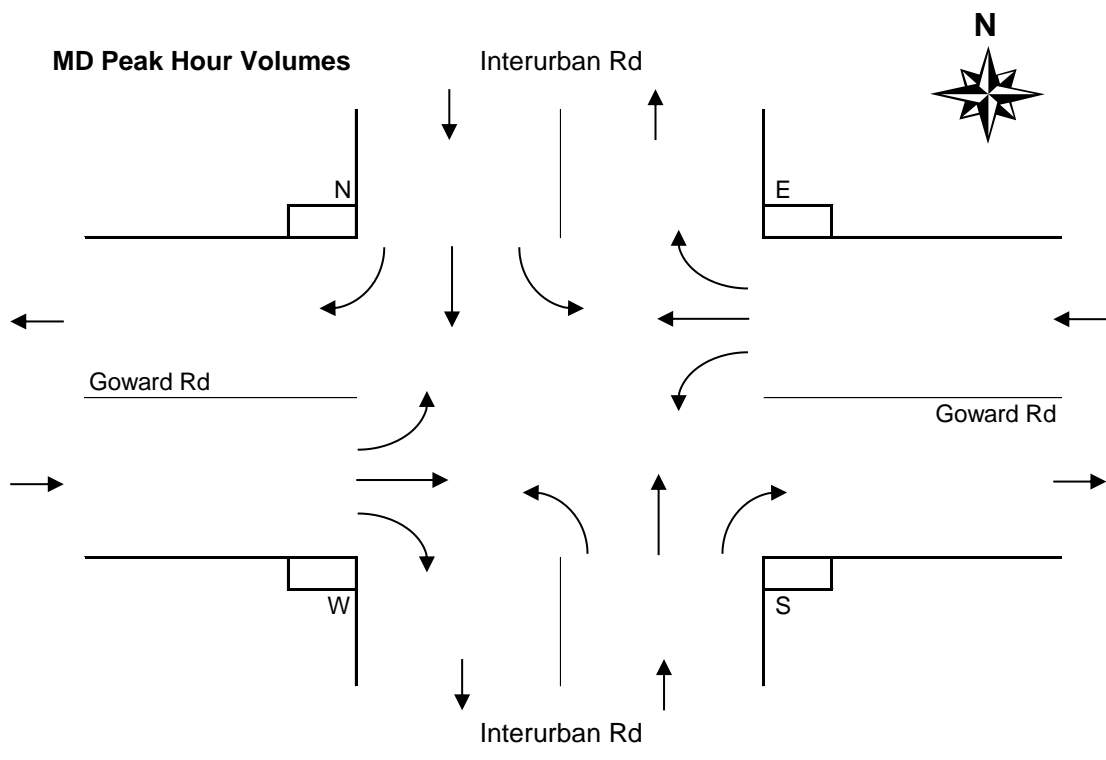
|        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Total  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Avg Hr |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**Peak hour of the intersection**

|       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Pk Hr |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15x4  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PHF   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**Peak hour of conflicting volumes for the intersection**

|       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Pk Hr |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15x4  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PHF   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Time Period Begins | Interurban Rd  |    |    |    | Interurban Rd  |    |   |    | Goward Rd     |   |   |    | Goward Rd     |   |   |    | Total Volume |      | Speed | Crosswalks |   |   |    | Conflict |    |
|--------------------|----------------|----|----|----|----------------|----|---|----|---------------|---|---|----|---------------|---|---|----|--------------|------|-------|------------|---|---|----|----------|----|
|                    | NORTH Approach |    |    |    | SOUTH Approach |    |   |    | WEST Approach |   |   |    | EAST Approach |   |   |    | 15-min       | Hour |       | N          | S | W | E  | 15 min   | Hr |
| 15:30              | 2              | 38 | 10 | 50 | 1              | 41 | 0 | 42 | 4             | 0 | 2 | 6  | 0             | 0 | 2 | 2  | 100          |      | 0     | 0          | 0 | 0 | 55 |          |    |
| 15:45              | 2              | 45 | 7  | 54 | 3              | 46 | 1 | 50 | 4             | 0 | 0 | 4  | 1             | 0 | 0 | 1  | 109          |      | 2     | 0          | 0 | 0 | 59 |          |    |
| 16:00              | 2              | 45 | 10 | 57 | 4              | 60 | 4 | 68 | 4             | 0 | 4 | 8  | 1             | 0 | 3 | 4  | 137          |      | 0     | 0          | 0 | 0 | 73 |          |    |
| 16:15              | 7              | 51 | 7  | 65 | 3              | 50 | 1 | 54 | 4             | 0 | 2 | 6  | 1             | 0 | 6 | 7  | 132          | 478  | 0     | 0          | 1 | 0 | 71 | 258      |    |
| 16:30              | 4              | 43 | 8  | 55 | 3              | 61 | 2 | 66 | 5             | 0 | 0 | 5  | 0             | 0 | 3 | 3  | 129          | 507* | 0     | 0          | 0 | 0 | 75 | 278      |    |
| 16:45              | 6              | 55 | 12 | 73 | 5              | 40 | 1 | 46 | 6             | 0 | 4 | 10 | 2             | 0 | 2 | 4  | 133          | 531* | 0     | 0          | 0 | 0 | 80 | 299      |    |
| 17:00              | 3              | 59 | 11 | 73 | 2              | 48 | 2 | 52 | 4             | 0 | 0 | 4  | 1             | 0 | 5 | 6  | 135          | 529* | 0     | 0          | 0 | 0 | 81 | 307      |    |
| 17:15              | 7              | 53 | 12 | 72 | 3              | 47 | 1 | 51 | 7             | 0 | 1 | 8  | 1             | 0 | 7 | 8  | 139          | 536+ | 0     | 0          | 0 | 0 | 82 | 318      |    |
| 17:30              | 6              | 60 | 11 | 77 | 2              | 29 | 2 | 33 | 9             | 0 | 0 | 9  | 0             | 0 | 4 | 4  | 123          | 530  | 0     | 0          | 0 | 0 | 86 | 329      |    |
| 17:45              | 4              | 43 | 8  | 55 | 1              | 36 | 3 | 40 | 7             | 1 | 2 | 10 | 1             | 2 | 8 | 11 | 116          | 513  | 0     | 0          | 0 | 0 | 69 | 318      |    |
| 18:00              | 1              | 34 | 8  | 43 | 4              | 23 | 0 | 27 | 2             | 0 | 4 | 6  | 1             | 1 | 3 | 5  | 81           | 459  | 0     | 0          | 0 | 0 | 52 | 289      |    |
| 18:15              | 7              | 32 | 7  | 46 | 3              | 30 | 2 | 35 | 5             | 0 | 0 | 5  | 0             | 0 | 5 | 5  | 91           | 411  | 0     | 0          | 0 | 0 | 52 | 259      |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |
| n/a                |                |    |    |    |                |    |   |    |               |   |   |    |               |   |   |    |              |      |       |            |   |   |    |          |    |

|        |    |     |     |     |    |     |    |     |    |   |    |    |   |   |    |    |      |  |  |  |  |  |  |  |
|--------|----|-----|-----|-----|----|-----|----|-----|----|---|----|----|---|---|----|----|------|--|--|--|--|--|--|--|
| Total  | 51 | 558 | 111 | 720 | 34 | 511 | 19 | 564 | 61 | 1 | 19 | 81 | 9 | 3 | 48 | 60 | 1425 |  |  |  |  |  |  |  |
| Avg Hr | 17 | 186 | 37  | 240 | 11 | 170 | 6  | 188 | 20 | 0 | 6  | 27 | 3 | 1 | 16 | 20 | 475  |  |  |  |  |  |  |  |

|  |   |   |   |   |     |
|--|---|---|---|---|-----|
|  | 2 | 0 | 1 | 0 | 815 |
|  | 1 | 0 | 0 | 0 |     |

**Peak hour of the intersection**

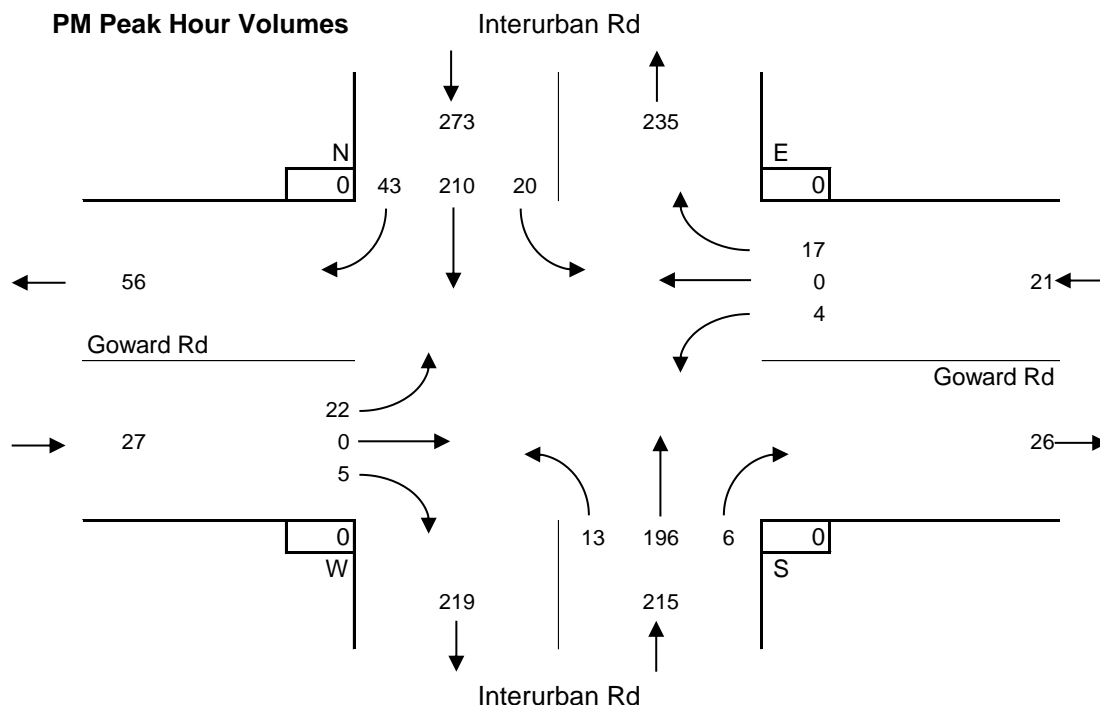
|       |      |      |      |             |      |      |      |             |      |     |      |             |      |     |      |             |      |
|-------|------|------|------|-------------|------|------|------|-------------|------|-----|------|-------------|------|-----|------|-------------|------|
| Pk Hr | 20   | 210  | 43   | 273         | 13   | 196  | 6    | 215         | 22   | 0   | 5    | 27          | 4    | 0   | 17   | 21          | 536* |
| 15x4  | 28   | 236  | 48   | 292         | 20   | 244  | 8    | 264         | 28   | 0   | 16   | 40          | 8    | 0   | 28   | 32          | 556+ |
| PHF   | 0.71 | 0.89 | 0.90 | <b>0.93</b> | 0.65 | 0.80 | 0.75 | <b>0.81</b> | 0.79 | n/a | 0.31 | <b>0.68</b> | 0.50 | n/a | 0.61 | <b>0.66</b> | 0.96 |

|  |     |     |     |     |      |
|--|-----|-----|-----|-----|------|
|  | 0   | 0   | 0   | 0   | 305  |
|  | 0   | 0   | 0   | 0   | 360  |
|  | n/a | n/a | n/a | n/a | 0.85 |

**Peak hour of conflicting volumes for the intersection**

|       |      |      |      |             |      |      |      |             |      |     |      |             |      |     |      |             |      |
|-------|------|------|------|-------------|------|------|------|-------------|------|-----|------|-------------|------|-----|------|-------------|------|
| Pk Hr | 22   | 227  | 46   | 295         | 12   | 164  | 6    | 182         | 26   | 0   | 5    | 31          | 4    | 0   | 18   | 22          | 530* |
| 15x4  | 28   | 240  | 48   | 308         | 20   | 192  | 8    | 208         | 36   | 0   | 16   | 40          | 8    | 0   | 28   | 32          | 556+ |
| PHF   | 0.79 | 0.95 | 0.96 | <b>0.96</b> | 0.60 | 0.85 | 0.75 | <b>0.88</b> | 0.72 | n/a | 0.31 | <b>0.78</b> | 0.50 | n/a | 0.64 | <b>0.69</b> | 0.95 |

|  |     |     |     |     |      |
|--|-----|-----|-----|-----|------|
|  | 0   | 0   | 0   | 0   | 329  |
|  | 0   | 0   | 0   | 0   | 372  |
|  | n/a | n/a | n/a | n/a | 0.88 |



Entire Survey Period

5 Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total<br>Volume | Crosswalks |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|-----------------|------------|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |                 | N          | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |                 |            |   |   |   |
| Total  | 84             | 918  | 143   | 1145  | 46             | 694  | 30    | 770   | 151           | 2    | 42    | 195   | 21            | 3    | 89    | 113   | 2223            | 6          | 0 | 1 | 0 |
| Avg Hr | 17             | 184  | 29    | 229   | 9              | 139  | 6     | 154   | 30            | 0    | 8     | 39    | 4             | 1    | 18    | 23    | 445             | 1          | 0 | 0 | 0 |

AM Peak Period

2 Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total<br>Volume | Crosswalks |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|-----------------|------------|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |                 | N          | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |                 |            |   |   |   |
| Totals | 33             | 360  | 32    | 425   | 12             | 183  | 11    | 206   | 90            | 1    | 23    | 114   | 12            | 0    | 41    | 53    | 798             | 4          | 0 | 0 | 0 |
| Avg Hr | 17             | 180  | 16    | 213   | 6              | 92   | 6     | 103   | 45            | 1    | 12    | 57    | 6             | 0    | 21    | 27    | 399             | 2          | 0 | 0 | 0 |

MD Peak Period

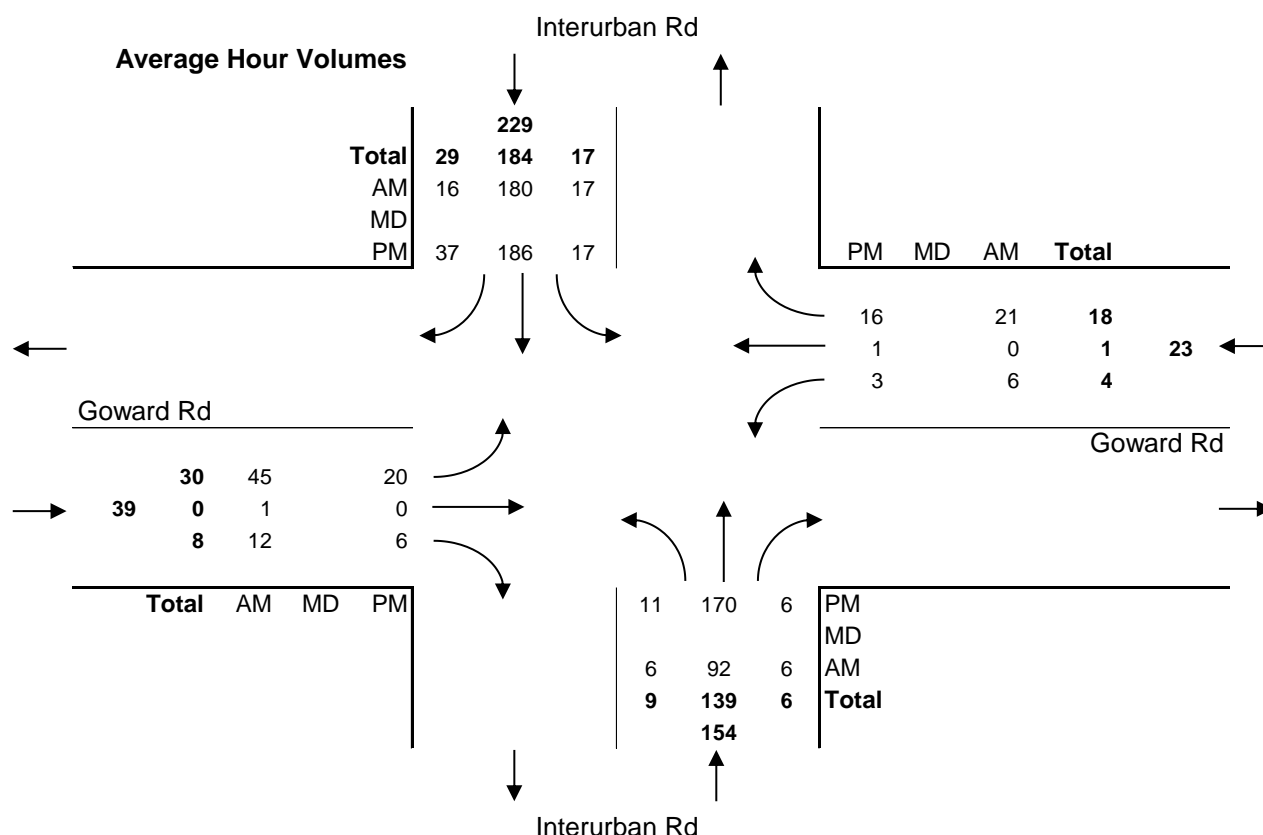
Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total<br>Volume | Crosswalks |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|-----------------|------------|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |                 | N          | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |                 |            |   |   |   |
| Total  |                |      |       |       |                |      |       |       |               |      |       |       |               |      |       |       |                 |            |   |   |   |
| Avg Hr |                |      |       |       |                |      |       |       |               |      |       |       |               |      |       |       |                 |            |   |   |   |

PM Peak Period

3 Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total<br>Volume | Crosswalks |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|-----------------|------------|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |                 | N          | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |                 |            |   |   |   |
| Total  | 51             | 558  | 111   | 720   | 34             | 511  | 19    | 564   | 61            | 1    | 19    | 81    | 9             | 3    | 48    | 60    | 1425            | 2          | 0 | 1 | 0 |
| Avg Hr | 17             | 186  | 37    | 240   | 11             | 170  | 6     | 188   | 20            | 0    | 6     | 27    | 3             | 1    | 16    | 20    | 475             | 1          | 0 | 0 | 0 |



**Major Route:** Interurban Road  
**Minor Route:** Goward Road  
**Municipality:** Saanich  
**Filename:** Interurban Rd @ Goward Rd-Mar 3, 2020.xlsx  
**Location #:** TIN001458  
**Count ID:** 202009  
**Date:** March 3, 2020  
**Day-of-week:** Tuesday

**East/West Route:** Goward Road  
**Intersection Type:** 4-leg  
**Signalized?:** No  
**Weather:** Clear and dry

**Vehicle Classifications:** Vehicles and Peds  
 Bikes

**This data is for Bikes**

| Shift        | Start       | End          | Duration    |
|--------------|-------------|--------------|-------------|
| AM           | 7:30        | 9:30         | 2.00        |
| MD           |             |              |             |
| PM           | 15:30       | 18:30        | 3.00        |
| <b>Total</b> | <b>7:30</b> | <b>18:30</b> | <b>5.00</b> |

**Notes:** 24-hour clock used for reporting (15-minute increments)  
 North Approach - southbound vehicles approaching intersection from the north  
 15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [\*]) x 4  
 Pedestrians - N indicates pedestrians crossing north approach (east/west)

**Comments:**











Entire Survey Period

5 Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total Volume |   |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|--------------|---|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |              | N | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |              |   |   |   |   |
| Total  | 0              | 15   | 0     | 15    | 1              | 11   | 0     | 12    | 1             | 2    | 1     | 4     | 0             | 0    | 1     | 1     | 32           | 0 | 0 | 0 | 0 |
| Avg Hr | 0              | 3    | 0     | 3     | 0              | 2    | 0     | 2     | 0             | 0    | 0     | 1     | 0             | 0    | 0     | 0     | 6            | 0 | 0 | 0 | 0 |

AM Peak Period

2 Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total Volume |   |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|--------------|---|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |              | N | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |              |   |   |   |   |
| Totals | 0              | 3    | 0     | 3     | 0              | 4    | 0     | 4     | 1             | 2    | 1     | 4     | 0             | 0    | 1     | 1     | 12           | 0 | 0 | 0 | 0 |
| Avg Hr | 0              | 2    | 0     | 2     | 0              | 2    | 0     | 2     | 1             | 1    | 1     | 2     | 0             | 0    | 1     | 1     | 6            | 0 | 0 | 0 | 0 |

MD Peak Period

Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total Volume |   |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|--------------|---|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |              | N | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |              |   |   |   |   |
| Totals |                |      |       |       |                |      |       |       |               |      |       |       |               |      |       |       |              |   |   |   |   |
| Total  |                |      |       |       |                |      |       |       |               |      |       |       |               |      |       |       |              |   |   |   |   |
| Avg Hr |                |      |       |       |                |      |       |       |               |      |       |       |               |      |       |       |              |   |   |   |   |

PM Peak Period

3 Hours

|        | Interurban Rd  |      |       |       | Interurban Rd  |      |       |       | Goward Rd     |      |       |       | Goward Rd     |      |       |       | Total Volume |   |   |   |   |
|--------|----------------|------|-------|-------|----------------|------|-------|-------|---------------|------|-------|-------|---------------|------|-------|-------|--------------|---|---|---|---|
|        | NORTH Approach |      |       |       | SOUTH Approach |      |       |       | WEST Approach |      |       |       | EAST Approach |      |       |       |              | N | S | W | E |
|        | Left           | Thru | Right | Total | Left           | Thru | Right | Total | Left          | Thru | Right | Total | Left          | Thru | Right | Total |              |   |   |   |   |
| Totals | 0              | 12   | 0     | 12    | 1              | 7    | 0     | 8     | 0             | 0    | 0     | 0     | 0             | 0    | 0     | 0     | 20           | 0 | 0 | 0 | 0 |
| Avg Hr | 0              | 4    | 0     | 4     | 0              | 2    | 0     | 3     | 0             | 0    | 0     | 0     | 0             | 0    | 0     | 0     | 7            | 0 | 0 | 0 | 0 |

