

| Major Road: | GORDON HEAD RD |
|---------------|--|
| Minor Road: | CEDAR HILL CROSS RD |
| Municipality: | District of Saanich |
| File Name: | Gordon Head Rd and Cedar Hill Cross Rd - October 2023.xlsx |
| Location #: | TIN000156 |
| Count ID: | 2023061 |
| Date: | October 19, 2023 |
| Day-of-week: | Thursday |
| | |
| | |

| Intersection Type: | 3-leg |
|--------------------|-------------------------------------|
| Signalized: | Yes |
| Weather: | Rain in morning, partly cloudy, 15° |

Vehicle Classification: Car, Trucks, Pedestrian, Bikes

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

Notes

Comments

Thu Oct 19, 2023

Full Length (7:30 AM-9:30 AM, 2 PM-6 PM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 1123750, Location: 48.460442, -123.320914,

Site Code: TIN000156



McElhanney

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

| 7.45AM 40 84.0 124 5 90 27 97 0 2 71 59 130 6 53 Hourly Total 60 146 0 3 110 100 0 210 6 55 8 600AM 86 30 173 0 145 0 0 6 65 2 0 127 8 42 8 100 133 0 233 14 75 57 0 132 0 0 6 44 85 0 90 6 34 88 99 6 33 144 433 7 6 53 36 0 101 0 0 228 66 0 124 44 43 33 0 64 42 29 166 93 143 0 127 74 83 0 127 73 33 0 127 73 33 127 153 133 0 126 133 128 14 | Leg | Cedar H | Hill Cros | ss Rd | | | Cedar H | Hill Cros | s Rd | | | No Access, Sidew | alk Only | Gordon | Head Rd | | | | |
|--|----------------------|---------|-----------|-------|-------|------|---------|-----------|------|-------|------|------------------|----------|---------|---------|----|-------|------|-------|
| 2023-10:197:20AM 20 62 0 10 1 93 41 0 100 0 2 77.55AM 40 0 26 55 27 77 0 0 2 71 59 130 100 0 210 6 33 Hourly Total 60 145 0 145 0 0 6 64 52 0 100 6 64 52 0 100 6 44 50 101 10 0 210 6 36 0 101 0 210 6 64 114 44 33 0 100 11 43 35 99 6 33 134 14 125 12 137 130 140 100 12 133 0 64 42 25 111 101 103 10 101 103 101 101 101 101 101 | Direction | Eastbou | und | | | | Westbo | und | | | | Northbound | | Southbo | und | | | | |
| 7.45AM 40 84 0 206 5 88 47 0 14 0 211 59 0 140 0 210 100 0 210 66 33 BookAM 66 38 0 173 9 76 33 0 115 0 0 6 65 62 0 127 6 42 8:15AM 100 133 0 233 14 7 55 30 0 10 0 0 6 44 55 0 123 6 0 124 6 33 6 44 44 45 44 45 44 45 44 < | Time | L | Т | U | Арр | Ped* | Т | R | U | Арр | Ped* | Арр | Ped* | L | R | | Арр | Ped* | Int |
| Hourby Troval 100 146 00 145 0 0 110 100 0 210 6 5 8:15AM 100 133 0 233 14 75 57 0 132 0 0 6 64 52 0 107 14 8:15AM 100 13 0 233 14 75 57 0 132 0 0 6 44 52 0 10 144 33 99 6 33 8 99 725 34 233 147 0 90 222 238 0 440 223 140 10 11 73 0 147 0 10 127 48 60 142 5 5 233 133 0 142 5 5 233 233 143 0 10 23 43 142 5 5 333 142 14 | 2023-10-19 7:30AM | 20 | 62 | | | | | 20 | | | | | | | 41 | | | 0 | 230 |
| B00AM 86 9 9 76 39 0 115 0 6 65 62 0 127 8 42 B15AM 100 0 133 0 233 14 75 57 0 132 0 0 6 448 58 0 90 6 38 88 95 0 134 47 0 0 2 228 0 460 134 4 33 0 144 4 33 0 144 4 33 0 144 4 33 0 14 4 33 0 14 4 23 15 148 0 0 12 74 68 0 142 9 57 33 30 142 9 57 33 30 142 9 13 0 142 12 13 14 123 14 123 14 123 14 123 14 123 14 123 14 123 14 123 14< | 7:45AM | 40 | 84 | 0 | 124 | 5 | 50 | 27 | 0 | 77 | 0 | 0 | 2 | 71 | 59 | 0 | 130 | 6 | 331 |
| 8:15AM 100 133 0 233 14 75 57 0 132 0 0 6 44 52 0 101 11 44 8:35AM 62 108 0 170 42 0 76 52 0 129 0 0 2 66 66 0 134 43 RunyTotal 296 429 0 725 53 70 189 0 0 543 55 0 78 52 223 238 0 460 244 40 221 228 144 0 117 70 124 0 0 12 74 460 144 123 0 0 12 74 480 142 127 238 144 123 0 0 12 24 30 114 123 0 0 13 122 10 173 142 123 10 0 13 122 10 113 122 10 113 122 144 | Hourly Total | 60 | 146 | 0 | 206 | 5 | 98 | 47 | 0 | 145 | 0 | 0 | 3 | 110 | 100 | 0 | 210 | 6 | 561 |
| B:30AM G2 108 0 101 0 6 141 53 0 99 6 38 Bourdy Trant 296 429 0 725 34 283 194 0 177 0 0 22 238 0 66 29 166 9:00AM 46 77 0 123 5 52 37 0 89 0 0 5 43 35 0 78 5 25 9:115AM 52 69 0 111 73 0 0 12 74 68 0 442 9 57 2:00PM 53 83 0 126 7 81 65 0 142 9 67 139 11 40 123 0 0 2 32 83 0 125 123 139 11 44 143 0 0 0 2 | 8:00AM | 86 | 93 | 0 | 179 | 9 | 76 | 39 | 0 | 115 | 0 | 0 | 6 | 65 | 62 | 0 | 127 | 8 | |
| B:45AM 44 95 0.43 7 65 36 0 101 0 2 66 66 0 134 4 37 Hourly Total 96 677 0 725 35 52 7 0 89 0 0 5 43 35 0 78 5 9:15AM 52 69 0 12 74 68 0 142 9 146 1244 10 117 10 184 0 0 2 32 43 0 75 5 32 2:05PM 55 10 173 0 0 3 52 17 38 122 79 168 125 151 173 0 0 3 52 17 38 122 139 161 42 125 137 33 124 125 137 130 0 135 140 130 122 | 8:15AM | 100 | 133 | 0 | 233 | 14 | 75 | 57 | 0 | 132 | 0 | 0 | 6 | 48 | 52 | 0 | 100 | 11 | 465 |
| Hourly Total 296 429 0 725 34 283 194 0 477 0 0 20 222 223 0 460 29 166 9:00AM 46 77 0 123 5 52 37 0 89 0 0 5 43 35 0 78 5 23 9:01AM 38 0 244 10 111 73 0 0 2 243 0 75 5 33 2:15PM 62 64 0 126 7 81 65 0 146 0 0 2 53 66 0 122 23 2:30PM 56 80 114 6 122 140 0 0 13 182 279 0 461 25 157 3:0PM 56 83 0 128 4 43 26 0 | 8:30AM | 62 | 108 | 0 | 170 | 4 | 67 | 62 | 0 | 129 | 0 | 0 | | 41 | 58 | 0 | 99 | 6 | 398 |
| 9:00AM 46 77 0 123 5 52 37 0 89 0 5 43 35 0 78 5 22 9:15AM 52 69 0 121 5 55 36 0 0 12 74 68 142 9 55 2:0PM 53 83 0 136 4 66 43 0 109 0 0 2 32 43 0 75 5 33 2:3PM 56 58 0 114 6 122 51 0 173 0 0 3 52 87 0 139 11 442 2:4SPM 51 70 0 122 8 95 54 0 40 123 0 0 131 82 279 164 125 151 3:0PM 66 83 0 139 11 107 70 166 0 144 85 66 0 117 144< | 8:45AM | 48 | 95 | 0 | | | 65 | 36 | 0 | | | | | | | 0 | | | 378 |
| 9:15AM 52 63 0 121 5 59 36 0 95 0 0 7 31 33 0 64 4 22 Hourly Total 98 146 0 23 43 0 111 73 0 10 74 68 0 142 9 55 33 2:15PM 62 64 0 126 7 81 65 0 146 0 0 2 32 43 0 122 73 33 2:45PM 51 78 0 123 0 0 2 59 66 0 125 2 33 Hourly Total 222 283 0 505 54 0 149 0 0 13 182 279 0 164 122 8 48 33 11 101 79 180 0 0 1 55 62 0 117 1 144 3 34 48 0 132 <t< td=""><td>Hourly Total</td><td>296</td><td>429</td><td>0</td><td>725</td><td>34</td><td>283</td><td>194</td><td>0</td><td>477</td><td>0</td><td>0</td><td>20</td><td>222</td><td>238</td><td>0</td><td>460</td><td>29</td><td>1662</td></t<> | Hourly Total | 296 | 429 | 0 | 725 | 34 | 283 | 194 | 0 | 477 | 0 | 0 | 20 | 222 | 238 | 0 | 460 | 29 | 1662 |
| Hourly Total 98 146 0 111 73 0 184 0 0 12 74 68 0 142 9 57 2:00PM 53 63 0 126 7 81 65 0 146 0 0 6 39 83 0 122 7 38 2:30PM 56 58 0 114 6 122 17 0 0 3 52 87 0 139 11 44 2:45PM 51 78 0 129 6 79 44 0 0 13 182 279 0 461 22 15 13 11 101 79 180 0 0 13 142 62 117 11 44 3:30PM 56 83 0 138 120 120 12 188 0 117 14 44 3:43 <td>9:00AM</td> <td>46</td> <td>77</td> <td>0</td> <td>123</td> <td></td> <td>52</td> <td>37</td> <td>0</td> <td>89</td> <td>0</td> <td>0</td> <td></td> <td>43</td> <td>35</td> <td>0</td> <td>78</td> <td>5</td> <td>290</td> | 9:00AM | 46 | 77 | 0 | 123 | | 52 | 37 | 0 | 89 | 0 | 0 | | 43 | 35 | 0 | 78 | 5 | 290 |
| 2:00PM 53 83 0 136 4 66 43 0 109 0 2 32 43 0 75 5 32 2:15PM 62 64 0 126 1 16 122 51 0 3 52 87 0 13 114 42 2:45PM 51 78 0 123 16 123 0 0 3 52 87 0 125 15 3:0PM 61 64 125 8 95 54 0 149 0 0 0 44 88 0 122 8 45 133 11 147 99 180 0 0 13 182 29 166 117 114 44 3:45PM 74 73 147 5 89 77 166 0 0 15 5 42 44 4:3PM 75 0 133 11 120 71 0 193 0 0 15 15< | 9:15AM | 52 | 69 | 0 | 121 | 5 | 59 | 36 | 0 | 95 | 0 | 0 | 7 | | 33 | 0 | 64 | 4 | 280 |
| 2:15PM 62 64 0 126 7 81 65 0 146 0 0 3 52 87 0 139 11 140 2:45PM 51 78 0 129 6 79 44 0 0 2 59 66 0 125 2 33 Hourly Total 222 283 0 505 23 348 203 0 551 0 0 13 182 279 0 461 25 157 3:00PM 61 64 0 125 8 95 54 0 149 0 0 0 344 88 0132 8 44 3:30PM 56 83 0 139 11 107 90 0 0 1 55 60 0 115 54 400rM 56 59 0 115 11 188 30 201 0 0 1 55 60 0 132 14 | Hourly Total | 98 | 146 | 0 | | 10 | 111 | 73 | 0 | 184 | 0 | 0 | | | 68 | 0 | | 9 | |
| 2:30PM 56 58 0 114 6 122 51 0 173 0 0 3 52 87 0 139 11 442 2:45PM 51 78 0 123 6 79 44 0 0 2 59 66 0 125 2 37 3:00PM 61 64 0 125 6 95 54 0 149 0 0 0 44 88 0 122 8 48 3:30PM 56 80 139 8 115 78 0 133 0 15 62 0 114 4 3:30PM 55 50 147 5 89 77 0 166 0 0 15 52 0 117 11 44 4:30PM 74 73 0 115 12 118 83 0 0 75 75 0 132 14 45 4:15PM 46 <td< td=""><td>2:00PM</td><td>1 53</td><td>83</td><td>0</td><td>136</td><td></td><td>66</td><td>43</td><td>0</td><td>109</td><td>0</td><td>0</td><td>2</td><td>32</td><td>43</td><td>0</td><td>75</td><td>5</td><td>320</td></td<> | 2:00PM | 1 53 | 83 | 0 | 136 | | 66 | 43 | 0 | 109 | 0 | 0 | 2 | 32 | 43 | 0 | 75 | 5 | 320 |
| 2:45PM 51 78 0 129 6 79 44 0 123 0 0 2 59 66 0 125 2 37 Hourly Total 222 283 0 505 23 348 203 0 515 0 0 13 182 279 0 461 25 157 3:0DPM 61 64 0 125 8 95 54 0 0 13 142 8 452 3:3DPM 56 63 0 139 11 101 79 0 180 0 0 155 62 0 117 11 44 3:3DPM 56 63 0 147 75 0 127 0 468 131 177 14 44 80 132 18 43 14 44 140 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14< | 2:15PM | 62 | 64 | 0 | 126 | 7 | 81 | 65 | 0 | 146 | - | 0 | | | 83 | 0 | 122 | 7 | 394 |
| Hourly Total 222 283 0 505 23 348 203 0 551 0 0 113 182 279 0 461 25 151 3:00PM 61 64 0 125 8 95 54 0 149 0 0 0 42 62 0 104 7 37 3:15PM 56 83 0 139 11 101 79 166 0 0 155 62 0 117 11 44 3:30PM 56 83 0 147 5 89 77 0 166 0 0 4 55 60 0 132 8 44 4:0PM 76 750 133 11 120 71 0 0 1 54 83 0 137 10 4 4 4 4 50 133 11 120 | 2:30PM | 1 56 | 58 | 0 | 114 | 6 | 122 | 51 | 0 | 173 | 0 | 0 | 3 | 52 | 87 | 0 | 139 | 11 | 426 |
| 3:00PM 61 64 0 125 8 95 54 0 149 0 0 0 42 62 0 104 7 37 3:30PM 62 77 0 139 11 101 78 0 130 0 0 3 44 88 0 132 8 45 3:30PM 76 83 0 133 8 115 78 0 193 0 0 155 62 0 117 11 44 4:40PM 74 73 0 147 58 97 0 166 0 0 7 57 75 0 132 18 44 4:15PM 46 68 0 113 11 120 71 0 191 0 0 1 54 83 0 137 14 45 4:30PM 58 75 0 133 11 120 71 0 191 0 0 142 13 | 2:45PM | 51 | 78 | 0 | 129 | 6 | 79 | 44 | 0 | 123 | 0 | 0 | 2 | 59 | 66 | 0 | 125 | 2 | 377 |
| 3:15PM 62 77 0 139 101 79 0 180 0 3 44 88 0 132 8 452 3:30PM 56 83 0 137 7 166 0 4 55 60 0 115 5 642 0 115 5 642 0 115 5 642 0 115 5 642 0 115 5 642 0 115 5 642 0 115 5 642 0 115 12 118 83 0 0 7 57 7 0 132 8 44 4:15PM 46 68 0 114 7 109 94 0 0 0 154 83 0 133 11 120 71 0 0 1 54 83 0 137 1 444 342 0 768 0 0 1 54 56 0 106 138 137 138 | Hourly Total | 222 | 283 | 0 | 505 | 23 | 348 | 203 | 0 | 551 | 0 | 0 | 13 | 182 | 279 | 0 | 461 | 25 | 1517 |
| 3:30PM 56 83 0 139 8 115 78 0 193 0 1 55 62 0 117 11 44 3:33PM 74 73 0 147 5 89 77 0 166 0 0 4 55 60 0 115 5 42 Hourly Total 253 297 0 550 32 400 288 0 0 0 7 7.7 0 132 8 44 4:00PM 56 50 0 113 11 120 71 0 191 0 0 7 7 0 115 14 45 4:43PM 70 87 0 157 69 7.6 0 173 0 0 14 214 336 0 150 14 16 4:44 324 0 768 0 0 14 214 336 0 107 14 14 16 14 143 | 3:00PM | 61 | 64 | 0 | 125 | 8 | 95 | 54 | 0 | 149 | 0 | 0 | 0 | 42 | 62 | 0 | 104 | 7 | 378 |
| 3:45PM 74 73 0 147 5 89 77 0 166 0 44 55 60 0 115 5 422 Hourly Total 253 297 0 550 32 4400 288 0 688 0 8 196 272 0 468 31 177 4:00PM 56 59 0 115 12 118 83 0 203 0 0 7 57 75 0 132 84 4:30PM 58 75 0 133 11 120 71 0 191 0 0 1 54 83 0 137 11 46 Hourly Total 230 289 0 519 36 444 324 0 768 0 14 214 336 0 137 11 46 5:00PM 72 0 162 75 0 137 9 84 65 148 0 0 6 | 3:15PM | 62 | 77 | 0 | 139 | 11 | 101 | 79 | 0 | 180 | 0 | 0 | 3 | 44 | 88 | 0 | 132 | 8 | 451 |
| Hourly Total 253 297 0 550 32 400 288 0 688 0 8 196 272 0 468 31 170 4:00PM 56 59 0 115 12 118 83 0 0 0 7 57 75 0 132 8 44 4:15PM 46 68 0 114 7 109 94 0 203 0 4 47 88 0 135 14 45 4:30PM 70 87 0 157 6 97 76 0 173 0 0 14 214 36 0 50 44 183 5:00PM 72 90 0 162 15 87 61 0 148 0 0 2 46 0 106 10 38 5:00PM 62 75 0 137 </td <td>3:30PM</td> <td>í 56</td> <td>83</td> <td>0</td> <td>139</td> <td>8</td> <td>115</td> <td>78</td> <td>0</td> <td>193</td> <td>0</td> <td>0</td> <td>1</td> <td>55</td> <td>62</td> <td>0</td> <td>117</td> <td>11</td> <td>449</td> | 3:30PM | í 56 | 83 | 0 | 139 | 8 | 115 | 78 | 0 | 193 | 0 | 0 | 1 | 55 | 62 | 0 | 117 | 11 | 449 |
| 4:00PM 56 59 0 115 12 118 83 0 201 0 0 7 57 75 0 132 8 444 4:15PM 46 66 0 114 7 109 94 0 203 0 0 4 47 88 0 135 14 45 4:45PM 70 87 0 133 11 120 71 0 191 0 0 2 56 90 146 11 47 4:45PM 70 87 0 157 6 97 76 0 173 0 0 14 214 336 0 550 44 183 5:00PM 72 90 0 162 15 87 61 0 148 0 0 2 46 60 100 102 12 38 53 54 102 12 38 51 288 57 0 337 114 40 55 < | 3:45PM | 1 74 | 73 | 0 | 147 | 5 | 89 | 77 | 0 | 166 | 0 | 0 | 4 | 55 | 60 | 0 | 115 | 5 | 428 |
| 4:15PM 46 68 0 114 7 109 94 0 203 0 0 4 47 88 0 135 14 45 4:30PM 58 75 0 133 11 120 71 0 191 0 0 2 56 90 0 146 11 47 4:43PM 70 87 0 157 6 97 76 0 173 0 0 1 54 83 0 137 11 46 Hourly Total 230 289 0 167 76 0 173 0 0 14 214 336 0 157 10 148 0 0 63 73 0 109 9 41 10 3 41 85 102 12 2 36 53 103 103 7 84 50 134 1 0 3 41 85 126 9 36 126 9 36 126 | Hourly Total | 253 | 297 | 0 | 550 | 32 | 400 | 288 | 0 | 688 | 0 | 0 | 8 | 196 | 272 | 0 | 468 | 31 | 1706 |
| 4:30PM 58 75 0 133 11 120 71 0 191 0 0 2 56 90 0 146 11 47 4:45PM 70 87 0 157 6 97 76 0 173 0 0 1 54 83 0 137 11 46 Hourly Total 200 290 519 36 444 324 0 768 0 148 0 6 36 73 0 109 9 41 5:30PM 72 0 129 7 96 52 0 148 0 0 6 44 58 0 102 12 38 5:30PM 62 75 0 137 9 84 65 0 134 1 0 3 41 85 126 9 36 Hourly Total 251 280 0 51 57 0 137 0 3392 2 0 87 <td>4:00PM</td> <td>í 56</td> <td>59</td> <td>0</td> <td>115</td> <td>12</td> <td>118</td> <td>83</td> <td>0</td> <td>201</td> <td>0</td> <td>0</td> <td>7</td> <td>57</td> <td>75</td> <td>0</td> <td>132</td> <td>8</td> <td>448</td> | 4:00PM | í 56 | 59 | 0 | 115 | 12 | 118 | 83 | 0 | 201 | 0 | 0 | 7 | 57 | 75 | 0 | 132 | 8 | 448 |
| 4:45PM 70 87 0 157 6 97 76 0 173 0 0 1 54 83 0 137 11 446 Hourly Total 230 289 0 519 36 444 324 0 768 0 0 14 214 336 0 550 44 183 5:00PM 72 90 0 162 15 87 61 0 148 0 0 6 36 73 0 109 9 41 5:07PM 62 75 0 137 9 84 65 0 149 1 0 6 44 58 0 102 12 38 5:30PM 62 75 0 137 9 84 50 0 134 1 0 3 41 85 0 102 12 38 60 43 0 328 1357 0 3392 2 0 87 166 | 4:15PM | 46 | 68 | 0 | 114 | 7 | 109 | 94 | 0 | 203 | 0 | 0 | 4 | 47 | 88 | 0 | 135 | 14 | 452 |
| Hourly Total 230 289 0 519 36 444 324 0 768 0 14 214 336 0 550 44 183 5:00PM 72 90 0 162 15 87 61 0 148 0 0 6 36 73 0 109 9 41 5:15PM 57 72 0 129 7 96 52 0 148 0 0 2 46 60 0 106 108 5:45PM 60 43 0 103 7 84 50 1134 1 0 3 41 85 0 126 9 36 Hourly Total 1410 1870 3280 178 2035 1357 0 3392 2 0 87 1165 1569 0 2734 184 940 % Motorycles 8 12 | 4:30PM | í 58 | 75 | 0 | 133 | 11 | 120 | 71 | 0 | 191 | 0 | 0 | 2 | 56 | 90 | 0 | 146 | 11 | 470 |
| 5:00PM 72 90 0 162 15 87 61 0 148 0 0 6 36 73 0 109 9 441 5:15PM 57 72 0 129 7 96 52 0 148 0 0 2 46 60 0 106 10 38 5:30PM 62 75 0 137 9 84 65 0 149 1 0 6 44 58 0 102 12 38 6:45PM 60 43 0 03 7 84 50 0 134 1 0 3 41 85 0 126 9 36 Hourly Total 251 280 0 531 38 351 228 0 579 2 0 17 167 27.4 184 94 6 16.00 19.9% 03280 178 2035 1357 0 392 2 0 12.4% 1 | 4:45PM | 1 70 | 87 | 0 | 157 | 6 | 97 | 76 | 0 | 173 | 0 | 0 | 1 | 54 | 83 | 0 | 137 | 11 | 467 |
| 5:15PM 57 72 0 129 7 96 52 0 148 0 0 2 46 60 0 106 10 38 5:30PM 62 75 0 137 9 84 65 0 149 1 0 6 444 58 0 102 12 38 5:45PM 60 43 0 103 7 84 50 0 134 1 0 3 41 85 0 126 9 36 Hourly Total 251 280 0 531 38 351 228 0 579 2 0 17 167 276 443 40 155 Total 1410 1870 0 3280 178 2035 1357 0 3392 2 0 87 1165 1569 2734 184 940 % Approach 43.0% 77 - 60.0% 30.0% - - - 42.6% 57.4% | Hourly Total | 230 | 289 | 0 | 519 | 36 | 444 | 324 | 0 | 768 | 0 | 0 | 14 | 214 | 336 | 0 | 550 | 44 | 1837 |
| 5:30PM 62 75 0 137 9 84 65 0 149 1 0 6 44 58 0 102 12 38 5:45PM 60 43 0 103 7 84 50 0 134 1 0 3 41 85 0 126 9 36 Hourly Total 251 280 0 531 38 351 228 0 579 2 0 17 167 276 0 443 40 155 Mourly Total 1410 1870 0 3280 178 2035 1357 0 3392 2 0 87 1165 1569 0 2734 184 940 % Approach 43.0% 57.0% 0% 34.9% 21.6% 14.4% 0% 36.1% - 0 - - - - 0 - 12.4% 16% 0% 0.4% 0 0% 0.4% 0.5% 0% 0.5% 0 <td< td=""><td>5:00PM</td><td>1 72</td><td>90</td><td>0</td><td>162</td><td>15</td><td>87</td><td>61</td><td>0</td><td>148</td><td>0</td><td>0</td><td>6</td><td>36</td><td>73</td><td>0</td><td>109</td><td>9</td><td>419</td></td<> | 5:00PM | 1 72 | 90 | 0 | 162 | 15 | 87 | 61 | 0 | 148 | 0 | 0 | 6 | 36 | 73 | 0 | 109 | 9 | 419 |
| 5:45PM 60 43 0 103 7 84 50 0 134 1 0 3 41 85 0 126 9 36 Hourly Total 251 280 0 531 38 351 228 0 579 2 0 17 167 276 0 443 40 155 Total 1410 1870 0 3280 178 2035 1357 0 3392 2 0 87 1165 1569 0 2734 184 940 % Approach 43.0% 57.0% 0% - - - - - - 42.6% 57.4% 0% - - - - 42.6% 57.4% 0% - - - 42.6% 57.4% 0% 21.6% 14.4% 0% 36.1% - 0% - - - 42.6% 57.4% 0% 29.1% - - - 23.6% 0% 21.6% 14.4% 0% 36.1% | 5:15PM | 57 | 72 | 0 | 129 | 7 | 96 | 52 | 0 | 148 | 0 | 0 | 2 | 46 | 60 | 0 | 106 | 10 | 383 |
| Hourly Total 251 280 0 531 38 351 228 0 579 2 0 17 167 276 0 443 40 1555 Total 1410 1870 0 3280 178 2035 1357 0 3392 2 0 87 1165 1569 0 2734 184 940 % Approach 43.0% 57.0% 0% - - 60.0% 40.0% 0% - - 42.6% 57.4% 0% - - - - 42.6% 57.4% 0% 21.6% 14.4% 0% 36.1% - 0 12.4% 16.7% 0% 29.1% - - - 0.3% 0.2% 0% 0.3% - 0.44 0.40 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 0.44 | 5:30PM | 62 | 75 | 0 | 137 | 9 | 84 | 65 | 0 | 149 | 1 | 0 | 6 | 44 | 58 | 0 | 102 | 12 | 388 |
| Total 1410 1870 0 3280 178 2035 1357 0 3392 2 0 87 1165 1569 0 2734 184 940 % Approach 43.0% 57.0% 0% - 60.0% 40.0% 0% - - 42.6% 57.4% 0% - - - - 42.6% 57.4% 0% - - - - - 42.6% 57.4% 0% - - - - - - 42.6% 57.4% 0% - 0 - - - - - 14.0 31.6 0 0.4 | 5:45PM | 60 | 43 | 0 | 103 | 7 | 84 | 50 | 0 | 134 | 1 | 0 | 3 | 41 | 85 | 0 | 126 | 9 | 363 |
| % Approach 43.0% 57.0% 0% - - - - 42.6% 57.4% 0% - - - - - 42.6% 57.4% 0% - | Hourly Total | 251 | 280 | 0 | 531 | 38 | 351 | 228 | 0 | 579 | 2 | 0 | 17 | 167 | 276 | 0 | 443 | 40 | 1553 |
| Motor Motor 15.0% 19.9% 0% 34.9% - 21.6% 14.4% 0% 36.1% - 0% - 12.4% 16.7% 0% 29.1% - - 33 0 7 - 33 Motorcycles 0.6% 0.6% 0% 0.6% 0% 0.6% <t< td=""><td>Total</td><td>1410</td><td>1870</td><td>0</td><td>3280</td><td>178</td><td>2035</td><td>1357</td><td>0</td><td>3392</td><td>2</td><td>0</td><td>87</td><td>1165</td><td>1569</td><td>0</td><td>2734</td><td>184</td><td>9406</td></t<> | Total | 1410 | 1870 | 0 | 3280 | 178 | 2035 | 1357 | 0 | 3392 | 2 | 0 | 87 | 1165 | 1569 | 0 | 2734 | 184 | 9406 |
| Motorcycles 8 12 0 20 11 1 0 12 - 0 - 4 3 0 7 - 3 % Motorcycles 0.6% 0.4% 0.4% Lights 1384 1781 0 3165 1915 1295 0 3210 0 0 1011 1549 0 2650 902 Single-Unit Tucks 6 10 0 16 20 12 0 32 0 0 5 4 0 9 0 5 902 96.9% 96.9% 95.9% 96.9% 96.9% 9 0 9 0 5 4 0 9 0 66% 96.9% | % Approach | 43.0% | 57.0% | 0% | - | - | 60.0% | 40.0% | 0% | - | - | - | - | 42.6% | 57.4% 0 |)% | - | - | - |
| % Motorcycles 0.6% 0.6% 0.6% 0.5% 0.1% 0% 0.4% - - - 0.3% 0.2% 0% 0.4% - 0.4% Lights 1384 1781 0 3165 - 1915 1295 0 3210 - 0 - 1101 1549 0 2650 - 902 % Lights 98.2% 95.2% 0% 96.5% - 94.1% 95.4% 0% 94.6% - - - 94.5% 98.7% 0% 96.9% - 95.9% Single-Unit Trucks 6 10 0 16 - 20 12 0 32 - 0 - 5 4 0 9 - 5.5% % Single-Unit Trucks 0.4% 0.5% 0% 0.5% - 1.0% 0.9% 0% 0.9% - - - 0.4% 0.3% 0% 0.6% 0.6% Maticulated Trucks 0.1% 0.% 0.1% 0.1% 0.1% 0.1% <t< td=""><td>% Total</td><td>15.0%</td><td>19.9%</td><td>0%</td><td>34.9%</td><td>-</td><td>21.6%</td><td>14.4%</td><td>0%</td><td>36.1%</td><td>-</td><td>0%</td><td>-</td><td>12.4%</td><td>16.7% 0</td><td>)%</td><td>29.1%</td><td>-</td><td>-</td></t<> | % Total | 15.0% | 19.9% | 0% | 34.9% | - | 21.6% | 14.4% | 0% | 36.1% | - | 0% | - | 12.4% | 16.7% 0 |)% | 29.1% | - | - |
| Lights 1384 1781 0 3165 - 1915 1295 0 3210 - 0 - 1101 1549 0 2650 - 902 % Lights 98.2% 95.2% 0% 96.5% - 94.1% 95.4% 0% 94.6% - - 94.5% 98.7% 0% 96.9% - 95.9% Single-Unit Trucks 6 10 0 16 - 20 12 0 32 - 0 - 5 4 0 9 - 5 4 0 9 - 5 4 0 9 - 5 4 0 9 - 5 4 0 9 - 5 4 0 9 - 5 4 0 9 0 6 0 | Motorcycles | 8 | 12 | 0 | 20 | - | 11 | 1 | 0 | 12 | - | 0 | - | 4 | 3 | 0 | 7 | - | 39 |
| % Lights 98.2% 95.2% 0% 96.5% - 94.1% 95.4% 0% 94.6% - - - 94.5% 98.7% 0% 96.9% - 95.9% Single-Unit Trucks 6 10 0 16 - 20 12 0 32 - 0 - 5 4 0 9 - 55 % Single-Unit Trucks 0.4% 0.5% 0% 0.5% - 1.0% 0.9% 0% 0.9% - - - 0.4% 0.3% 0% 0.6% 0.6% Articulated Trucks 2 0 0 2 - 2 2 0 4 - 0 - 1 1 0 2 - 0.1% <t< td=""><td>% Motorcycles</td><td>0.6%</td><td>0.6%</td><td>0%</td><td>0.6%</td><td>-</td><td>0.5%</td><td>0.1%</td><td>0%</td><td>0.4%</td><td>-</td><td>-</td><td>-</td><td>0.3%</td><td>0.2% 0</td><td>)%</td><td>0.3%</td><td>-</td><td>0.4%</td></t<> | % Motorcycles | 0.6% | 0.6% | 0% | 0.6% | - | 0.5% | 0.1% | 0% | 0.4% | - | - | - | 0.3% | 0.2% 0 |)% | 0.3% | - | 0.4% |
| % Lights 98.2% 95.2% 0% 96.5% - 94.1% 95.4% 0% 94.6% - - 94.5% 98.7% 0% 96.9% - 95.9% Single-Unit Trucks 6 10 0 16 - 20 12 0 32 - 0 - 5 4 0 9 - 5 % Single-Unit Trucks 0.4% 0.5% 0% 0.5% - 1.0% 0.9% 0% 0.9% - - - 0.4% 0.3% 0% 0.6% 0.6% Articulated Trucks 2 0 0 2 - 2 2 0 4 - 0 - 1 1 0 2 - 0.1% 0.1% 0% 0.1% 0 0.1% 0.1% 0 0 0 0.1% 0.1% 0 | Lights | 1384 | 1781 | 0 | 3165 | - | 1915 | 1295 | 0 | 3210 | - | 0 | - | 1101 | 1549 | 0 | 2650 | - | 9025 |
| Single-Unit Trucks 6 10 0 16 - 20 12 0 32 - 0 - 5 4 0 9 - 5 % Single-Unit Trucks 0.4% 0.5% 0% 0.5% - 1.0% 0.9% 0% 0.9% - - 0 - 5 4 0 9 - 0.6% Articulated Trucks 2 0 0 2 - 2 2 0 4 - 0 - 1 1 0 2 - 0.1% 0.1% 0% 0.1% - 0.1% 0.1% 0.1% 0.1% 0 0.1% - 0.1% 0.1% 0 0.1% 0.1% 0 0.1% | % Lights | 98.2% | 95.2% | 0% | 96.5% | - | 94.1% | 95.4% | 0% | 94.6% | - | - | - | 94.5% | |)% | 96.9% | - | 95.9% |
| % Single-Unit Trucks 0.4% 0.5% 0% 0.5% 0 0.9% 0.9% 0.9% 0.9% - - - 0.4% 0.3% 0% 0.3% - 0.6% Articulated Trucks 2 0 0 2 - 2 2 0 4 - 0 - 1 1 0 2 - 0.4% 0.3% 0% 0.3% - 0.6% % Articulated Trucks 0.1% 0% 0.1% - 0.1% 0.1% 0.1% - - - 0.1% 0.1% 0.1% 0.1% 0.1% - - 0 - 1 1 0 2 - 0.1% <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td>20</td> <td>12</td> <td>0</td> <td>32</td> <td>-</td> <td>0</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>57</td> | | - | | | | - | 20 | 12 | 0 | 32 | - | 0 | - | | | | | - | 57 |
| Articulated Trucks 2 0 0 2 2 2 0 4 - 0 - 1 1 0 2 - 0.1% % Articulated Trucks 0.1% 0% 0% 0.1% - 0.1% 0 | % Single-Unit Trucks | 0.4% | 0.5% | 0% | 0.5% | - | 1.0% | | 0% | 0.9% | - | - | - | 0.4% | 0.3% 0 |)% | 0.3% | - | 0.6% |
| % Articulated Trucks 0.1% 0% 0% 0.1% - 0.1% 0 | - | - | | | | - | 2 | | | 4 | - | 0 | - | 1 | | | 2 | - | 8 |
| Buses 3 38 0 41 - 47 4 0 51 - 0 - 55 3 0 8 - 10 % Buses 0.2% 2.0% 0% 1.3% - 2.3% 0.3% 0% 1.5% - - 0.4% 0.2% 0% 0.3% 0 1.1% - 1.5% - - - 0.4% 0.2% 0% 0.3% 0 1.1% - 0.3% 0% 1.5% - - - 0.4% 0.2% 0% 0.3% 0 1.1% - 2.3% 0.3% 0% 1.5% - - - 0.4% 0.2% 0% 0.3% 0 1.1% Bicycles on Road 0.5% 1.6% 0% 1.1% 2.0% 3.2% 0% 2.4% - - 4.2% 0.6% 0% 2.1% - 1.9% Pedestrians - - | | | 0% | 0% | | - | 0.1% | | | 0.1% | - | - | - | 0.1% | | | 0.1% | - | 0.1% |
| % Buses 0.2% 2.0% % 1.3% - 2.3% 0.3% % 1.5% - - - 0.4% 0.2% % 0.3% - 1.1% Bicycles on Road 7 29 0 36 - 40 43 0 83 - 0 - 49 9 0 58 - 17 % Bicycles on Road 0.5% 1.6% % 1.1% - 2.0% 3.2% % 2.4% - - - 4.2% 0.6% % 2.1% - 1.9% Pedestrians - - - 169 - - - 2 2 7 73 - - 1.1% | | | | | | - | | | | | - | 0 | - | | | | | - | 100 |
| Bicycles on Road 7 29 0 36 - 40 43 0 83 - 0 - 49 9 0 58 - 17 % Bicycles on Road 0.5% 1.6% 0% 1.1% - 2.0% 3.2% 0% 2.4% - - 4.2% 0.6% 0% 2.1% - 1.9% Pedestrians - - - 169 - - - 2 - 73 - - 1.78 | | | | | | - | | | | | - | | - | | | | | - | 1.1% |
| % Bicycles on Road 0.5% 1.6% 0% 1.1% - 2.0% 3.2% 0% 2.4% - - 4.2% 0.6% 0% 2.1% - 1.9% Pedestrians - - - 169 - - 2 - 73 - - 178 1.9% | | - | | | | - | | | | | - | 0 | - | | | | | - | 177 |
| Pedestrians - - - - 2 - 73 - - 178 | - | | | | | - | | | | | - | | - | | | | | - | 1.9% |
| | | | | | | 169 | | | | | 2 | - | 73 | | | | | 178 | |
| | | | | | | | - | | | - | | - | | | - | | | | |
| Bicycles on Crosswalk 9 0 - 14 6 | | | - | - | | | - | - | - | - | | - | | - | - | - | | | |

| Leg | Cedar Hill Cross Rd | | | | | Cedar Hill | Cross | s Rd | | | No Access, Sidewa | Gordon H | | | | | | |
|-------------------------|---------------------|---|---|-----|------|------------|-------|------|-----|------|-------------------|----------|---|---|---|-----|------|-----|
| Direction | Eastbound | | | | | Westbound | | | | | Northbound | Southbou | | | | | | |
| Time | L | Т | U | Арр | Ped* | Т | R | U | Арр | Ped* | Арр | Ped* | L | R | U | Арр | Ped* | Int |
| % Bicycles on Crosswalk | - | - | - | - | 5.1% | - | - | - | - | 0% | - | 16.1% | - | - | - | - | 3.3% | - |

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

Thu Oct 19, 2023

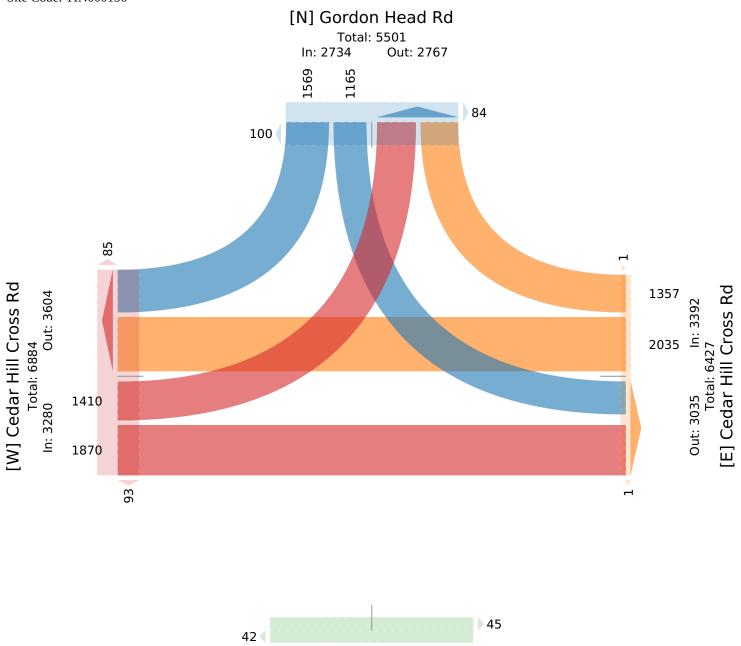
Full Length (7:30 AM-9:30 AM, 2 PM-6 PM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 1123750, Location: 48.460442, -123.320914,

ID: 1123/50, Location: 48.460442, -123.320914, Site Code: TIN000156





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



[S] No Access, Sidewalk Only



McElhanney

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

Thu Oct 19, 2023 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: 1123750, Location: 48.460442, -123.320914, Site Code: TIN000156

| Leg | Cedar H | Iill Cros | s Rd | l | | Cedar H | ill Cros | s Rd | | | No Access, Sidew | alk Only | Gordon | Head Rd | | | | |
|-------------------------|---------|-----------|------|-------|-------|---------|----------|------|-------|------|------------------|----------|---------|---------|----|-------|-------|-------|
| Direction | Eastbou | ınd | | | | Westbo | und | | | | Northbound | | Southbo | und | | | | |
| Time | L | Т | U | Арр | Ped* | Т | R | U | Арр | Ped* | Арр | Ped* | L | R | U | Арр | Ped* | Int |
| 2023-10-19 8:00AM | 86 | 93 | 0 | 179 | 9 | 76 | 39 | 0 | 115 | 0 | 0 | 6 | 65 | 62 | 0 | 127 | 8 | 421 |
| 8:15AM | 100 | 133 | 0 | 233 | 14 | 75 | 57 | 0 | 132 | 0 | 0 | 6 | 48 | 52 | 0 | 100 | 11 | 465 |
| 8:30AM | 62 | 108 | 0 | 170 | 4 | 67 | 62 | 0 | 129 | 0 | 0 | 6 | 41 | 58 | 0 | 99 | 6 | 398 |
| 8:45AM | 48 | 95 | 0 | 143 | 7 | 65 | 36 | 0 | 101 | 0 | 0 | 2 | 68 | 66 | 0 | 134 | 4 | 378 |
| Total | 296 | 429 | 0 | 725 | 34 | 283 | 194 | 0 | 477 | 0 | 0 | 20 | 222 | 238 | 0 | 460 | 29 | 1662 |
| % Approach | 40.8% | 59.2% | 0% | - | - | 59.3% | 40.7% | 0% | - | - | - | - | 48.3% | 51.7% (|)% | - | - | - |
| % Total | 17.8% | 25.8% | 0% | 43.6% | - | 17.0% | 11.7% | 0% | 28.7% | - | 0% | - | 13.4% | 14.3% (|)% | 27.7% | - | - |
| PHF | 0.735 | 0.813 | - | 0.779 | - | 0.933 | 0.829 | - | 0.895 | - | - | - | 0.809 | 0.894 | - | 0.852 | - | 0.893 |
| Motorcycles | 2 | 1 | 0 | 3 | - | 0 | 0 | 0 | 0 | - | 0 | - | 2 | 0 | 0 | 2 | - | 5 |
| % Motorcycles | 0.7% | 0.2% | 0% | 0.4% | - | 0% | 0% | 0% | 0% | - | - | - | 0.9% | 0% (|)% | 0.4% | - | 0.3% |
| Lights | 290 | 410 | 0 | 700 | - | 269 | 185 | 0 | 454 | - | 0 | - | 204 | 235 | 0 | 439 | - | 1593 |
| % Lights | 98.0% | 95.6% | 0% | 96.6% | - | 95.1% | 95.4% | 0% | 95.2% | - | - | - | 91.9% | 98.7% (|)% | 95.4% | - | 95.8% |
| Single-Unit Trucks | 1 | 2 | 0 | 3 | - | 3 | 2 | 0 | 5 | - | 0 | - | 0 | 1 | 0 | 1 | - | 9 |
| % Single-Unit Trucks | 0.3% | 0.5% | 0% | 0.4% | - | 1.1% | 1.0% | 0% | 1.0% | - | - | - | 0% | 0.4% (|)% | 0.2% | - | 0.5% |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 2 | 0 | 0 | 2 | - | 0 | - | 0 | 0 | 0 | 0 | - | 2 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | - | 0.7% | 0% | 0% | 0.4% | - | - | - | 0% | 0% (|)% | 0% | - | 0.1% |
| Buses | 1 | 10 | 0 | 11 | - | 6 | 2 | 0 | 8 | - | 0 | - | 1 | 0 | 0 | 1 | - | 20 |
| % Buses | 0.3% | 2.3% | 0% | 1.5% | - | 2.1% | 1.0% | 0% | 1.7% | - | - | - | 0.5% | 0% (|)% | 0.2% | - | 1.2% |
| Bicycles on Road | 2 | 6 | 0 | 8 | - | 3 | 5 | 0 | 8 | - | 0 | - | 15 | 2 | 0 | 17 | - | 33 |
| % Bicycles on Road | 0.7% | 1.4% | 0% | 1.1% | - | 1.1% | 2.6% | 0% | 1.7% | - | - | - | 6.8% | 0.8% (|)% | 3.7% | - | 2.0% |
| Pedestrians | - | - | - | - | 30 | - | - | - | - | 0 | - | 15 | - | - | - | - | 28 | |
| % Pedestrians | - | - | - | - | 88.2% | - | - | - | - | - | - | 75.0% | - | - | - | - | 96.6% | - |
| Bicycles on Crosswalk | - | - | - | - | 4 | - | - | - | - | 0 | - | 5 | - | - | - | - | 1 | |
| % Bicycles on Crosswalk | - | - | - | - | 11.8% | - | - | - | - | - | - | 25.0% | - | - | - | - | 3.4% | - |

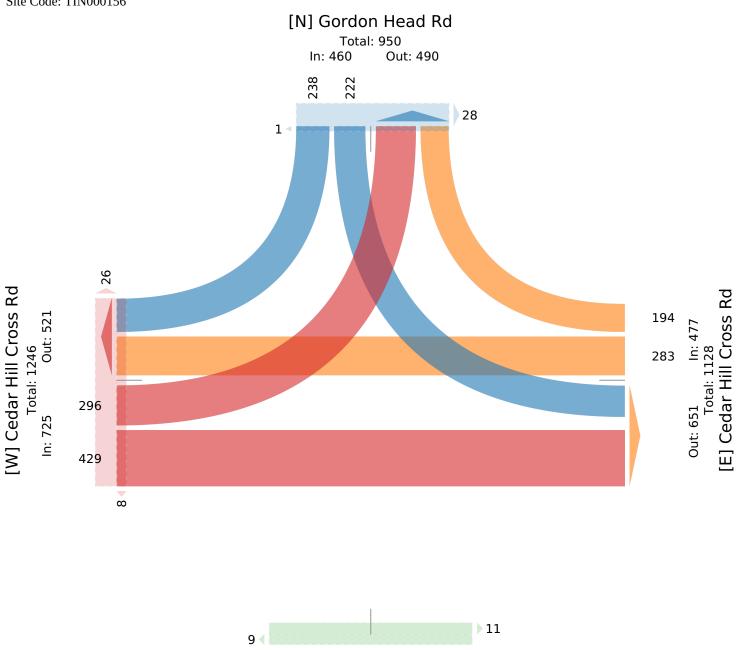
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Thu Oct 19, 2023 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: 1123750, Location: 48.460442, -123.320914, Site Code: TIN000156





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[S] No Access, Sidewalk Only



PM Peak (4 PM - 5 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 1123750, Location: 48.460442, -123.320914,

Site Code: TIN000156





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

| Leg | Cedar H | Iill Cros | s Rd | | | Cedar H | Iill Cros | s Rd | | | No Access, Sidewa | lk Only | Gordon | Head Rd | | | | |
|-------------------------|---------|-----------|------|-------|-------|---------|-----------|------|-------|------|-------------------|---------|---------|---------|------------|-------|-------|-------|
| Direction | Eastbou | ınd | | | | Westbo | und | | | | Northbound | | Southbo | und | | | | |
| Time | L | Т | U | Арр | Ped* | Т | R | U | Арр | Ped* | Арр | Ped* | L | R | U | Арр | Ped* | Int |
| 2023-10-19 4:00PM | 56 | 59 | 0 | 115 | 12 | 118 | 83 | 0 | 201 | 0 | 0 | 7 | 57 | 75 | 0 | 132 | 8 | 448 |
| 4:15PM | 46 | 68 | 0 | 114 | 7 | 109 | 94 | 0 | 203 | 0 | 0 | 4 | 47 | 88 | 0 | 135 | 14 | 452 |
| 4:30PM | 1 58 | 75 | 0 | 133 | 11 | 120 | 71 | 0 | 191 | 0 | 0 | 2 | 56 | 90 | 0 | 146 | 11 | 470 |
| 4:45PM | 1 70 | 87 | 0 | 157 | 6 | 97 | 76 | 0 | 173 | 0 | 0 | 1 | 54 | 83 | 0 | 137 | 11 | 467 |
| Tota | 230 | 289 | 0 | 519 | 36 | 444 | 324 | 0 | 768 | 0 | 0 | 14 | 214 | 336 | 0 | 550 | 44 | 1837 |
| % Approach | 44.3% | 55.7% | 0% | - | - | 57.8% | 42.2% | 0% | - | - | - | - | 38.9% | 61.1% 0 | % | - | - | |
| % Tota | 12.5% | 15.7% | 0% | 28.3% | - | 24.2% | 17.6% | 0% | 41.8% | - | 0% | - | 11.6% | 18.3% 0 | % 2 | 9.9% | - | |
| PHF | 0.814 | 0.828 | - | 0.822 | - | 0.916 | 0.861 | - | 0.947 | - | - | - | 0.938 | 0.928 | - (|).951 | - | 0.980 |
| Motorcycles | 4 | 4 | 0 | 8 | - | 6 | 0 | 0 | 6 | - | 0 | - | 0 | 1 | 0 | 1 | - | 15 |
| % Motorcycles | 1.7% | 1.4% | 0% | 1.5% | - | 1.4% | 0% | 0% | 0.8% | - | - | - | 0% | 0.3% 0 | % | 0.2% | - | 0.8% |
| Lights | 223 | 275 | 0 | 498 | - | 418 | 309 | 0 | 727 | - | 0 | - | 209 | 333 | 0 | 542 | - | 1767 |
| % Lights | 97.0% | 95.2% | 0% | 96.0% | - | 94.1% | 95.4% | 0% | 94.7% | - | - | - | 97.7% | 99.1% 0 | % 9 | 8.5% | - | 96.2% |
| Single-Unit Trucks | 1 | 1 | 0 | 2 | - | 1 | 1 | 0 | 2 | - | 0 | - | 0 | 0 | 0 | 0 | - | 4 |
| % Single-Unit Trucks | 0.4% | 0.3% | 0% | 0.4% | - | 0.2% | 0.3% | 0% | 0.3% | - | - | - | 0% | 0% 0 | % | 0% | - | 0.2% |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 0 | 0 | - | C |
| % Articulated Trucks | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | - | - | 0% | 0% 0 | % | 0% | - | 0% |
| Buses | 0 | 5 | 0 | 5 | - | 11 | 0 | 0 | 11 | - | 0 | - | 1 | 0 | 0 | 1 | - | 17 |
| % Buses | 0% | 1.7% | 0% | 1.0% | - | 2.5% | 0% | 0% | 1.4% | - | - | - | 0.5% | 0% 0 | % | 0.2% | - | 0.9% |
| Bicycles on Road | 2 | 4 | 0 | 6 | - | 8 | 14 | 0 | 22 | - | 0 | - | 4 | 2 | 0 | 6 | - | 34 |
| % Bicycles on Road | 0.9% | 1.4% | 0% | 1.2% | - | 1.8% | 4.3% | 0% | 2.9% | - | - | - | 1.9% | 0.6% 0 | % | 1.1% | - | 1.9% |
| Pedestrians | - | - | - | - | 35 | - | - | - | - | 0 | - | 14 | - | - | - | - | 43 | |
| % Pedestrians | - | - | - | - | 97.2% | - | - | - | - | - | - | 100% | - | - | - | - | 97.7% | |
| Bicycles on Crosswalk | - | - | - | - | 1 | - | - | - | - | 0 | - | 0 | - | - | - | - | 1 | |
| % Bicycles on Crosswalk | - | - | - | - | 2.8% | - | - | - | - | - | - | 0% | - | - | - | - | 2.3% | |

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

Thu Oct 19, 2023

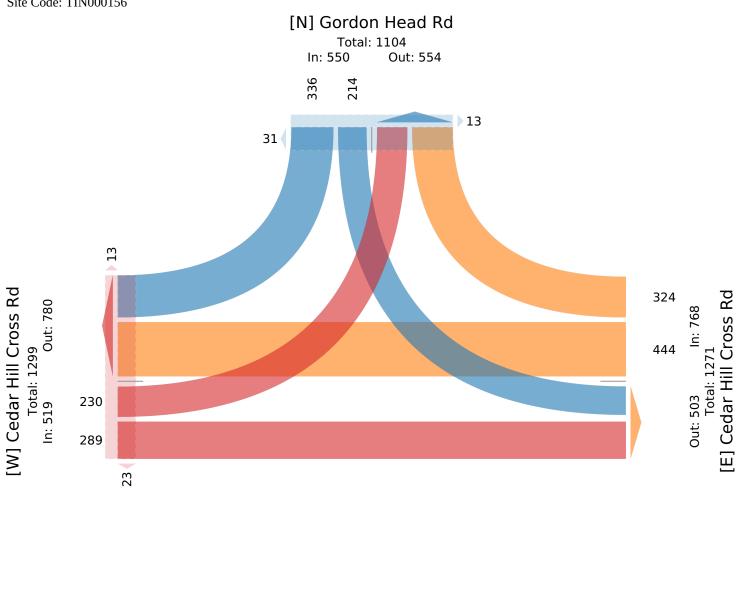
PM Peak (4 PM - 5 PM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 1123750, Location: 48.460442, -123.320914,

ID: 1123/50, Location: 48.460442, -123.320914, Site Code: TIN000156





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