



Major Road: GORDON HEAD RD
Minor Road: FAIRBURN DR
Municipality: District of Saanich
File Name: Gordon Head Rd and Fairburn Dr - October 2023.xlsx
Location #: TIN000312
Count ID: 2023062
Date: October 19, 2023
Day-of-week: Thursday

Intersection Type: 4-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 | - | - | - |
| PM | 14:00 | 18:00 | 04:00 |
| Total | 07:30 | 18:00 | 06:00 |

Notes

Comments

Gordon Head Rd and Fairburn Dr - TMC

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: 1123756, Location: 48.47386, -123.313813, Site Code:

TIN000312



McElhanney

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

| Leg Direction | Fairburn Dr Eastbound | | | | | | Edgelow St Westbound | | | | | | Gordon Head Rd Northbound | | | | | | Gordon Head Rd Southbound | | | | | | Int |
|--------------------------------|-----------------------|-------|-------|------|-------|-------|----------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|-------|-------|
| | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | |
| 2023-10-19 7:30AM | 0 | 2 | 5 | 0 | 7 | 2 | 21 | 0 | 10 | 0 | 31 | 1 | 5 | 26 | 10 | 0 | 41 | 0 | 4 | 81 | 2 | 0 | 87 | 1 | 166 |
| 7:45AM | 1 | 1 | 5 | 0 | 7 | 5 | 12 | 2 | 10 | 0 | 24 | 1 | 5 | 30 | 20 | 0 | 55 | 0 | 13 | 116 | 0 | 0 | 129 | 4 | 215 |
| Hourly Total | 1 | 3 | 10 | 0 | 14 | 7 | 33 | 2 | 20 | 0 | 55 | 2 | 10 | 56 | 30 | 0 | 96 | 0 | 17 | 197 | 2 | 0 | 216 | 5 | 381 |
| 8:00AM | 1 | 2 | 6 | 0 | 9 | 9 | 22 | 4 | 8 | 0 | 34 | 5 | 9 | 32 | 20 | 0 | 61 | 0 | 26 | 155 | 2 | 0 | 183 | 18 | 287 |
| 8:15AM | 0 | 13 | 12 | 0 | 25 | 21 | 40 | 8 | 13 | 0 | 61 | 5 | 7 | 37 | 44 | 0 | 88 | 0 | 20 | 152 | 13 | 0 | 185 | 21 | 359 |
| 8:30AM | 0 | 8 | 22 | 0 | 30 | 0 | 38 | 1 | 22 | 0 | 61 | 0 | 1 | 74 | 23 | 0 | 98 | 0 | 16 | 82 | 4 | 0 | 102 | 7 | 291 |
| 8:45AM | 0 | 4 | 7 | 0 | 11 | 0 | 10 | 2 | 8 | 0 | 20 | 3 | 0 | 50 | 13 | 0 | 63 | 0 | 4 | 69 | 2 | 0 | 75 | 3 | 169 |
| Hourly Total | 1 | 27 | 47 | 0 | 75 | 30 | 110 | 15 | 51 | 0 | 176 | 13 | 17 | 193 | 100 | 0 | 310 | 0 | 66 | 458 | 21 | 0 | 545 | 49 | 1106 |
| 9:00AM | 0 | 3 | 1 | 0 | 4 | 0 | 11 | 0 | 4 | 0 | 15 | 0 | 1 | 50 | 14 | 0 | 65 | 0 | 5 | 66 | 0 | 0 | 71 | 5 | 155 |
| 9:15AM | 0 | 2 | 4 | 0 | 6 | 0 | 13 | 1 | 11 | 0 | 25 | 0 | 0 | 40 | 7 | 0 | 47 | 0 | 11 | 61 | 1 | 0 | 73 | 1 | 151 |
| Hourly Total | 0 | 5 | 5 | 0 | 10 | 0 | 24 | 1 | 15 | 0 | 40 | 0 | 1 | 90 | 21 | 0 | 112 | 0 | 16 | 127 | 1 | 0 | 144 | 6 | 306 |
| 2:00PM | 1 | 1 | 5 | 0 | 7 | 2 | 12 | 1 | 6 | 0 | 19 | 3 | 5 | 70 | 15 | 0 | 90 | 0 | 9 | 59 | 1 | 0 | 69 | 3 | 185 |
| 2:15PM | 0 | 3 | 1 | 0 | 4 | 2 | 17 | 1 | 11 | 0 | 29 | 1 | 3 | 78 | 21 | 0 | 102 | 0 | 7 | 76 | 0 | 0 | 83 | 4 | 218 |
| 2:30PM | 1 | 1 | 1 | 0 | 3 | 1 | 12 | 3 | 14 | 0 | 29 | 3 | 8 | 98 | 25 | 0 | 131 | 0 | 13 | 61 | 2 | 0 | 76 | 6 | 239 |
| 2:45PM | 0 | 4 | 2 | 1 | 7 | 10 | 55 | 2 | 29 | 0 | 86 | 5 | 8 | 69 | 37 | 0 | 114 | 0 | 14 | 82 | 3 | 0 | 99 | 35 | 306 |
| Hourly Total | 2 | 9 | 9 | 1 | 21 | 15 | 96 | 7 | 60 | 0 | 163 | 12 | 24 | 315 | 98 | 0 | 437 | 0 | 43 | 278 | 6 | 0 | 327 | 48 | 948 |
| 3:00PM | 3 | 0 | 2 | 0 | 5 | 13 | 19 | 2 | 5 | 0 | 26 | 9 | 12 | 88 | 14 | 0 | 114 | 0 | 10 | 81 | 3 | 0 | 94 | 14 | 239 |
| 3:15PM | 0 | 8 | 1 | 0 | 9 | 6 | 19 | 3 | 13 | 0 | 35 | 10 | 6 | 89 | 26 | 0 | 121 | 0 | 7 | 82 | 0 | 0 | 89 | 7 | 254 |
| 3:30PM | 0 | 1 | 9 | 0 | 10 | 2 | 14 | 3 | 9 | 0 | 26 | 3 | 3 | 112 | 23 | 0 | 138 | 0 | 12 | 64 | 2 | 0 | 78 | 5 | 252 |
| 3:45PM | 2 | 3 | 9 | 0 | 14 | 1 | 8 | 2 | 11 | 0 | 21 | 5 | 5 | 102 | 19 | 0 | 126 | 0 | 6 | 74 | 2 | 0 | 82 | 2 | 243 |
| Hourly Total | 5 | 12 | 21 | 0 | 38 | 22 | 60 | 10 | 38 | 0 | 108 | 27 | 26 | 391 | 82 | 0 | 499 | 0 | 35 | 301 | 7 | 0 | 343 | 28 | 988 |
| 4:00PM | 0 | 2 | 1 | 1 | 4 | 2 | 16 | 3 | 14 | 0 | 33 | 2 | 10 | 110 | 12 | 0 | 132 | 0 | 6 | 73 | 2 | 0 | 81 | 3 | 250 |
| 4:15PM | 0 | 2 | 2 | 0 | 4 | 5 | 13 | 1 | 24 | 0 | 38 | 8 | 8 | 115 | 13 | 0 | 136 | 0 | 14 | 68 | 1 | 0 | 83 | 3 | 261 |
| 4:30PM | 0 | 1 | 11 | 0 | 12 | 5 | 8 | 1 | 20 | 0 | 29 | 3 | 7 | 118 | 16 | 0 | 141 | 0 | 10 | 59 | 1 | 0 | 70 | 7 | 252 |
| 4:45PM | 0 | 1 | 7 | 0 | 8 | 2 | 11 | 1 | 24 | 0 | 36 | 3 | 8 | 124 | 20 | 0 | 152 | 0 | 6 | 67 | 1 | 0 | 74 | 2 | 270 |
| Hourly Total | 0 | 6 | 21 | 1 | 28 | 14 | 48 | 6 | 82 | 0 | 136 | 16 | 33 | 467 | 61 | 0 | 561 | 0 | 36 | 267 | 5 | 0 | 308 | 15 | 1033 |
| 5:00PM | 1 | 1 | 5 | 0 | 7 | 8 | 9 | 1 | 9 | 0 | 19 | 2 | 8 | 110 | 15 | 0 | 133 | 0 | 12 | 64 | 2 | 0 | 78 | 6 | 237 |
| 5:15PM | 0 | 0 | 3 | 0 | 3 | 4 | 13 | 1 | 13 | 0 | 27 | 3 | 8 | 103 | 19 | 0 | 130 | 0 | 8 | 66 | 1 | 0 | 75 | 5 | 235 |
| 5:30PM | 0 | 0 | 3 | 0 | 3 | 5 | 13 | 3 | 16 | 0 | 32 | 0 | 8 | 111 | 20 | 0 | 139 | 0 | 10 | 79 | 1 | 0 | 90 | 6 | 264 |
| 5:45PM | 0 | 2 | 2 | 0 | 4 | 5 | 16 | 0 | 10 | 0 | 26 | 0 | 4 | 104 | 24 | 0 | 132 | 0 | 16 | 70 | 2 | 0 | 88 | 4 | 250 |
| Hourly Total | 1 | 3 | 13 | 0 | 17 | 22 | 51 | 5 | 48 | 0 | 104 | 5 | 28 | 428 | 78 | 0 | 534 | 0 | 46 | 279 | 6 | 0 | 331 | 21 | 986 |
| Total | 10 | 65 | 126 | 2 | 203 | 110 | 422 | 46 | 314 | 0 | 782 | 75 | 139 | 1940 | 470 | 0 | 2549 | 0 | 259 | 1907 | 48 | 0 | 2214 | 172 | 5748 |
| % Approach | 4.9% | 32.0% | 62.1% | 1.0% | - | - | 54.0% | 5.9% | 40.2% | 0% | - | - | 5.5% | 76.1% | 18.4% | 0% | - | - | 11.7% | 86.1% | 2.2% | 0% | - | - | - |
| % Total | 0.2% | 1.1% | 2.2% | 0% | 3.5% | - | 7.3% | 0.8% | 5.5% | 0% | 13.6% | - | 2.4% | 33.8% | 8.2% | 0% | 44.3% | - | 4.5% | 33.2% | 0.8% | 0% | 38.5% | - | - |
| Motorcycles | 0 | 0 | 2 | 0 | 2 | - | 0 | 1 | 0 | 0 | 1 | - | 1 | 8 | 0 | 0 | 9 | - | 1 | 5 | 0 | 0 | 6 | - | 18 |
| % Motorcycles | 0% | 0% | 1.6% | 0% | 1.0% | - | 0% | 2.2% | 0% | 0% | 0.1% | - | 0.7% | 0.4% | 0% | 0% | 0.4% | - | 0.4% | 0.3% | 0% | 0% | 0.3% | - | 0.3% |
| Lights | 8 | 25 | 118 | 2 | 153 | - | 408 | 29 | 269 | 0 | 706 | - | 134 | 1843 | 453 | 0 | 2430 | - | 222 | 1818 | 42 | 0 | 2082 | - | 5371 |
| % Lights | 80.0% | 38.5% | 93.7% | 100% | 75.4% | - | 96.7% | 63.0% | 85.7% | 0% | 90.3% | - | 96.4% | 95.0% | 96.4% | 0% | 95.3% | - | 85.7% | 95.3% | 87.5% | 0% | 94.0% | - | 93.4% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 3 | 0 | 0 | 0 | 3 | - | 0 | 17 | 10 | 0 | 27 | - | 0 | 8 | 0 | 0 | 8 | - | 38 |
| % Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0.7% | 0% | 0% | 0% | 0.4% | - | 0% | 0.9% | 2.1% | 0% | 1.1% | - | 0% | 0.4% | 0% | 0% | 0.4% | - | 0.7% |
| Articulated Trucks | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 1 | - | 1 | 1 | 0 | 0 | 2 | - | 5 |
| % Articulated Trucks | 10.0% | 0% | 0% | 0% | 0.5% | - | 0.2% | 0% | 0% | 0% | 0.1% | - | 0% | 0.1% | 0% | 0% | 0% | - | 0.4% | 0.1% | 0% | 0% | 0.1% | - | 0.1% |
| Buses | 0 | 1 | 0 | 0 | 1 | - | 2 | 0 | 2 | 0 | 4 | - | 0 | 19 | 2 | 0 | 21 | - | 2 | 4 | 0 | 0 | 6 | - | 32 |
| % Buses | 0% | 1.5% | 0% | 0% | 0.5% | - | 0.5% | 0% | 0.6% | 0% | 0.5% | - | 0% | 1.0% | 0.4% | 0% | 0.8% | - | 0.8% | 0.2% | 0% | 0% | 0.3% | - | 0.6% |
| Bicycles on Road | 1 | 39 | 6 | 0 | 46 | - | 8 | 16 | 43 | 0 | 67 | - | 4 | 52 | 5 | 0 | 61 | - | 33 | 71 | 6 | 0 | 110 | - | 284 |
| % Bicycles on Road | 10.0% | 60.0% | 4.8% | 0% | 22.7% | - | 1.9% | 34.8% | 13.7% | 0% | 8.6% | - | 2.9% | 2.7% | 1.1% | 0% | 2.4% | - | 12.7% | 3.7% | 12.5% | 0% | 5.0% | - | 4.9% |
| Pedestrians | - | - | - | - | - | 107 | - | - | - | - | - | 71 | - | - | - | - | 0 | - | - | - | - | - | - | 143 | - |
| % Pedestrians | - | - | - | - | - | 97.3% | - | - | - | - | 94.7% | - | - | - | - | - | - | - | - | - | - | - | - | 83.1% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 3 | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - | - | - | - | - | 29 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 2.7% | - | - | - | - | 5.3% | - | - | - | - | - | - | - | - | - | - | - | - | 16.9% | - |

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

Gordon Head Rd and Fairburn Dr - TMC

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

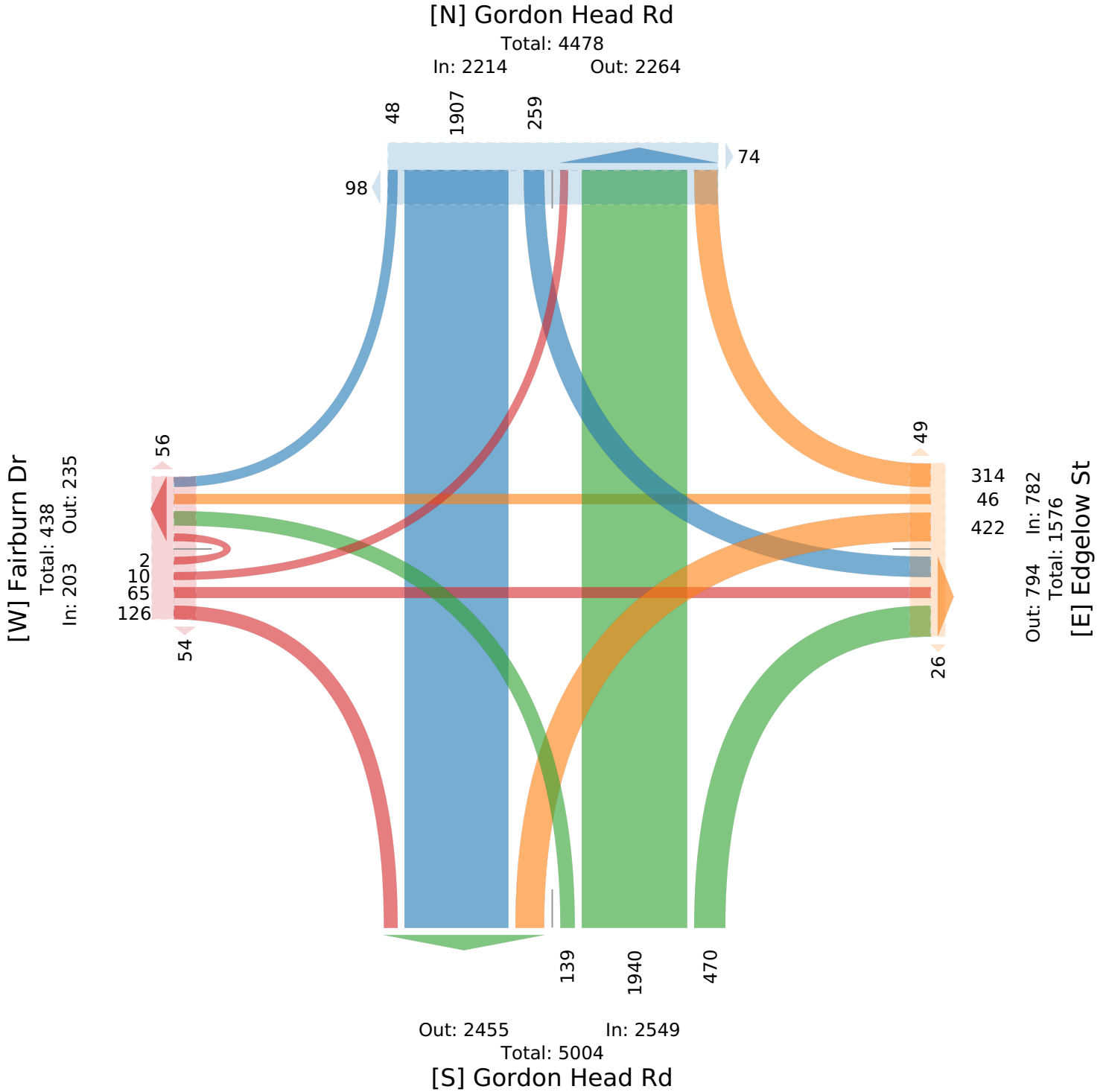
ID: 1123756, Location: 48.47386, -123.313813, Site

Code: TIN000312



McElhanney

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



Gordon Head Rd and Fairburn Dr - TMC

Thu Oct 19, 2023

AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour

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

All Movements

ID: 1123756, Location: 48.47386, -123.313813, Site Code:

TIN000312



McElhanney

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

| Leg Direction | Fairburn Dr Eastbound | | | | | | Edgelow St Westbound | | | | | | Gordon Head Rd Northbound | | | | | | Gordon Head Rd Southbound | | | | | | Int |
|--------------------------------|-----------------------|-------|-------|----|-------|-------|----------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|-------|-------|
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | |
| 2023-10-19 7:45AM | 1 | 1 | 5 | 0 | 7 | 5 | 12 | 2 | 10 | 0 | 24 | 1 | 5 | 30 | 20 | 0 | 55 | 0 | 13 | 116 | 0 | 0 | 129 | 4 | 215 |
| 8:00AM | 1 | 2 | 6 | 0 | 9 | 9 | 22 | 4 | 8 | 0 | 34 | 5 | 9 | 32 | 20 | 0 | 61 | 0 | 26 | 155 | 2 | 0 | 183 | 18 | 287 |
| 8:15AM | 0 | 13 | 12 | 0 | 25 | 21 | 40 | 8 | 13 | 0 | 61 | 5 | 7 | 37 | 44 | 0 | 88 | 0 | 20 | 152 | 13 | 0 | 185 | 21 | 359 |
| 8:30AM | 0 | 8 | 22 | 0 | 30 | 0 | 38 | 1 | 22 | 0 | 61 | 0 | 1 | 74 | 23 | 0 | 98 | 0 | 16 | 82 | 4 | 0 | 102 | 7 | 291 |
| Total | 2 | 24 | 45 | 0 | 71 | 35 | 112 | 15 | 53 | 0 | 180 | 11 | 22 | 173 | 107 | 0 | 302 | 0 | 75 | 505 | 19 | 0 | 599 | 50 | 1152 |
| % Approach | 2.8% | 33.8% | 63.4% | 0% | - | - | 62.2% | 8.3% | 29.4% | 0% | - | - | 7.3% | 57.3% | 35.4% | 0% | - | - | 12.5% | 84.3% | 3.2% | 0% | - | - | - |
| % Total | 0.2% | 2.1% | 3.9% | 0% | 6.2% | - | 9.7% | 1.3% | 4.6% | 0% | 15.6% | - | 1.9% | 15.0% | 9.3% | 0% | 26.2% | - | 6.5% | 43.8% | 1.6% | 0% | 52.0% | - | - |
| PHF | 0.250 | 0.500 | 0.553 | - | 0.580 | - | 0.717 | 0.417 | 0.602 | - | 0.705 | - | 0.611 | 0.581 | 0.602 | - | 0.765 | - | 0.714 | 0.818 | 0.389 | - | 0.821 | - | 0.834 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 2 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0% | 0.3% | - | 0.2% |
| Lights | 1 | 8 | 42 | 0 | 51 | - | 106 | 10 | 52 | 0 | 168 | - | 22 | 160 | 101 | 0 | 283 | - | 59 | 465 | 14 | 0 | 538 | - | 1040 |
| % Lights | 50.0% | 33.3% | 93.3% | 0% | 71.8% | - | 94.6% | 66.7% | 98.1% | 0% | 93.3% | - | 100% | 92.5% | 94.4% | 0% | 93.7% | - | 78.7% | 92.1% | 73.7% | 0% | 89.8% | - | 90.3% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 7 | 4 | 0 | 11 | - | 0 | 3 | 0 | 0 | 3 | - | 15 |
| % Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0.9% | 0% | 0% | 0% | 0.6% | - | 0% | 4.0% | 3.7% | 0% | 3.6% | - | 0% | 0.6% | 0% | 0% | 0.5% | - | 1.3% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0.9% | 0% | 0% | 0% | 0.6% | - | 0% | 0.6% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0.2% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 1 | 0 | 2 | - | 0 | 4 | 1 | 0 | 5 | - | 1 | 1 | 0 | 0 | 2 | - | 9 |
| % Buses | 0% | 0% | 0% | 0% | 0% | - | 0.9% | 0% | 1.9% | 0% | 1.1% | - | 0% | 2.3% | 0.9% | 0% | 1.7% | - | 1.3% | 0.2% | 0% | 0% | 0.3% | - | 0.8% |
| Bicycles on Road | 1 | 16 | 3 | 0 | 20 | - | 3 | 5 | 0 | 0 | 8 | - | 0 | 1 | 1 | 0 | 2 | - | 15 | 34 | 5 | 0 | 54 | - | 84 |
| % Bicycles on Road | 50.0% | 66.7% | 6.7% | 0% | 28.2% | - | 2.7% | 33.3% | 0% | 0% | 4.4% | - | 0% | 0.6% | 0.9% | 0% | 0.7% | - | 20.0% | 6.7% | 26.3% | 0% | 9.0% | - | 7.3% |
| Pedestrians | - | - | - | - | - | 32 | - | - | - | - | - | 11 | - | - | - | - | - | 0 | - | - | - | - | - | 38 | - |
| % Pedestrians | - | - | - | - | - | 91.4% | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - | 76.0% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 12 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 8.6% | - | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - | 24.0% | - |

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

Gordon Head Rd and Fairburn Dr - TMC

Thu Oct 19, 2023

AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour

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

All Movements

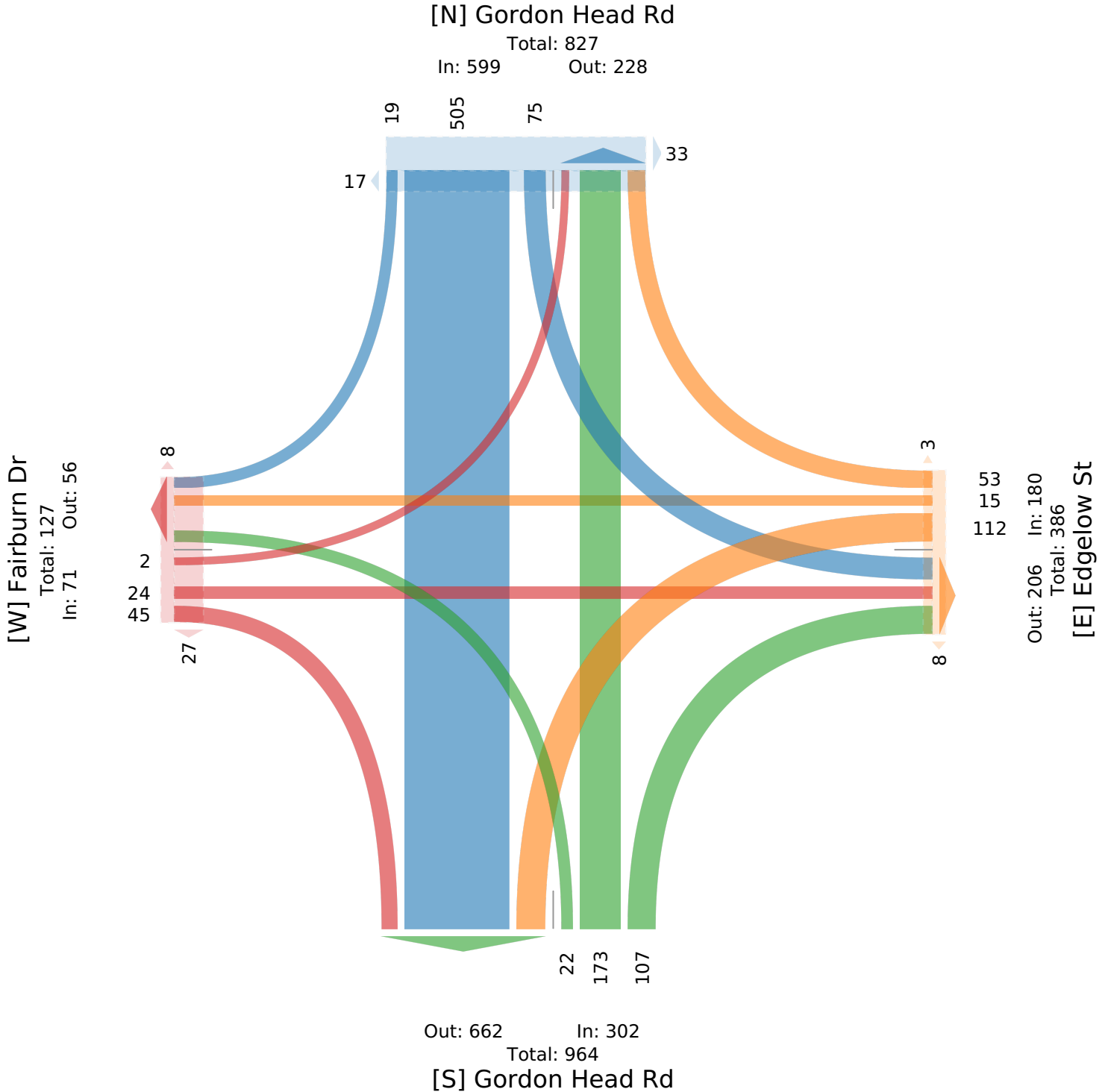
ID: 1123756, Location: 48.47386, -123.313813, Site

Code: TIN000312



McElhanney

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



Gordon Head Rd and Fairburn Dr - TMC

Thu Oct 19, 2023

PM Peak (2:45 PM - 3:45 PM)

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

All Movements

ID: 1123756, Location: 48.47386, -123.313813, Site Code:

TIN000312



McElhanney

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

| Leg Direction | Fairburn Dr Eastbound | | | | | | Edgelow St Westbound | | | | | | Gordon Head Rd Northbound | | | | | | Gordon Head Rd Southbound | | | | | | Int |
|--------------------------------|-----------------------|-------|-------|-------|-------|------|----------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|------|---------------------------|-------|-------|-------|-------|------|-------|
| | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | |
| 2023-10-19 2:45PM | 0 | 4 | 2 | 1 | 7 | 10 | 55 | 2 | 29 | 0 | 86 | 5 | 8 | 69 | 37 | 0 | 114 | 0 | 14 | 82 | 3 | 0 | 99 | 35 | 306 |
| 3:00PM | 3 | 0 | 2 | 0 | 5 | 13 | 19 | 2 | 5 | 0 | 26 | 9 | 12 | 88 | 14 | 0 | 114 | 0 | 10 | 81 | 3 | 0 | 94 | 14 | 239 |
| 3:15PM | 0 | 8 | 1 | 0 | 9 | 6 | 19 | 3 | 13 | 0 | 35 | 10 | 6 | 89 | 26 | 0 | 121 | 0 | 7 | 82 | 0 | 0 | 89 | 7 | 254 |
| 3:30PM | 0 | 1 | 9 | 0 | 10 | 2 | 14 | 3 | 9 | 0 | 26 | 3 | 3 | 112 | 23 | 0 | 138 | 0 | 12 | 64 | 2 | 0 | 78 | 5 | 252 |
| Total | 3 | 13 | 14 | 1 | 31 | 31 | 107 | 10 | 56 | 0 | 173 | 27 | 29 | 358 | 100 | 0 | 487 | 0 | 43 | 309 | 8 | 0 | 360 | 61 | 1051 |
| % Approach | 9.7% | 41.9% | 45.2% | 3.2% | - | - | 61.8% | 5.8% | 32.4% | 0% | - | - | 6.0% | 73.5% | 20.5% | 0% | - | - | 11.9% | 85.8% | 2.2% | 0% | - | - | - |
| % Total | 0.3% | 1.2% | 1.3% | 0.1% | 2.9% | - | 10.2% | 1.0% | 5.3% | 0% | 16.5% | - | 2.8% | 34.1% | 9.5% | 0% | 46.3% | - | 4.1% | 29.4% | 0.8% | 0% | 34.3% | - | - |
| PHF | 0.250 | 0.500 | 0.389 | 0.250 | 0.600 | - | 0.500 | 0.875 | 0.473 | - | 0.500 | - | 0.583 | 0.791 | 0.688 | - | 0.873 | - | 0.768 | 0.934 | 0.667 | - | 0.902 | - | 0.861 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 1 | 0 | 0 | 2 | - | 2 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 2.3% | 0.3% | 0% | 0% | 0.6% | - | 0.2% |
| Lights | 3 | 5 | 14 | 1 | 23 | - | 104 | 7 | 53 | 0 | 164 | - | 28 | 342 | 98 | 0 | 468 | - | 41 | 296 | 8 | 0 | 345 | - | 1000 |
| % Lights | 100% | 38.5% | 100% | 100% | 74.2% | - | 97.2% | 70.0% | 94.6% | 0% | 94.8% | - | 96.6% | 95.5% | 98.0% | 0% | 96.1% | - | 95.3% | 95.8% | 100% | 0% | 95.8% | - | 95.1% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | 3 | - | 0 | 1 | 0 | 0 | 1 | - | 4 |
| % Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.6% | 1.0% | 0% | 0.6% | - | 0% | 0.3% | 0% | 0% | 0.3% | - | 0.4% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0% | 0.3% | - | 0.1% |
| Buses | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 | 0 | 0 | 4 | - | 1 | 0 | 0 | 0 | 1 | - | 6 |
| % Buses | 0% | 7.7% | 0% | 0% | 3.2% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.1% | 0% | 0% | 0.8% | - | 2.3% | 0% | 0% | 0% | 0.3% | - | 0.6% |
| Bicycles on Road | 0 | 7 | 0 | 0 | 7 | - | 3 | 3 | 3 | 0 | 9 | - | 1 | 10 | 1 | 0 | 12 | - | 0 | 10 | 0 | 0 | 10 | - | 38 |
| % Bicycles on Road | 0% | 53.8% | 0% | 0% | 22.6% | - | 2.8% | 30.0% | 5.4% | 0% | 5.2% | - | 3.4% | 2.8% | 1.0% | 0% | 2.5% | - | 0% | 3.2% | 0% | 0% | 2.8% | - | 3.6% |
| Pedestrians | - | - | - | - | - | 31 | - | - | - | - | 26 | - | - | - | - | 0 | - | - | - | - | - | 55 | - | | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | 96.3% | - | - | - | - | - | - | - | - | - | - | 90.2% | - | | |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | - | 6 | - | | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | 3.7% | - | - | - | - | - | - | - | - | - | - | 9.8% | - | | |

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

Gordon Head Rd and Fairburn Dr - TMC

Thu Oct 19, 2023

PM Peak (2:45 PM - 3:45 PM)

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

All Movements

ID: 1123756, Location: 48.47386, -123.313813, Site

Code: TIN000312



McElhanney

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

