Intersection Vehicle Traffic Count Data



Major Road: Interurban Rd

Minor Road: Camosun South Driveway

Municipality: District of Saanich

File Name: 1013448 - Interurban Rd and Camosun South Driveway.xlsx

Location #: TIN001471 **Count ID:** 2022064

Date: October 20, 2022

Day-of-week: Thursday

Intersection Type: 4-leg
Signalized: Thursday

Weather: 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

Thu Oct 20, 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: 1013448, Location: 48.488719, -123.417378, Site Code:

TIN001471



McElhanney

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

Leg Direction	Interurb Southbo						Camosi		h Drive	way			Interurb Northbo						Garden (Drivewa Eastbou	ıy	Tree a	nd Lar	ndscapi	ng	
Time	R	Т	L	U	App	Ped*	R	T	L	U	Арр	Ped*	R	T	L	U	App	Ped*	R	Т	L	U A	App Pe	d* I	nt
2022-10-20 7:30AM	0	93	2	0	95	0	2	0	7	0	9	2	48	154	1		203	0	7	0	1	0	8	0	315
7:45AM	0	71	6	0	77	0	3	0	8	0	11	2	87	146	1	0	234	0	2	0	0	0	2	0	324
Hourly Total	0	164	8	0	172	0	5	0	15	0	20	4	135	300	2	0	437	0	9	0	1	0	10	0	639
8:00AM	0	70	10	0	80	0	2	0	6	0	8	0	135	113	0	0	248	0	5	0	0	0	5	0	341
8:15AM	0	64	11	0	75	0	3	0	13	0	16	1	173	90	3	0	266	0	2	0	0	0	2	0	359
8:30AM	0	58	7	0	65	0	2	0	11	0	13	2	62	104	2	0	168	1	1	0	1	0	2	2	248
8:45AM	0	43	4	0	47	0	1	0	3	0	4	0	38	103	1	0	142	0	0	0	1	0	1	0	194
Hourly Total	0	235	32	0	267	0	8	0	33	0	41	3	408	410	6	0	824	1	8	0	2	0	10	2	1142
9:00AM	0	68	2	0	70	0	1	0	4	0	5	0	20	77	0	0	97	0	0	0	0	0	0	0	172
9:15AM	1	71	6	0	78	0	1	0	15	0	16	2	33	67	1	0	101	0	0	0	0	0	0	0	195
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Hourly Total	1	139	8	0	148	0	2	0	19	0	21	2	53	144		0	198	0	0	0	0	0	0	0	367
2:00PM	1	99	4	0	104	1	7	1	44	0	52	1	25	62	3	0	90	0	1	0		0	1	0	247
2:15PM	1	71	4	0	76	2	6	0	56	0	62	1	31	63	1	0	95	0	2	0		0	3	0	236
2:30PM	0	92	3	0	95	0		0	35	0	41	1	10	64		0	74	0	0	0		0	0	0	210
2:45PM	0	102	0	0	102	0		0	30	0	32	2	13	49	0	0	62	0	0	0		0	0	0	196
Hourly Total	2	364	11	0	377	3		1	165	0	187	5		238			321	0	3	0		0	4	0	889
3:00PM	0	123	4	0	127	0	5	0	36	0	41	0		71	0	0	75	0	1	0		0	1	1	244
3:15PM	1	93	2	0	96	0		2	55	0	71	1	14	76	1	0	91	0	4	0		0	4	1	262
3:30PM	2	85	1		88	0	1	0	29	0	30	0	12	92	6		110	0	0	0	0	0	0	0	228
3:45PM	1	71	4	0	76	0		0	56	0	63	0		78		0	93	1	7	0		0	9	1	241
Hourly Total	4	372	11	0	387	0		2	176	0	205	1	44	317	8		369	1	12	0		0	14	3	975
4:00PM	0	84	3	0	87	0		0	56	0	69	1	12	98	0		110	0	10	0		0	13	0	279
4:15PM	0	93	<u>5</u>	0	98	0		3	63	0	82	0		88	0		103	0	10	0		0	1	0	284
							_		35									0			0	0		\rightarrow	285
4:30PM 4:45PM	0	118	2	0	121	0	12 11	0	26	0	47 37	0	16 17	98 94	0		114 111	2	3	0		0	3	0	252
												2							-					\rightarrow	
Hourly Total	1	396	12	0	409	0		3	180	0	235			378	0		438	2	14	0		0	18	0	1100
5:00PM	1	106	5	0	112	0	4	0	24	0	28	0		88	0		100	0	0	0		0	0	2	240
5:15PM	0	100	1		101	0	_	0	36	0	43	0		91	0		102	0	1	0		0	1	0	247
5:30PM	0	85	1		86	0	3	1	20	0	24	2	19	70	0	0	89	0	1	0		0	1	0	200
5:45PM	0	79		0	81	0		0	23	0	27	0		78			104	0	1	0		0	1	0	213
Hourly Total	1	370	9	0	380	0		1	103	0	122	2	68	327	0		395	0	3	0	0	0	3	2	900
6:00PM	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	(
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Total	9	2040	91		2140	3		7	691	0	831	19	_	2114	21		982	4	49	0		0	59	7	6012
% Approach	0.4%	95.3%	4.3% ()%	-	-	16.0%	0.8%	83.2% ()%	-	-	28.4% 7	70.9%	0.7% 0	%	-	-	83.1% 0	% 16	3.9% 0	J%	-	-	
% Total	0.1%	33.9%	1.5% ()% 3	85.6%	-	2.2%	0.1%	11.5% ()% 1	13.8%	-	14.1% 3	35.2%	0.3% 0	% 49 .	.6%	-	0.8% 0	% ().2% 0	J% 1 .	.0%	-	
Motorcycles	0	26	3	0	29	-	3	1	2	0	6	-	5	32	0	0	37	-		0		0	0	-	72
% Motorcycles		1.3%	3.3% (-	_	14.3%	0.3% (0.7%	-	0.6%			% 1		-	0% 0		0% 0		0%	-	1.2%
Lights		1836			1930	-	125	5	668	0	798	-		1919	18		762	-	36		9		45	-	5535
	77.8%	90.0%	95.6% ()% 9	0.2%	-	94.0%	71.4%	96.7% ()% 9	96.0%	-	97.4% 9	90.8%	85.7% 0	% 92	.6%	-	73.5% 0	% 90).0% 0)% 76 .	.3%	- 5	92.1%
Single-Unit Trucks	1	48	0	0	49	-	1	0		0	1	-	2	42		0	47	-		0	0		6	-	103
% Single-Unit Trucks	11.1%	2.4%	0% ()%	2.3%	-	0.8%	0%			0.1%	-	0.2%	2.0%	14.3% 0	% 1	.6%	-	12.2% 0	%)% 10.	.2%	-	1.7%
Articulated Trucks	1	14	0	0	15	-	0	0	0	0	0	-	0	11	0	0	11	-	2	0	1	0	3	-	29
% Articulated Trucks	11.1%	0.7%	0% (0%	0.7%	-	0%	0%	0% (0%	0%	-	0%	0.5%	0% 0	% 0 .	4%	-	4.1% 0	% 10	0.0%)% 5.	.1%	-	0.5%
Buses	0	54		0	54	-	0	0		0	0	-	0	57		0	57	-		0	0		0	-	111
% Buses	0%	2.6%	0% ()%	2.5%	-	0%	0%	0% ()%	0%	-	0%	2.7%	0% 0	% 1	.9%	-	0% 0	%	0% 0)%	0%	-	1.8%
Bicycles on Road	0	62	1	0	63	-	4	1	21		26	-	15	53	0	0	68	-	5		0	0	5	-	162
% Bicycles on Road	0%	3.0%	1.1% (0%	2.9%	-	3.0%	14.3%	3.0% ()%	3.1%	-	1.8%	2.5%	0% 0	% 2	.3%	-	10.2% 0	%	0% 0)% 8 .	.5%	-	2.7%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	17	-	-	-	-	-	4	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	- (66.7%	-	-	-	-	- {	39.5%	-	-	-	-	- 1	100%	-	-	-	-	- 100)%	
		_	_	_		1	_	_		_		2	_		_	_	_	0	-	-	_		-	0	
Bicycles on Crosswalk	_			_													_								

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

- TMC

Thu Oct 20, 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: 1013448, Location: 48.488719, -123.417378,

Site Code: TIN001471

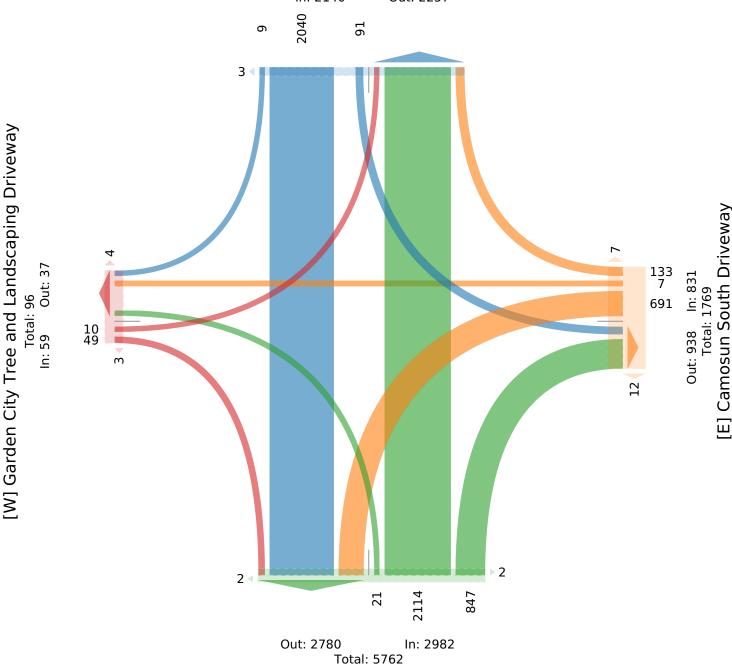


McElhanney

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

[N] Interurban Rd

Total: 4397 In: 2140 Out: 2257



[S] Interurban Rd

- TMC

Thu Oct 20, 2022

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1013448, Location: 48.488719, -123.417378,

Site Code: TIN001471



McElhanney

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

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 | 324 |
| 0 | 70 | 10 | 0

 | 80 | 0 | 2 | 0
 | 6 | 0 | 8 | 0 | 135 | 113

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 | 0 | 248 | 0
 | 5 | 0 | 0 | 0 | 5 | 0
 | 341 |
| 0 | 64 | 11 | 0

 | 75 | 0 | 3 | 0
 | 13 | 0 | 16 | 1 | 173 | 90

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 | 2 | 0 | 0 | 0 | 2 | 0
 | 359 |
| 0 | 298 | 29 | 0

 | 327 | 0 | 10 | 0
 | 34 | 0 | 44 | 5 | 443 | 503

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 | 0 | 951 | 0
 | 16 | 0 | 1 | 0 | 17 | 0
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 | 91.6% |
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- 0% 91.1% 8.9% 0% - - 0% 22.3% 2.2% 0% 24.4% - - 0.805 0.700 - 0.863 - 0 4 1 0 5 - 0% 1.3% 3.4% 0% 1.5% - 0 254 27 0 281 - 0% 85.2% 93.1% 0% 85.9% - 0 5 0 0 5 - 0% 5.4% 0% 0% 4.9% -</td> <td>Southbound Westbook R T L U App Ped* R R 0 93 2 0 95 0 2 0 71 6 0 77 0 3 0 70 10 0 80 0 2 0 64 11 0 75 0 3 0 298 29 0 327 0 10 0% 91.1% 8.9% 0% - - 22.7% 0 0% 22.3% 2.2% 0% 24.4% - 0.7% 0 - 0.805 0.700 - 0.863 - 0.833 0 4 1 0 5 - 0 0 0 1.3% 3.4% 0% 85.9% - 100% 0 0 16 0 0 16 - 0 0</td> <td>Southbound Westbound R T L U App Ped* R T 0 93 2 0 95 0 2 0 0 71 6 0 77 0 3 0 0 70 10 0 80 0 2 0 0 64 11 0 75 0 3 0 0 298 29 0 327 0 10 0 0% 91.1% 8.9% 0% - - 22.7% 0% 0% 22.3% 2.2% 0% 24.4% - 0.7% 0% 0 25 0.700 - 0.863 - 0.833 - 0 4 1 0 5 - 0 0 0 1.3% 3.4% 0% 85.9% - 100% 0% 0</td> <td>Southbound Westbound R T L U App Ped* R T L 0 93 2 0 95 0 2 0 7 0 71 6 0 77 0 3 0 8 0 70 10 0 80 0 2 0 6 0 64 11 0 75 0 3 0 13 0 298 29 0 327 0 10 0 34 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0 0% 22.3% 2.2% 0% 24.4% - 0.7% 0% 2.5% 0 - 0.805 0.700 - 0.863 - 0.833 - 0.654 0 4 1 0 5 - 0 0</td> <td>Southbound Westbound R T L U App Ped* R T L U 0 93 2 0 95 0 2 0 7 0 0 71 6 0 77 0 3 0 8 0 0 70 10 0 80 0 2 0 6 0 0 64 11 0 75 0 3 0 13 0 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% 0% 91.1% 8.9% 0% 2 2.4% - 0.7% 0% 2.5% 0% 0 2 3.4% 0% 1.5% - 0% 0% 0%</td> <td>Southbound Westbound R T L U App Ped* R T D D 9</td> <td>Southbound Westbound R T L U App Ped* R T L U App Ped* 0 93 2 0 95 0 2 0 7 0 9 2 0 71 6 0 77 0 3 0 8 0 11 2 0 70 10 0 80 0 2 0 6 0 8 0 0 64 11 0 75 0 3 0 13 0 16 1 0 298 29 0 327 0 10 0 34 0 44 5 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% - - 0% 91.1% 8.9% 0% 2.24% - 0.7% 0% 2.5% 0% 3.3</td> <td>Southbound Westbound Northbound R T L U App Ped* R T L U App Ped* R 0 93 2 0 95 0 2 0 7 0 9 2 48 0 71 6 0 77 0 3 0 8 0 11 2 87 0 70 10 0 80 0 2 0 6 0 8 0 135 0 64 11 0 75 0 3 0 13 0 16 1 173 0 298 29 0 327 0 10 34 0 44 5 443 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% - - 46.6% 0% 1.1% 8.9%<!--</td--><td>Southbound Westbound Northbound R T L U App Ped* R T L U App Ped* R T 0 93 2 0 95 0 2 0 7 0 9 2 48 154 0 71 6 0 77 0 3 0 8 0 11 2 87 146 0 70 10 0 80 0 2 0 6 0 8 0 135 113 0 64 11 0 75 0 3 0 13 0 16 1 173 90 0 298 29 0 327 0 10 0 34 0 44 5 443 503 0% 21.1% 8.9% 0% 24.4% - 0.7% 0% 77.3%<td> Northbound Northbound Northbound R T L U App Ped* R T L U App T To To To To To To T</td><td> Northbound Northbound Northbound R T L U App Ped* R T L U U App Ped* R T L U U U U U U U U U</td><td> Northbound Nor</td><td> Northbound Nor</td><td> Camosun South Driveway Finterurban Rd Northbound Rd T</td><td> Camosun South Drivery South Drivery South Drivery South Sout</td><td> Southbound Northbound Nor</td><td> Couthbound Couth Couth </td><td> Camusun Southbound Northbound Northb</td><td> Southbound</td></td></td> | Southbound R T L U 0 93 2 0 0 71 6 0 0 70 10 0 0 64 11 0 0 298 29 0 0% 91.1% 8.9% 0% 0% 22.3% 2.2% 0% 0 2 0.700 - 0 4 1 0 0% 1.3% 3.4% 0% 0 254 27 0 0% 85.2% 93.1% 0% 0 16 0 0 0% 5.4% 0% 0% 0 5 0 0 0% 1.7% 0% 0% 0 4.7% 0% 0% 0 5 1 0 0% 4.7% 0% 0% | Southbound R T L U App P 0 93 2 0 95 0 71 6 0 77 0 70 10 0 80 0 64 11 0 75 0 298 29 0 327 0% 91.1% 8.9% 0% - - 0% 22.3% 2.2% 0% 24.4% - 0.863 0 4 1 0 5 0% 1.3% 3.4% 0% 1.5% 0 254 27 0 281 0% 85.2% 93.1% 0% 85.9% 0 16 0% 5.4% 0% 0% 0% 4.9% 0 5 0 5 0 0 5 0 1.7% 0% 0% 1.5% 0 1.4 0 0 14 0% 4.7% 0% 0% 0% 4.3% 0 5 1 < | Southbound R T L U App Ped* 0 93 2 0 95 0 0 71 6 0 77 0 0 70 10 0 80 0 0 298 29 0 327 0 0% 91.1% 8.9% 0% - - 0% 91.1% 8.9% 0% - - 0% 22.3% 2.2% 0% 24.4% - - 0.805 0.700 - 0.863 - 0 4 1 0 5 - 0% 1.3% 3.4% 0% 1.5% - 0 254 27 0 281 - 0% 85.2% 93.1% 0% 85.9% - 0 5 0 0 5 - 0% 5.4% 0% 0% 4.9% - | Southbound Westbook R T L U App Ped* R R 0 93 2 0 95 0 2 0 71 6 0 77 0 3 0 70 10 0 80 0 2 0 64 11 0 75 0 3 0 298 29 0 327 0 10 0% 91.1% 8.9% 0% - - 22.7% 0 0% 22.3% 2.2% 0% 24.4% - 0.7% 0 - 0.805 0.700 - 0.863 - 0.833 0 4 1 0 5 - 0 0 0 1.3% 3.4% 0% 85.9% - 100% 0 0 16 0 0 16 - 0 0 | Southbound Westbound R T L U App Ped* R T 0 93 2 0 95 0 2 0 0 71 6 0 77 0 3 0 0 70 10 0 80 0 2 0 0 64 11 0 75 0 3 0 0 298 29 0 327 0 10 0 0% 91.1% 8.9% 0% - - 22.7% 0% 0% 22.3% 2.2% 0% 24.4% - 0.7% 0% 0 25 0.700 - 0.863 - 0.833 - 0 4 1 0 5 - 0 0 0 1.3% 3.4% 0% 85.9% - 100% 0% 0 | Southbound Westbound R T L U App Ped* R T L 0 93 2 0 95 0 2 0 7 0 71 6 0 77 0 3 0 8 0 70 10 0 80 0 2 0 6 0 64 11 0 75 0 3 0 13 0 298 29 0 327 0 10 0 34 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0 0% 22.3% 2.2% 0% 24.4% - 0.7% 0% 2.5% 0 - 0.805 0.700 - 0.863 - 0.833 - 0.654 0 4 1 0 5 - 0 0 | Southbound Westbound R T L U App Ped* R T L U 0 93 2 0 95 0 2 0 7 0 0 71 6 0 77 0 3 0 8 0 0 70 10 0 80 0 2 0 6 0 0 64 11 0 75 0 3 0 13 0 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% 0% 91.1% 8.9% 0% 2 2.4% - 0.7% 0% 2.5% 0% 0 2 3.4% 0% 1.5% - 0% 0% 0% | Southbound Westbound R T L U App Ped* R T D D 9 | Southbound Westbound R T L U App Ped* R T L U App Ped* 0 93 2 0 95 0 2 0 7 0 9 2 0 71 6 0 77 0 3 0 8 0 11 2 0 70 10 0 80 0 2 0 6 0 8 0 0 64 11 0 75 0 3 0 13 0 16 1 0 298 29 0 327 0 10 0 34 0 44 5 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% - - 0% 91.1% 8.9% 0% 2.24% - 0.7% 0% 2.5% 0% 3.3 | Southbound Westbound Northbound R T L U App Ped* R T L U App Ped* R 0 93 2 0 95 0 2 0 7 0 9 2 48 0 71 6 0 77 0 3 0 8 0 11 2 87 0 70 10 0 80 0 2 0 6 0 8 0 135 0 64 11 0 75 0 3 0 13 0 16 1 173 0 298 29 0 327 0 10 34 0 44 5 443 0% 91.1% 8.9% 0% - - 22.7% 0% 77.3% 0% - - 46.6% 0% 1.1% 8.9% </td <td>Southbound Westbound Northbound R T L U App Ped* R T L U App Ped* R T 0 93 2 0 95 0 2 0 7 0 9 2 48 154 0 71 6 0 77 0 3 0 8 0 11 2 87 146 0 70 10 0 80 0 2 0 6 0 8 0 135 113 0 64 11 0 75 0 3 0 13 0 16 1 173 90 0 298 29 0 327 0 10 0 34 0 44 5 443 503 0% 21.1% 8.9% 0% 24.4% - 0.7% 0% 77.3%<td> Northbound Northbound Northbound R T L U App Ped* R T L U App T To To To To To To T</td><td> Northbound Northbound Northbound R T L U App Ped* R T L U U App Ped* R T L U U U U U U U U U</td><td> Northbound Nor</td><td> Northbound Nor</td><td> Camosun South Driveway Finterurban Rd Northbound Rd T</td><td> Camosun South Drivery South Drivery South Drivery South Sout</td><td> Southbound Northbound Nor</td><td> Couthbound Couth Couth </td><td> Camusun Southbound Northbound Northb</td><td> Southbound</td></td> | Southbound Westbound Northbound R T L U App Ped* R T L U App Ped* R T 0 93 2 0 95 0 2 0 7 0 9 2 48 154 0 71 6 0 77 0 3 0 8 0 11 2 87 146 0 70 10 0 80 0 2 0 6 0 8 0 135 113 0 64 11 0 75 0 3 0 13 0 16 1 173 90 0 298 29 0 327 0 10 0 34 0 44 5 443 503 0% 21.1% 8.9% 0% 24.4% - 0.7% 0% 77.3% <td> Northbound Northbound Northbound R T L U App Ped* R T L U App T To To To To To To T</td> <td> Northbound Northbound Northbound R T L U App Ped* R T L U U App Ped* R T L U U U U U U U U U</td> <td> Northbound Nor</td> <td> Northbound Nor</td> <td> Camosun South Driveway Finterurban Rd Northbound Rd T</td> <td> Camosun South Drivery South Drivery South Drivery South Sout</td> <td> Southbound Northbound Nor</td> <td> Couthbound Couth Couth </td> <td> Camusun Southbound Northbound Northb</td> <td> Southbound</td> | Northbound Northbound Northbound R T L U App Ped* R T L U App T To To To To To To T | Northbound Northbound Northbound R T L U App Ped* R T L U U App Ped* R T L U U U U U U U U U | Northbound Nor | Northbound Nor | Camosun South Driveway Finterurban Rd Northbound Rd T | Camosun South Drivery South Drivery South Drivery South Sout | Southbound Northbound Nor | Couthbound Couth Couth | Camusun Southbound Northbound Northb | Southbound |

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

- TMC

Thu Oct 20, 2022

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1013448, Location: 48.488719, -123.417378,

Site Code: TIN001471



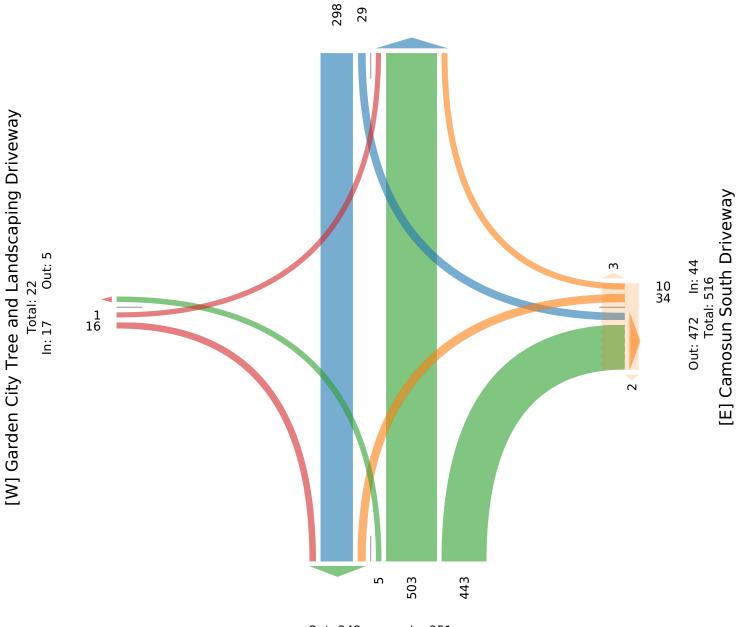
McElhanney

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



Total: 841

In: 327 Out: 514



Out: 348 In: 951 Total: 1299

[S] Interurban Rd

Thu Oct 20, 2022 PM Peak (4 PM - 5 PM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1013448, Location: 48.488719, -123.417378, Site

Code: TIN001471



McElhanney

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

Leg	Interui	ban Rd			Ca	Camosun South Driveway						Interurl		Garden City Tree and Landscaping Driveway											
Direction	South	ound				TA7	estbou	nd					Northb	ound					Eastbou		g Drive	way	,		
Time			т	U	App Ped		R	T	т	U	Λ	D.d*	R		L	U	Α		R		т	T T	A D	a al si	T4
2022-10-20 4:00PM	R	T 84	3			$\overline{}$	13	0		0	App 69	Ped*		T		0	110	Ped*		0			App P		
	0					0			56			1		98	0			0	10		3		13	0	279
4:15PM	0	93		0		0	16	3	63	0	82	0	- 10	88	0	0	103	0	1	0		0	1	0	284
4:30PM	1	118		0		0	12	0	35	0	47	0		98	0	0	114	0	3	0		0	3	0	285
4:45PM	0	101	2	0	103	0	11	0	26	0	37	1	17	94	0	0	111	2	0	0	1	0	1	0	252
Total	1	396	12	0	409	0	52	3	180	0	235	2	60	378	0	0	438	2	14	0	4	0	18	0	1100
% Approach	0.2%	96.8%	2.9%	0%	-	- 22	.1%	1.3%	76.6%	0%	-	-	13.7%	86.3%	0% 0	%	-	-	77.8% ()% 2	2.2%	0%	-	-	-
% Total	0.1%	36.0%	1.1%	0% 3	37.2%	- 4	.7%	0.3%	16.4%	0% 2	21.4%	-	5.5%	34.4%	0% 0	% 3	9.8%	-	1.3% ()%	0.4%	0%	1.6%	-	-
PHF	0.250	0.840	0.600	-	0.846	- 0.	.781 (0.250	0.706	-	0.709	-	0.906	0.966	-	- (0.975	-	0.350	- 1	0.333	- ().346	-	0.962
Motorcycles	0	1	0	0	1	-	1	1	1	0	3	-	0	5	0	0	5	-	0	0	0	0	0	-	9
% Motorcycles	0%	0.3%	0%	0%	0.2%	- 1.	.9% 3	3.3%	0.6%	0%	1.3%	-	0%	1.3%	0% 0	%	1.1%	-	0% (ე%	0% (0%	0%	-	0.8%
Lights	1	368	12	0	381	-	49	1	174	0	224	-	57	354	0	0	411	-	14	0	4	0	18	-	1034
% Lights	100%	92.9%	100%	0% 9	3.2%	- 94	.2% 3	3.3% 9	96.7%	0% 9	95.3%	-	95.0%	93.7%	0% 0	% 9	3.8%	-	100% ()%	100% (0% 1	100%	-	94.0%
Single-Unit Trucks	0	2	0	0	2	-	0	0	0	0	0	-	1	4	0	0	5	-	0	0	0	0	0	-	7
% Single-Unit Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	1.7%	1.1%	0% 0	%	1.1%	-	0% (<u>)%</u>	0% (0%	0%	-	0.6%
Articulated Trucks	0	5	0	0	5	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	7
% Articulated Trucks	0%	1.3%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0% 0	%	0.5%	-	0% (<u></u>)%	0% (0%	0%	-	0.6%
Buses	0	7	0	0	7	-	0	0	0	0	0	-	0	6	0	0	6	-	0	0	0	0	0	-	13
% Buses	0%	1.8%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	_	0%	1.6%	0% 0	%	1.4%		0% ()%	0% (0%	0%	-	1.2%
Bicycles on Road	0	13	0	0	13	-	2	1	5	0	8	_	2	7	0	0	9		0	0	0	0	0	-	30
% Bicycles on Road	0%	3.3%	0%	0%	3.2%	- 3	.8% 3	3.3%	2.8%	0%	3.4%	_	3.3%	1.9%	0% 0	%	2.1%		0% (0%	0% (0%	0%	_	2.7%
Pedestrians	-	_	_	_	_	0	_	_	_	_		2	-	_	-	-		2	-	-	_	_	_	0	
% 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

- TMC

Thu Oct 20, 2022 PM Peak (4 PM - 5 PM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements

ID: 1013448, Location: 48.488719, -123.417378,

Site Code: TIN001471

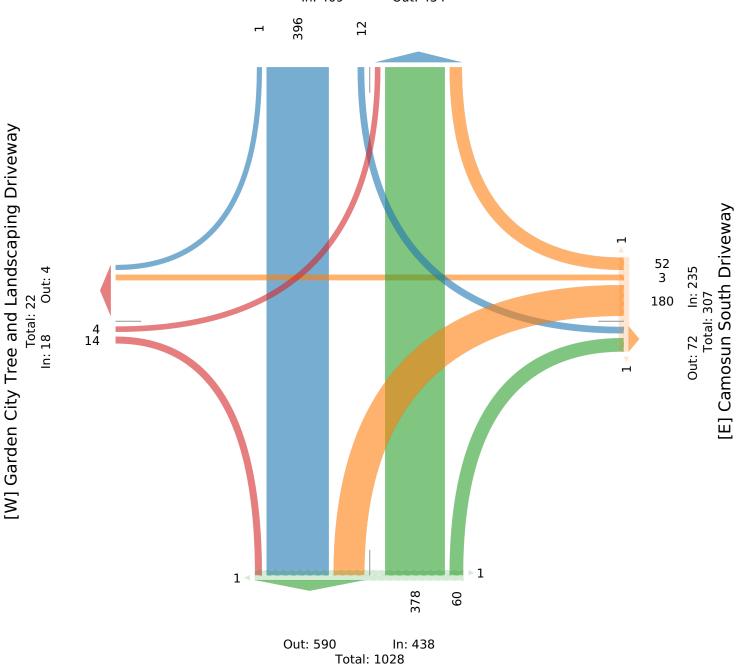


McElhanney

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

[N] Interurban Rd

Total: 843 In: 409 Out: 434



[S] Interurban Rd