



Major Road: Interurban Rd
Minor Road: Markham St
Municipality: District of Saanich
File Name: 1013446 - Interurban Rd and Markham St.xlsx
Location #: TIN001468
Count ID: 2022063
Date: October 20, 2022
Day-of-week: Thursday

Intersection Type: 3-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

Interurban Rd and Markham St - 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: 1013446, Location: 48.492492, -123.419614,

Site Code: TIN001468



McElhanney

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

| Leg Direction | Interurban Rd Southbound | | | | | Markham St Westbound | | | | | Interurban Rd Northbound | | | | | No access, sidewalk only Eastbound | | Int | |
|--------------------------------|--------------------------|-------|----|-------|------|----------------------|-------|----|-------|-------|--------------------------|-------|----|-------|------|------------------------------------|------|-----|-------|
| | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | App | Ped* | | |
| 2022-10-20 7:30AM | 82 | 15 | 0 | 97 | 0 | 2 | 8 | 0 | 10 | 1 | 73 | 69 | 0 | 142 | 0 | 0 | 0 | 4 | 249 |
| 7:45AM | 69 | 16 | 0 | 85 | 0 | 1 | 6 | 0 | 7 | 2 | 73 | 66 | 0 | 139 | 0 | 0 | 0 | 4 | 231 |
| Hourly Total | 151 | 31 | 0 | 182 | 0 | 3 | 14 | 0 | 17 | 3 | 146 | 135 | 0 | 281 | 0 | 0 | 0 | 8 | 480 |
| 8:00AM | 64 | 15 | 0 | 79 | 0 | 3 | 10 | 0 | 13 | 2 | 48 | 53 | 0 | 101 | 0 | 0 | 0 | 3 | 193 |
| 8:15AM | 60 | 14 | 0 | 74 | 0 | 0 | 15 | 0 | 15 | 1 | 41 | 39 | 0 | 80 | 0 | 0 | 0 | 2 | 169 |
| 8:30AM | 58 | 9 | 0 | 67 | 0 | 4 | 3 | 0 | 7 | 0 | 33 | 60 | 0 | 93 | 0 | 0 | 0 | 1 | 167 |
| 8:45AM | 33 | 3 | 0 | 36 | 0 | 3 | 15 | 0 | 18 | 0 | 24 | 73 | 0 | 97 | 0 | 0 | 0 | 1 | 151 |
| Hourly Total | 215 | 41 | 0 | 256 | 0 | 10 | 43 | 0 | 53 | 3 | 146 | 225 | 0 | 371 | 0 | 0 | 0 | 7 | 680 |
| 9:00AM | 53 | 5 | 0 | 58 | 0 | 1 | 15 | 0 | 16 | 1 | 14 | 58 | 0 | 72 | 0 | 0 | 0 | 1 | 146 |
| 9:15AM | 63 | 1 | 0 | 64 | 1 | 3 | 7 | 0 | 10 | 1 | 13 | 53 | 0 | 66 | 0 | 0 | 0 | 1 | 140 |
| 9:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 116 | 6 | 0 | 122 | 1 | 4 | 22 | 0 | 26 | 2 | 27 | 111 | 0 | 138 | 0 | 0 | 0 | 2 | 286 |
| 2:00PM | 73 | 1 | 0 | 74 | 0 | 4 | 16 | 0 | 20 | 2 | 8 | 44 | 0 | 52 | 0 | 0 | 0 | 0 | 146 |
| 2:15PM | 48 | 2 | 0 | 50 | 0 | 8 | 19 | 0 | 27 | 2 | 21 | 63 | 0 | 84 | 0 | 0 | 0 | 0 | 161 |
| 2:30PM | 57 | 1 | 0 | 58 | 0 | 6 | 28 | 0 | 34 | 2 | 12 | 64 | 0 | 76 | 0 | 0 | 0 | 0 | 168 |
| 2:45PM | 53 | 5 | 0 | 58 | 1 | 12 | 46 | 0 | 58 | 1 | 8 | 44 | 0 | 52 | 0 | 0 | 0 | 0 | 168 |
| Hourly Total | 231 | 9 | 0 | 240 | 1 | 30 | 109 | 0 | 139 | 7 | 49 | 215 | 0 | 264 | 0 | 0 | 0 | 0 | 643 |
| 3:00PM | 58 | 3 | 0 | 61 | 0 | 25 | 59 | 0 | 84 | 1 | 15 | 55 | 0 | 70 | 0 | 0 | 0 | 2 | 215 |
| 3:15PM | 62 | 3 | 0 | 65 | 0 | 13 | 28 | 0 | 41 | 0 | 12 | 74 | 0 | 86 | 0 | 0 | 0 | 0 | 192 |
| 3:30PM | 58 | 2 | 0 | 60 | 0 | 9 | 26 | 0 | 35 | 1 | 7 | 84 | 0 | 91 | 0 | 0 | 0 | 0 | 186 |
| 3:45PM | 53 | 2 | 0 | 55 | 0 | 7 | 21 | 0 | 28 | 1 | 19 | 63 | 0 | 82 | 1 | 0 | 0 | 2 | 165 |
| Hourly Total | 231 | 10 | 0 | 241 | 0 | 54 | 134 | 0 | 188 | 3 | 53 | 276 | 0 | 329 | 1 | 0 | 0 | 4 | 758 |
| 4:00PM | 50 | 3 | 0 | 53 | 0 | 8 | 26 | 0 | 34 | 0 | 15 | 96 | 0 | 111 | 0 | 0 | 0 | 1 | 198 |
| 4:15PM | 71 | 2 | 0 | 73 | 0 | 6 | 15 | 0 | 21 | 0 | 9 | 95 | 0 | 104 | 1 | 0 | 0 | 5 | 198 |
| 4:30PM | 86 | 8 | 0 | 94 | 0 | 5 | 26 | 0 | 31 | 0 | 14 | 92 | 0 | 106 | 0 | 0 | 0 | 3 | 231 |
| 4:45PM | 82 | 7 | 0 | 89 | 1 | 5 | 21 | 0 | 26 | 2 | 8 | 89 | 0 | 97 | 0 | 0 | 0 | 2 | 212 |
| Hourly Total | 289 | 20 | 0 | 309 | 1 | 24 | 88 | 0 | 112 | 2 | 46 | 372 | 0 | 418 | 1 | 0 | 0 | 11 | 839 |
| 5:00PM | 88 | 1 | 0 | 89 | 0 | 4 | 15 | 0 | 19 | 1 | 12 | 73 | 0 | 85 | 0 | 0 | 0 | 1 | 193 |
| 5:15PM | 76 | 3 | 0 | 79 | 0 | 6 | 12 | 0 | 18 | 1 | 6 | 94 | 0 | 100 | 0 | 0 | 0 | 1 | 197 |
| 5:30PM | 69 | 1 | 0 | 70 | 0 | 5 | 11 | 0 | 16 | 0 | 9 | 63 | 0 | 72 | 1 | 0 | 0 | 1 | 158 |
| 5:45PM | 61 | 2 | 0 | 63 | 0 | 3 | 11 | 0 | 14 | 0 | 19 | 57 | 0 | 76 | 0 | 0 | 0 | 2 | 153 |
| Hourly Total | 294 | 7 | 0 | 301 | 0 | 18 | 49 | 0 | 67 | 2 | 46 | 287 | 0 | 333 | 1 | 0 | 0 | 5 | 701 |
| Total | 1527 | 124 | 0 | 1651 | 3 | 143 | 459 | 0 | 602 | 22 | 513 | 1621 | 0 | 2134 | 3 | 0 | 0 | 37 | 4387 |
| % Approach | 92.5% | 7.5% | 0% | - | - | 23.8% | 76.2% | 0% | - | - | 24.0% | 76.0% | 0% | - | - | - | - | - | - |
| % Total | 34.8% | 2.8% | 0% | 37.6% | - | 3.3% | 10.5% | 0% | 13.7% | - | 11.7% | 37.0% | 0% | 48.6% | - | 0% | - | - | - |
| Motorcycles | 9 | 2 | 0 | 11 | - | 1 | 9 | 0 | 10 | - | 6 | 22 | 0 | 28 | - | 0 | - | - | 49 |
| % Motorcycles | 0.6% | 1.6% | 0% | 0.7% | - | 0.7% | 2.0% | 0% | 1.7% | - | 1.2% | 1.4% | 0% | 1.3% | - | - | - | - | 1.1% |
| Lights | 1452 | 118 | 0 | 1570 | - | 134 | 396 | 0 | 530 | - | 447 | 1507 | 0 | 1954 | - | 0 | - | - | 4054 |
| % Lights | 95.1% | 95.2% | 0% | 95.1% | - | 93.7% | 86.3% | 0% | 88.0% | - | 87.1% | 93.0% | 0% | 91.6% | - | - | - | - | 92.4% |
| Single-Unit Trucks | 44 | 1 | 0 | 45 | - | 3 | 1 | 0 | 4 | - | 3 | 38 | 0 | 41 | - | 0 | - | - | 90 |
| % Single-Unit Trucks | 2.9% | 0.8% | 0% | 2.7% | - | 2.1% | 0.2% | 0% | 0.7% | - | 0.6% | 2.3% | 0% | 1.9% | - | - | - | - | 2.1% |
| Articulated Trucks | 7 | 0 | 0 | 7 | - | 0 | 1 | 0 | 1 | - | 0 | 8 | 0 | 8 | - | 0 | - | - | 16 |
| % Articulated Trucks | 0.5% | 0% | 0% | 0.4% | - | 0% | 0.2% | 0% | 0.2% | - | 0% | 0.5% | 0% | 0.4% | - | - | - | - | 0.4% |
| Buses | 7 | 1 | 0 | 8 | - | 1 | 48 | 0 | 49 | - | 52 | 8 | 0 | 60 | - | 0 | - | - | 117 |
| % Buses | 0.5% | 0.8% | 0% | 0.5% | - | 0.7% | 10.5% | 0% | 8.1% | - | 10.1% | 0.5% | 0% | 2.8% | - | - | - | - | 2.7% |
| Bicycles on Road | 8 | 2 | 0 | 10 | - | 4 | 4 | 0 | 8 | - | 5 | 38 | 0 | 43 | - | 0 | - | - | 61 |
| % Bicycles on Road | 0.5% | 1.6% | 0% | 0.6% | - | 2.8% | 0.9% | 0% | 1.3% | - | 1.0% | 2.3% | 0% | 2.0% | - | - | - | - | 1.4% |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | 21 | - | - | - | - | 3 | - | - | - | 9 |
| % Pedestrians | - | - | - | - | 100% | - | - | - | - | 95.5% | - | - | - | - | 100% | - | - | - | 24.3% |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - | - | 28 |
| % Bicycles on Crosswalk | - | - | - | - | 0% | - | - | - | - | 4.5% | - | - | - | - | 0% | - | - | - | 75.7% |

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

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

Interurban Rd and Markham St - 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: 1013446, Location: 48.492492, -123.419614,

Site Code: TIN001468



McElhanney

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

[N] Interurban Rd

Total: 3415

In: 1651 Out: 1764

1527

124

3

[W] No access, sidewalk only



3

1621

513

Out: 1986

In: 2134

Total: 4120

[S] Interurban Rd

9

143
459

13

Out: 637 In: 602

Total: 1239

[E] Markham St

Interurban Rd and Markham St - 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: 1013446, Location: 48.492492, -123.419614,

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McElhanney

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

| Leg Direction | Interurban Rd Southbound | | | | | Markham St Westbound | | | | | Interurban Rd Northbound | | | | | No access, sidewalk only Eastbound | | | |
|--------------------------------|--------------------------|-------|----|-------|------|----------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|------------------------------------|------|-----|-------|
| Time | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | App | Ped* | Int | |
| 2022-10-20 7:30AM | 82 | 15 | 0 | 97 | 0 | 2 | 8 | 0 | 10 | 1 | 73 | 69 | 0 | 142 | 0 | 0 | | 4 | 249 |
| 7:45AM | 69 | 16 | 0 | 85 | 0 | 1 | 6 | 0 | 7 | 2 | 73 | 66 | 0 | 139 | 0 | 0 | | 4 | 231 |
| 8:00AM | 64 | 15 | 0 | 79 | 0 | 3 | 10 | 0 | 13 | 2 | 48 | 53 | 0 | 101 | 0 | 0 | | 3 | 193 |
| 8:15AM | 60 | 14 | 0 | 74 | 0 | 0 | 15 | 0 | 15 | 1 | 41 | 39 | 0 | 80 | 0 | 0 | | 2 | 169 |
| Total | 275 | 60 | 0 | 335 | 0 | 6 | 39 | 0 | 45 | 6 | 235 | 227 | 0 | 462 | 0 | 0 | | 13 | 842 |
| % Approach | 82.1% | 17.9% | 0% | - | - | 13.3% | 86.7% | 0% | - | - | 50.9% | 49.1% | 0% | - | - | - | | - | - |
| % Total | 32.7% | 7.1% | 0% | 39.8% | - | 0.7% | 4.6% | 0% | 5.3% | - | 27.9% | 27.0% | 0% | 54.9% | - | 0% | | - | - |
| PHF | 0.838 | 0.922 | - | 0.870 | - | 0.500 | 0.650 | - | 0.750 | - | 0.795 | 0.836 | - | 0.814 | - | - | | - | 0.849 |
| Motorcycles | 2 | 0 | 0 | 2 | - | 0 | 1 | 0 | 1 | - | 4 | 2 | 0 | 6 | - | 0 | | - | 9 |
| % Motorcycles | 0.7% | 0% | 0% | 0.6% | - | 0% | 2.6% | 0% | 2.2% | - | 1.7% | 0.9% | 0% | 1.3% | - | - | | - | 1.1% |
| Lights | 258 | 59 | 0 | 317 | - | 5 | 30 | 0 | 35 | - | 219 | 213 | 0 | 432 | - | 0 | | - | 784 |
| % Lights | 93.8% | 98.3% | 0% | 94.6% | - | 83.3% | 76.9% | 0% | 77.8% | - | 93.2% | 93.8% | 0% | 93.5% | - | - | | - | 93.1% |
| Single-Unit Trucks | 11 | 0 | 0 | 11 | - | 1 | 0 | 0 | 1 | - | 0 | 6 | 0 | 6 | - | 0 | | - | 18 |
| % Single-Unit Trucks | 4.0% | 0% | 0% | 3.3% | - | 16.7% | 0% | 0% | 2.2% | - | 0% | 2.6% | 0% | 1.3% | - | - | | - | 2.1% |
| Articulated Trucks | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 3 | - | 0 | | - | 4 |
| % Articulated Trucks | 0.4% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | - | 0% | 1.3% | 0% | 0.6% | - | - | | - | 0.5% |
| Buses | 3 | 0 | 0 | 3 | - | 0 | 8 | 0 | 8 | - | 9 | 0 | 0 | 9 | - | 0 | | - | 20 |
| % Buses | 1.1% | 0% | 0% | 0.9% | - | 0% | 20.5% | 0% | 17.8% | - | 3.8% | 0% | 0% | 1.9% | - | - | | - | 2.4% |
| Bicycles on Road | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | - | 3 | 3 | 0 | 6 | - | 0 | | - | 7 |
| % Bicycles on Road | 0% | 1.7% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | - | 1.3% | 1.3% | 0% | 1.3% | - | - | | - | 0.8% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 6 | - | - | - | - | 0 | - | | - | 3 |
| % Pedestrians | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | - | - | | - | 23.1% |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | | - | 10 |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | 0% | - | - | - | - | - | - | | - | 76.9% |

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

Interurban Rd and Markham St - 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: 1013446, Location: 48.492492, -123.419614,

Site Code: TIN001468



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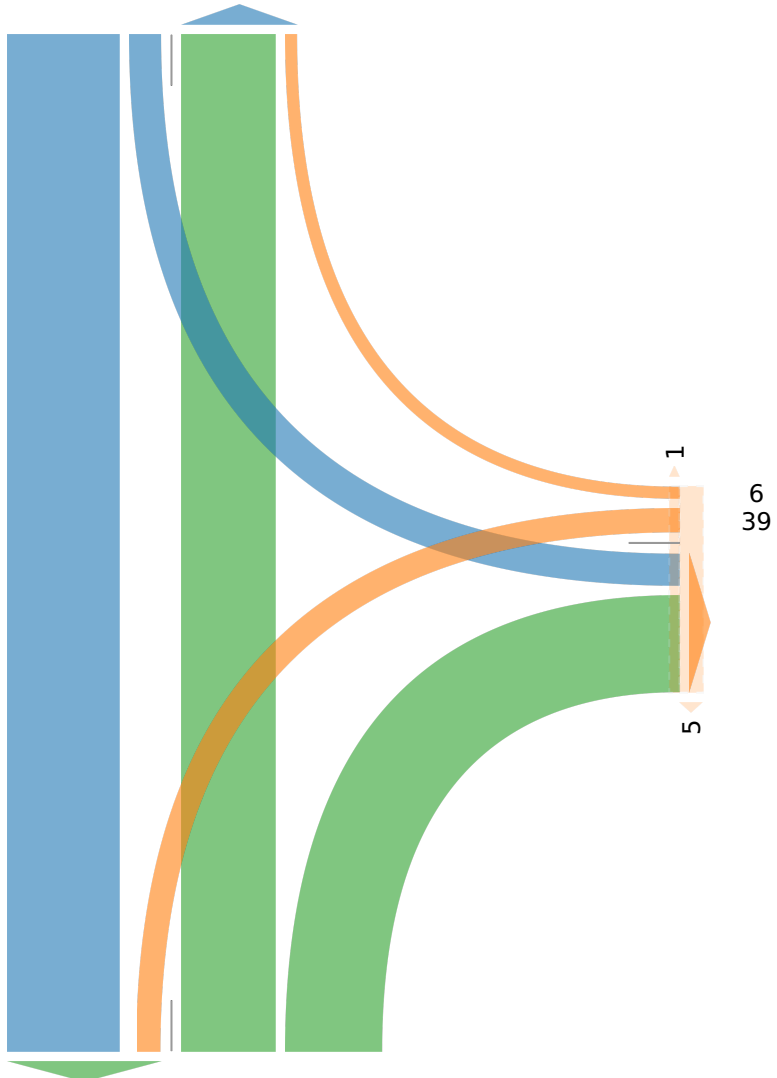
[N] Interurban Rd

Total: 568

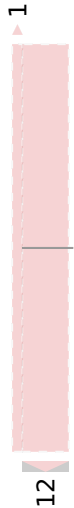
In: 335 Out: 233

275

60



[W] No access, sidewalk only



12

1

39

5

Out: 295 In: 45

Total: 340

[E] Markham St

227

235

Out: 314

In: 462

Total: 776

[S] Interurban Rd

Interurban Rd and Markham St - 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: 1013446, Location: 48.492492, -123.419614,

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| Leg Direction | Interurban Rd Southbound | | | | | Markham St Westbound | | | | | Interurban Rd Northbound | | | | | No access, sidewalk only Eastbound | | | |
|--------------------------------|--------------------------|-------|----|-------|------|----------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|------------------------------------|------|-----|-------|
| Time | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | App | Ped* | Int | |
| 2022-10-20 4:00PM | 50 | 3 | 0 | 53 | 0 | 8 | 26 | 0 | 34 | 0 | 15 | 96 | 0 | 111 | 0 | 0 | | 1 | 198 |
| 4:15PM | 71 | 2 | 0 | 73 | 0 | 6 | 15 | 0 | 21 | 0 | 9 | 95 | 0 | 104 | 1 | 0 | | 5 | 198 |
| 4:30PM | 86 | 8 | 0 | 94 | 0 | 5 | 26 | 0 | 31 | 0 | 14 | 92 | 0 | 106 | 0 | 0 | | 3 | 231 |
| 4:45PM | 82 | 7 | 0 | 89 | 1 | 5 | 21 | 0 | 26 | 2 | 8 | 89 | 0 | 97 | 0 | 0 | | 2 | 212 |
| Total | 289 | 20 | 0 | 309 | 1 | 24 | 88 | 0 | 112 | 2 | 46 | 372 | 0 | 418 | 1 | 0 | | 11 | 839 |
| % Approach | 93.5% | 6.5% | 0% | - | - | 21.4% | 78.6% | 0% | - | - | 11.0% | 89.0% | 0% | - | - | - | | - | - |
| % Total | 34.4% | 2.4% | 0% | 36.8% | - | 2.9% | 10.5% | 0% | 13.3% | - | 5.5% | 44.3% | 0% | 49.8% | - | 0% | | - | - |
| PHF | 0.834 | 0.594 | - | 0.814 | - | 0.750 | 0.837 | - | 0.816 | - | 0.767 | 0.957 | - | 0.931 | - | - | | - | 0.914 |
| Motorcycles | 0 | 1 | 0 | 1 | - | 0 | 1 | 0 | 1 | - | 0 | 3 | 0 | 3 | - | 0 | | - | 5 |
| % Motorcycles | 0% | 5.0% | 0% | 0.3% | - | 0% | 1.1% | 0% | 0.9% | - | 0% | 0.8% | 0% | 0.7% | - | - | | - | 0.6% |
| Lights | 275 | 17 | 0 | 292 | - | 24 | 76 | 0 | 100 | - | 39 | 350 | 0 | 389 | - | 0 | | - | 781 |
| % Lights | 95.2% | 85.0% | 0% | 94.5% | - | 100% | 86.4% | 0% | 89.3% | - | 84.8% | 94.1% | 0% | 93.1% | - | - | | - | 93.1% |
| Single-Unit Trucks | 10 | 0 | 0 | 10 | - | 0 | 0 | 0 | 0 | - | 0 | 5 | 0 | 5 | - | 0 | | - | 15 |
| % Single-Unit Trucks | 3.5% | 0% | 0% | 3.2% | - | 0% | 0% | 0% | 0% | - | 0% | 1.3% | 0% | 1.2% | - | - | | - | 1.8% |
| Articulated Trucks | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | | - | 1 |
| % Articulated Trucks | 0.3% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | - | | - | 0.1% |
| Buses | 1 | 1 | 0 | 2 | - | 0 | 10 | 0 | 10 | - | 7 | 2 | 0 | 9 | - | 0 | | - | 21 |
| % Buses | 0.3% | 5.0% | 0% | 0.6% | - | 0% | 11.4% | 0% | 8.9% | - | 15.2% | 0.5% | 0% | 2.2% | - | - | | - | 2.5% |
| Bicycles on Road | 2 | 1 | 0 | 3 | - | 0 | 1 | 0 | 1 | - | 0 | 12 | 0 | 12 | - | 0 | | - | 16 |
| % Bicycles on Road | 0.7% | 5.0% | 0% | 1.0% | - | 0% | 1.1% | 0% | 0.9% | - | 0% | 3.2% | 0% | 2.9% | - | - | | - | 1.9% |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | 2 | - | - | - | - | 1 | - | | - | 2 |
| % Pedestrians | - | - | - | - | 100% | - | - | - | - | 100% | - | - | - | - | 100% | - | | - | 18.2% |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | | - | 9 |
| % Bicycles on Crosswalk | - | - | - | - | 0% | - | - | - | - | 0% | - | - | - | - | 0% | - | | - | 81.8% |

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

Interurban Rd and Markham St - 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)

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[W] No access, sidewalk only

