

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	-	-	-
РМ	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: 1013446, Location: 48.492492, -123.419614,

Site Code: TIN001468



McElhanney

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

Director Number Number Number Number Numbe	Leg	Interurb	an Rd				Markha	m St				Interurb	an Rd				No access, sidewa	alk only	
2022-10-20 230AM 82 15 0 97 0 1 73 73 60 0 10 4 24 Houry Toal 151 31 0 182 0 13 2 146 153 0 281 0 0 6 23 8015AM 60 14 0 74 0 135 1 141 38 0 0 0 0 15 1 141 38 0	Direction	Southbo	ound				Westbou	und				Northbo	und					Ū.	
7:45AM 199 16 0 85 0 17 2 7.3 66 1.39 0 0 6 2 Bundy Total 151 31 0 0 17 2 146 15 0 20 0 3 40 0 17 2 148 53 0 100 0 0 2 166 8:35AM 33 3 0 66 0 3 10 70 18 166 25 0 27 0 0 0 0 1 166 8:45AM 33 3 0 66 0 3 1 10 13 7 0 166 22 0	Time	Т	L	U	Арр	Ped*	R	L	U	Арр	Ped*	R	Т	U	Арр	Ped*	Арр	Ped*	Int
Hearty Tree Isi 31 0 92 0 3 14 0 135 0 0 0 3 14 0 135 0 0 0 13 10 0 13 10 0 13 10 0 10 10 0 0 15 1 11 13 0 0 0 15 14 13 0 0 0 1 15 14 13 0 0 0 1 15 15 15 15 15 15 15 15 15 15 16 11 15 16 14 15 0	2022-10-20 7:30AM	82	15	0	97	0	2	8	0	10	1	73	69	0	142	0	0	4	249
8:00AM 64 15 0 74 0 0 15 0 15 1 44 33 0 10 0 0 2 18 8:0AM 50 0 0 7 0 33 60 0 2 18 8:3AM 33 3 0 6 0 14 15 0 18 0 24 73 0 93 0 0 1 16 Budy 73 1 0 58 0 1 15 0 16 1 14 20 97 0 0 1 14 20 73 0 0 1 14 20 0 0 0 0 0 0 0 0 0 1 14 20 20 14 20 20 10 10 10 14 21 21 24 0 20 10 0 10 10 10 10 10 10 10 10 10 10 <	7:45AM	69	16	0	85	0	1	6	0	7	2	73	66	0	139	0	0	4	231
B:15AM 60 14 0 74 0 15 0 15 1 41 39 0 0 2 16 B:20AM 33 3 0 36 0 3 15 0 13 16 0 13 16 0 13 16 0 13 16 0 13 16 0 14 05 0	Hourly Tota	151	31	0	182	0	3	14	0	17	3	146	135	0	281	0	0	8	480
8:30AM 58 9 0 67 0 13 60 0 24 73 0 97 0 0 1 15 Houry Toral 215 41 0 266 0 10 43 0 73 0 0 73 0	8:00AM	64	15	0	79	0	3	10	0	13	2	48	53	0	101	0	0	3	193
845AM 33 3 0 96 0 13 15 0 18 0 124 73 0 97 0 0 1 15 Hourly Total 215 41 0 256 0 371 0	8:15AM	60	14	0	74	0	0	15	0	15	1	41	39	0	80	0	0	2	169
Hourly Total 215 41 0 256 0 10 43 0 53 3 146 225 0 371 0 0 1 15 9.00AM 53 5 0 58 0 66 0 0 1 13 35 0 66 0	8:30AM	58	9	0	67	0	4	3	0	7	0	33	60	0	93	0	0	1	167
900AM 53 5 0 64 1 15 0 16 1 14 58 0 66 0 0 1 14 9:15AM 63 1 0 64 1 3 7 0 10 1 13 53 0 66 0 <td< td=""><td>8:45AM</td><td>33</td><td>3</td><td>0</td><td>36</td><td>0</td><td>3</td><td>15</td><td>0</td><td>18</td><td>0</td><td>24</td><td>73</td><td>0</td><td>97</td><td>0</td><td>0</td><td>1</td><td>151</td></td<>	8:45AM	33	3	0	36	0	3	15	0	18	0	24	73	0	97	0	0	1	151
9:15AM 63 1 0 64 1 3 7 0 10 13 53 0 66 0 <t< td=""><td>Hourly Tota</td><td>215</td><td>41</td><td>0</td><td>256</td><td>0</td><td>10</td><td>43</td><td>0</td><td>53</td><td>3</td><td>146</td><td>225</td><td>0</td><td>371</td><td>0</td><td>0</td><td>7</td><td>680</td></t<>	Hourly Tota	215	41	0	256	0	10	43	0	53	3	146	225	0	371	0	0	7	680
9:30AM 0 <td>9:00AM</td> <td>53</td> <td>5</td> <td>0</td> <td>58</td> <td>0</td> <td>1</td> <td>15</td> <td>0</td> <td>16</td> <td>1</td> <td>14</td> <td>58</td> <td>0</td> <td>72</td> <td>0</td> <td>0</td> <td>1</td> <td>146</td>	9:00AM	53	5	0	58	0	1	15	0	16	1	14	58	0	72	0	0	1	146
Houry Total 116 6 0 122 1 4 22 0 26 2 27 111 0 138 0 2 28 2:00PM 73 1 0 74 0 4 16 0 20 8 44 0 52 0 0 0 16 2:30PM 53 5 0 58 0 6 28 34 2 12 64 0 76 0 0 16 100 231 9 0 240 1 30 109 139 7 49 215 0 264 0 0 0 118 3:00PM 58 3 0 61 0 25 39 18 41 0 12 26 32 19 0 0 19 0 0 18 0 14 92 111 0 0 <td< td=""><td>9:15AM</td><td>63</td><td>1</td><td>0</td><td>64</td><td>1</td><td>3</td><td>7</td><td>0</td><td>10</td><td>1</td><td>13</td><td>53</td><td>0</td><td>66</td><td>0</td><td>0</td><td>1</td><td>140</td></td<>	9:15AM	63	1	0	64	1	3	7	0	10	1	13	53	0	66	0	0	1	140
2:00PM 73 1 0 74 0 4 16 0 20 2 8 44 0 52 0 0 0 1 2:15PM 46 0 76 0 0 0 16 2:43PM 57 1 0 58 1 12 46 0 52 0 0 0 0 16 2:43PM 57 1 0 28 1 12 46 0 58 1 8 44 0 52 0	9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15PM 48 2 0 50 0 8 19 0 27 2 21 63 0 84 0 <	Hourly Tota	116	6	0	122	1	4	22	0	26	2	27	111	0	138	0	0	2	286
2:30PM 57 1 0 58 0 6 28 0 34 2 12 64 0 76 0 <	2:00PM	73	1	0	74	0	4	16	0	20	2	8	44	0	52	0	0	0	146
2:45PM 53 5 0 58 1 12 46 0 58 1 8 44 0 52 0 0 0 0 16 Hourly Total 231 9 0 240 1 30 109 0 139 7 49 215 0 264 0 0 0 2 21 3:15PM 662 3 0 65 0 13 28 0 41 0 12 74 0 86 0 0 0 13 3:30PM 58 2 0 60 0 55 0 7 14 0 12 74 0 86 0 0 14 12 74 0 86 0 0 0 139 3 0 55 0 70 14 0 110 10 119 119 14 12 14 0 111 0 119 14 12 166 32 0 100 10	2:15PM	48	2	0	50	0	8	19	0	27	2	21	63	0	84	0	0	0	161
Hourly Total 231 9 0 240 1 30 109 0 139 7 49 215 0 264 0 0 22 21 3:30PM 58 3 0 61 0 25 59 0 84 1 15 55 0 0 0 2 21 3:30PM 58 2 0 60 0 9 26 0 35 1 7 84 0 91 0 0 0 18 3:30PM 53 2 0 55 0 7 21 0 28 1 15 96 0 111 0 0 1 19 4:00PM 50 3 0 53 0 6 15 21 0 26 2 8 89 0 11 0 0 1 19 13 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2:30PM	57	1	0	58	0	6	28	0	34	2	12	64	0	76	0	0	0	168
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3:45PM 53 2 0 55 0 7 21 0 28 1 19 63 0 82 1 0 24 0 186 Hourly Total 231 10 0 241 0 53 276 0 329 1 0 4 75 4:00PM 57 2 0 73 0 6 15 0 21 0 9 95 0 104 0 5 19 4:30PM 86 8 0 94 0 5 21 0 26 2 8 89 0 0 0 233 4:45PM 82 7 0 309 1 24 88 0 97 0 0 11 83 3 3 88 0 97 0 0 11 83 9 97 0 0 13 13 9 12 48 9 0 77 10 1 18 19 12 <	3:15PM	62	3	0	65	0	13	28	0	41	0	12	74	0	86	0	0	0	192
Hourly Total 231 10 0 241 0 54 134 0 188 3 53 276 0 329 1 0 14 758 4:00PM 50 3 0 53 0 6 15 0 21 0 15 96 0 111 0 0 1 199 4:30PM 66 80 94 0 5 26 0 31 0 14 92 0 106 0 0 3 233 4:45PM 82 7 0 89 1 5 21 0 26 2 8 89 0 97 0 0 1 123 33 0 0 11 183 150 16 0 11 0 10 11 0 110 110 11 110 110 110 110 110 110 110 110 110 110 110 110 110 110 110 110 110	3:30PM	58	2	0	60	0	9	26	0	35	1	7	84	0	91	0	0	0	186
4:00PM 50 3 0 53 0 8 26 0 34 0 15 96 0 111 0 0 1 19 4:15PM 71 2 0 73 0 6 15 0 21 0 95 0 104 1 0 0 3 23 4:45PM 86 8 0 97 0 0 0 0 1 23 2 46 372 0 46 0 0 2 28 80 0 9 0 4 15 0 18 1 0 61 300 13 10 16 31 10 16 30 0 0 11 19 5:15PM 76 3 0 70 0 5 1 0 16 0 9 30 0 0 1 19 5:30PM 61 2 0 63 0 3 11 0 14 0 19	3:45PM	53	2	0	55	0	7	21	0	28	1	19	63	0	82	1	0	2	165
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4:45PM 82 7 0 89 1 5 21 0 26 2 8 89 0 97 0 00 22 21 Hourly Total 289 20 0 309 1 24 88 0 12 2 46 372 0 85 0 0 11 83 5:00PM 88 1 0 89 0 6 12 0 16 0 9 63 0 0 0 15 15 0 10 0 0 0 15 0 10 0 10 10 0 0 15 0 10 14 0 19 57 0 76 0 0 0 15 0 10 14 0 19 57 0 76 0 0 0 10 14 0 10 16 0 333 1 0 15 0 10 15 0 10 10 10 10 10	4:15PM	71	2	0	73	0	6	15	0	21	0	9	95	0	104	1	0	5	198
Hourly Total 289 20 0 309 1 24 88 0 112 2 46 372 0 418 1 0 11 833 5:00PM 88 1 0 89 0 4 15 0 19 1 12 73 0 85 0 0 1 199 5:15PM 76 3 0 79 0 6 12 0 18 1 6 94 0 100 0 0 1 159 5:45PM 61 2 0 63 0 3 11 0 14 0 19 57 0 76 0 0 333 1 0 333 1 0 333 1 0 333 1 0 333 1 0 333 1 0 333 1 0 16 22 513 1621 0 134 36 0 333 1 0 133 10.7% 17.7% 1	4:30PM	86	8	0	94	0	5	26	0	31	0	14	92	0	106	0	0	3	231
5:00PM 88 1 0 89 0 4 15 0 19 1 12 73 0 85 0 0 1 19 5:15PM 76 3 0 79 0 6 12 0 18 1 6 94 0 100 0 0 1 19 5:30PM 61 2 0 63 0 72 1 0 0 15 5:35PM 61 2 0 63 0 72 1 0 0 15 Hourly Total 1527 70 301 0 84 9 0 602 22 513 1621 0 214 3 0 37 438 Motoryola 34.8% 2.8% 0% 37.6% - - 24.0% 76.0% 0% - - - - - - - - - - - - - - - - - - - <	4:45PM	82	7	0	89	1	5	21	0	26	2	8	89	0	97	0	0	2	212
5:15PM 76 3 0 79 0 6 12 0 18 1 6 94 0 100 0 0 11 19 5:30PM 69 1 0 70 0 5 11 0 14 0 19 57 0 76 0 0 2 15 Hourly Total 294 7 0 1651 3 143 459 0 67 2 46 287 0 33 1 00 5 70 Hourly Total 1527 7.5% 0% - 2.34% 76.2% 0 67 2 46 287 0 333 1 00 5 70 Total 1527 7.5% 0% - - 2.34% 76.2% 2 2134 3 0 333 1 0 176 2.40% 76.2% 2.13% 30 33 1 0 13.2% 1621 0.4% 333 1 0 13.2% 163	Hourly Total	289	20	0	309	1	24	88	0	112	2	46	372	0	418	1	0	11	839
5:30PM 69 1 0 70 0 5 11 0 16 0 9 63 0 72 1 00 14 15 5:45PM 61 2 0 63 0 18 49 0 67 2 46 287 0 333 1 00 25 70 Hourly Total 1527 124 0 161 3 143 459 0 602 22 513 1621 0 2134 3 00 37 438 % Approach 92.5% 7.5% 0% 37.6% 37.6% 37.6% 37.8% 1 9 0 602 22 513 1621 0 2134 3 00 37 438 % Approach 92.5% 7.5% 0% 37.6% 13.7% 13.7% 17.6% 17.6% 7.0% 7.6% 0.6 1.7% 17.6% 7.0% 17.6% 7.0% 7.6% 0.6% 1.1% 1.0% 1.1% 1.0% 1.1% 1.1%<	5:00PM	88	1	0	89	0	4	15	0	19	1	12	73	0	85	0	0	1	193
5:45PM 61 2 0 63 0 3 11 0 14 0 19 57 0 76 0 00 2 15 Hourly Total 294 7 0 301 0 18 49 0 670 2 46 287 0 333 1 0 570 <	5:15PM	76	3	0	79	0	6	12	0	18	1	6	94	0	100	0	0	1	197
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Intermedia 1527 124 0 1651 3 143 459 0 602 22 513 1621 0 2134 3 00 37 438 % Approad 92.5% 7.5% % - 23.8% 76.2% % - 24.0% 76.0% % - - - - - - - - 24.0% 76.0% % - - - - - - 24.0% % 76.0% % - - 24.0% % 76.0% % - - - - 24.0% % 76.0% % 76.0% % 76.0% % 76.0% % 76.0% % 76.0% % 76.0% % 76.0% 7	5:45PM	61	2	0	63	0	3	11	0	14	0	19	57	0	76	0	0	2	153
96 Approach 92.5% 7.5% ·· 23.8% 76.2% 0% - 24.0% 76.0% 0% - - 0 - - 0 - - 0 - 0 - 0 - 0 - 0 0 0 0 11.7% 37.0% 0% 48.6% - 0% 0	Hourly Tota	294	7	0	301	0	18	49	0	67	2	46	287	0	333	1	0	5	701
98 Approach 92.5% 7.5% % - 23.8% 76.2% % - 24.0% 76.0% % -	Tota	1527	124	0	1651	3	143	459	0	602	22	513	1621	0	2134	3	0	37	4387
Motor 34.8 2.8% 9 37.6% - 3.3% 10.5% 9 17.7% 37.0% 9 48.6% - 0% - 44 Motorcycles 9 2 0 11 - 1 9 0 10 - 6 22 0 28 - 0 - 44 % Motorcycles 0.6% 1.6% 9% 0.7% - 0.7% 2.0% 1.7% - 1.2% 1.4% 9% 0 - - 1.1% - - 1.4% 1.0% 1.3% - 1.1% 37.6% 0 2.3% 1.2% 1.4% 9% 1.3% - 1.1% 37.6% 1.4% 1.0% 1.1% 37.6% 1.2% 1.4% 1.3% 0 1.1% 37.6% 0 1.2% 1.4% 1.3% 0 48.7% 0 1.1% 37.6% 1.3% 0.8 1.4% 0 1.2% 1.4% 0 1.2% 1.4% 0 1.1% 0.2% 0.6% 0.6% 0.4% <t< td=""><td>% Approach</td><td>92.5%</td><td>7.5% 0</td><td>)%</td><td>-</td><td>-</td><td>23.8%</td><td>76.2%</td><td>0%</td><td>-</td><td>-</td><td>24.0%</td><td>76.0%</td><td>0%</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></t<>	% Approach	92.5%	7.5% 0)%	-	-	23.8%	76.2%	0%	-	-	24.0%	76.0%	0%	-	-	-	-	-
% Motorcycles 0.6% 1.6% % 0.7% - 0.7% 2.0% % 1.7% - 1.3% % - - 1.19 Lights 1452 118 0 1570 134 396 0 530 - 447 1507 0 1954 - 00 405 % Lights 95.1% 95.2% 0% 95.7% 0 93.7% 86.3% 0% 88.0% - 87.1% 93.0% 0% 91.6% - 0 92.4% Single-Unit Trucks 44 1 0 45 - 1 0 44 - 1 0 44 - 1 93.7% 0 0 4 0 1 0 44 0 48 0 49 0 8 0 41 0 48 0 1 0 8 0 41 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0			2.8% 0)%	37.6%	-	3.3%	10.5%	0%	13.7%	-	11.7%	37.0%	0%	48.6%	-	0%	-	-
% Motorcycles 0.6% 1.6% % 0.7% - 0.7% 2.0% % 1.7% - 1.3% % - - 1.19 Lights 1452 118 0 1570 134 396 0 530 - 447 1507 0 1954 - 00 405 % Lights 95.1% 95.2% 0% 95.7% 0 93.7% 86.3% 0% 88.0% - 87.1% 93.0% 0% 91.6% - 0 92.4% Single-Unit Trucks 44 1 0 45 - 1 0 44 - 1 0 44 - 1 93.7% 0 0 4 0 1 0 44 0 48 0 49 0 8 0 41 0 48 0 1 0 8 0 41 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	Motorcycles	9	2	0	11	-	1	9	0	10	-	6	22	0	28	-	0	-	49
Lights145211801570-1343960530-447150701954-00405% Lights95.1%95.1%-93.7%86.3%0''88.0%-87.1%93.0%0''91.6%092.4%Single-Unit Trucks4441045-3044-3338041-0092.4%Single-Unit Trucks2.9%0.8%0''2.7%-2.1%0.2%0''0.7%-0338041-0092.4%Miculated Trucks2.9%0.8%0''2.7%0.2%0.2%0''0.7%0.7%0.6%2.3%0''1.9%-00092.4%Miculated Trucks0.5%0.8%0''0.7%0.2%0''0.7%0.7%0.7%0.8%0''8.0%0''8.0%0'''1.9%0'''4.1%00.8%0''''1.9%0''''''''''''''''''''''''''''''''''''			1.6% 0)%	0.7%	-	0.7%	2.0%	0%	1.7%	-	1.2%	1.4%	0%	1.3%	-	-	-	1.1%
Single-Unit Trucks 44 1 0 45 $ 3$ 1 0 4 $ 3$ 3 0 4 1 $ 0$ $ 9$ % Single-Unit Trucks 2.9% 0.8% 0% 2.7% $ 2.1\%$ 0.2% 0% 0.6% 2.3% 0% 1.9% $ 0.6\%$ 2.3% 0% 1.9% $ 0.6\%$ 2.3% 0% 1.9% $ 0.6\%$ 2.1% 0.6% 0.6% 0.4% 0.5% 0.6		-	118	0	1570	-	134	396	0	530	-	447	1507	0	1954	-	0	-	4054
Single-Unit Trucks 44 1 0 45 $ 3$ 1 0 4 $ 3$ 3 0 4 1 $ 0$ $ 9$ % Single-Unit Trucks 2.9% 0.8% 0% 2.7% $ 2.1\%$ 0.2% 0% 0.6% 2.3% 0% 1.9% $ 0.6\%$ 2.3% 0% 1.9% $ 0.6\%$ 2.3% 0% 1.9% $ 0.6\%$ 2.1% 0.6% 0.6% 0.4% 0.5% 0.6	-		95.2% 0)%	95.1%	-	93.7%	86.3%	0%	88.0%	-	87.1%	93.0%	0%	91.6%	-	-	-	92.4%
Articulated Trucks 7 0 0 7 0 7 0 1 0 1 0 1 0 8 0		-				-					-					-	0	-	90
% Articulated Trucks 0.5% 0% 0% 0.4% - 0.% 0.2% 0.2% 0.2% 0.% 0.5% 0.4% - 0.4 0.4% Buses 7 1 0 8 - 1 48 0 49 - 52 8 0 60 - 0.4 0.4% 0.4% 0 11 0.4% 0.4% 0.4% 0.5% 0.4% 0.4% 0.4% 0.4% 0.5% 0.4% 0.4% 0.4% 0.5% 0.4% 0.4% 0.4% 0.5% 0.4% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% 0.4% 0.5% 0.5% 0.4% <td< td=""><td>% Single-Unit Trucks</td><td>2.9%</td><td>0.8% 0</td><td>)%</td><td>2.7%</td><td>-</td><td>2.1%</td><td>0.2%</td><td>0%</td><td>0.7%</td><td>-</td><td>0.6%</td><td>2.3%</td><td>0%</td><td>1.9%</td><td>-</td><td>-</td><td>-</td><td>2.1%</td></td<>	% 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%
Buses 7 1 0 8 - 1 48 0 49 - 52 8 0 60 - 0 - 111 % Buses 0.5% 0.8% 0% 0.5% 0.5% 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 - 55 38 0 43 - 00 - 2.7% Bicycles on Road 0.5% 1.6% 0% 0.4 4 0 8 - 55 38 0 43 - 00 - 2.7% M Bicycles on Road 0.5% 1.6% 0.6% 0.9% 0.9% 0.8 - 1.0% 2.3% 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 <td< td=""><td>Articulated Trucks</td><td>7</td><td>0</td><td>0</td><td>7</td><td>-</td><td>0</td><td>1</td><td>0</td><td>1</td><td>-</td><td>0</td><td>8</td><td>0</td><td>8</td><td>-</td><td>0</td><td>-</td><td>16</td></td<>	Articulated Trucks	7	0	0	7	-	0	1	0	1	-	0	8	0	8	-	0	-	16
Buses 7 1 0 8 - 1 48 0 49 - 52 8 0 60 - 0 - 111 % Buses 0.5% 0.8% 0% 0.5% 0.5% 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 - 55 38 0 43 - 00 - 2.7% Bicycles on Road 0.5% 1.6% 0% 0.4 4 0 8 - 55 38 0 43 - 00 - 2.7% M Bicycles on Road 0.5% 1.6% 0.6% 0.9% 0.9% 0.8 - 1.0% 2.3% 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 <td< td=""><td>% Articulated Trucks</td><td>0.5%</td><td>0% 0</td><td>)%</td><td>0.4%</td><td>-</td><td>0%</td><td>0.2%</td><td>0%</td><td>0.2%</td><td>-</td><td>0%</td><td>0.5%</td><td>0%</td><td>0.4%</td><td>-</td><td>-</td><td>-</td><td>0.4%</td></td<>	% Articulated Trucks	0.5%	0% 0)%	0.4%	-	0%	0.2%	0%	0.2%	-	0%	0.5%	0%	0.4%	-	-	-	0.4%
Bicycles on Road 8 2 0 10 - 4 0 8 - 5 38 0 43 - 00 - 6 % Bicycles on Road 0.5% 1.6% % 0.6% - 2.8% 0.9% % 1.0% 2.3% % 43 - 00 - 1.4% Pedestrians - - - 2.8% 0.9% - - 2.1% 1.0% 2.3% % 43 - 00 - 1.4% Pedestrians - - - - - - 2.1% 2.1% - <	Buses	7	1	0	8	-	1	48	0	49	-	52	8	0	60	-	0	-	117
% Bicycles on Road 0.5% 1.6% 0% 0.6% 2.8% 0.9% 0% 1.0% 2.3% 0% 2.0% - - 1.4% Pedestrians - - 3 - - 21 - 2.3% 0% 2.0% - - 1.4% Pedestrians - - 3 - - 21 - - 3 - 9 1.4% M Pedestrians - - - 3 - - 2 2 - 3 - 9 1.4% Bicycles on Crosswalk - - - 0 - - 0 - - 1.4%	% Buses	0.5%	0.8% 0)%	0.5%	-	0.7%	10.5%	0%	8.1%	-	10.1%	0.5%	0%	2.8%	-	-	-	2.7%
Pedestrians - - - - - 21 - - - 3 - 9 % Pedestrians - - - 100% - - 9 - - 3 - 9 Bicycles on Crosswalk - - - 0 - - 1 - - 0 - 24.3%	Bicycles on Road	8	2	0	10	-	4	4	0	8	-	5	38	0	43	-	0	-	61
% Pedestrians - - - 100% - - 95.5% - - - 100% - 24.3% Bicycles on Crosswalk - - - 0 - - 1 - - 0 - 24.3%	% 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%
Bicycles on Crosswalk 0 1 0 - 28	Pedestrians	-	-	-	-	3	-	-	-	-	21	-	-	-	-	3	-	9	
	% Pedestrians	-	-	-	- 1	100%	-	-	-	-	95.5%	-	-	-	-	100%	-	24.3%	-
% Bicycles on Crosswalk - - - - - - - 75.7%	Bicycles on Crosswalk		-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	28	
	% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	4.5%	-	-	-	-	0%	-	75.7%	-

Leg	Interurban Rd					Markham St			Interurban I	Rd				No access, sidev					
Direction	Southbound					Westbound			Northbound	1				Eastbound					
Time	,	Г	L	U	Арр	Ped*	R	L	U	Арр	Ped*	R	Т	U	Арр	Ped*	Арр	Ped*	Int

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

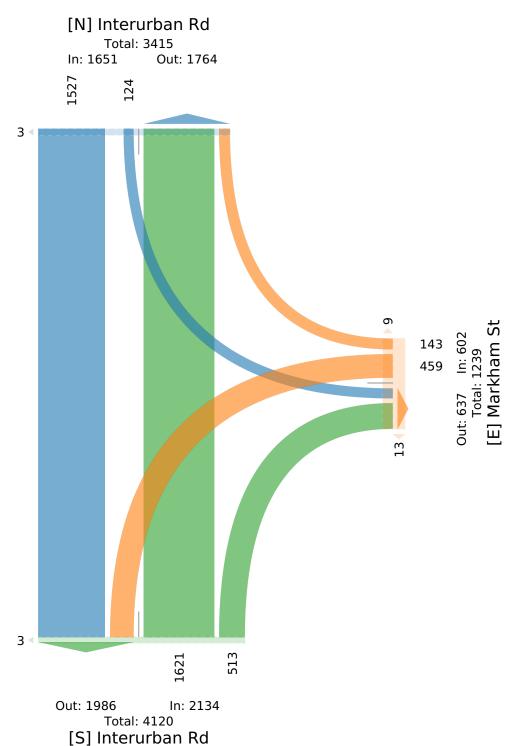
Thu Oct 20, 2022 Full Length (7:30 AM-9:30 AM, 2 PM-6 PM) All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 1013446, Location: 48.492492, -123.419614, Site Code: TIN001468

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



[W] No access, sidewalk only

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



McElhanney

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

Leg	Interurb	an Rd				Markha	m St				Interurba	an Rd				No access, sidewa	lk only	
Direction	Southbo	ound				Westboi	und				Northbo	und				Eastbound		
Time	Т	L	U	Арр	Ped*	R	L	U	Арр	Ped*	R	Т	U	Арр	Ped*	Арр	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%	-

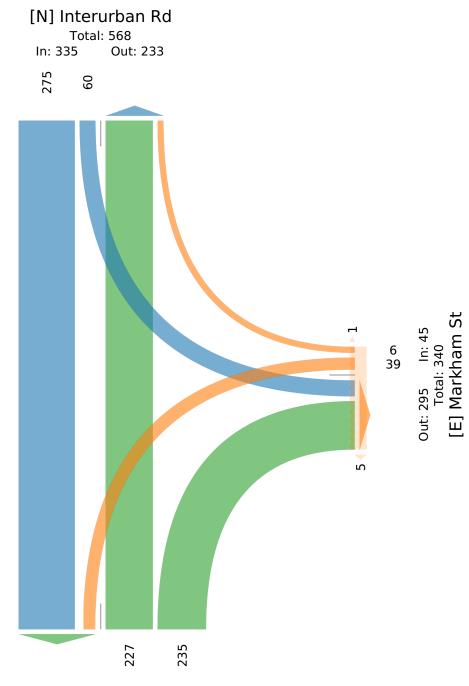
Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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





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



Out: 314 In: 462 Total: 776 [S] Interurban Rd

[W] No access, sidewalk only

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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, Site Code: TIN001468



McElhanney

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

Leg	Interurb	an Rd				Markha	m St				Interurb	an Rd				No access, sidev	walk only	
Direction	Southbo	und				Westbo	und				Northbo	und				Eastbound		
Time	Т	L	U	Арр	Ped*	R	L	U	Арр	Ped*	R	Т	U	Арр	Ped*	Арр	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

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, Site Code: TIN001468

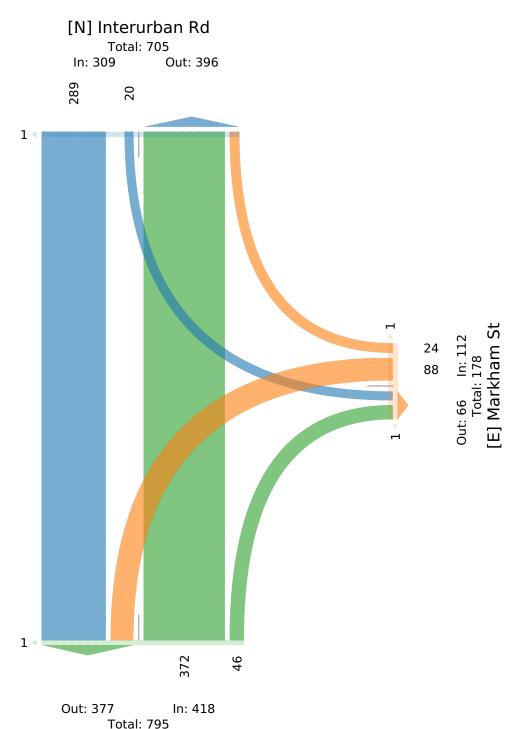
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Provided by: McElhanney Kamloops 710 Laval Crescent, Kamloops, BC, V2C5P3, CA



Total: 795 [S] Interurban Rd

[W] No access, sidewalk only