



**Major Road:** Majestic Dr  
**Minor Road:** San Juan Ave  
**Municipality:** District of Saanich  
**File Name:** 1013246 - Majestic Dr and San Juan Ave.xlsx  
**Location #:** TIN000562  
**Count ID:** 2022030  
**Date:** October 25, 2022  
**Day-of-week:** Tuesday

**Intersection Type:** 4-leg  
**Signalized:** Tuesday  
**Weather:** Rain, 10°

**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    |
| <b>Total</b> | 07:30 | 18:00 | 06:00    |

**Notes**

**Comments**

Majestic Dr and San Juan Ave - TMC

Tue Oct 25, 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: 1013246, Location: 48.486169, -123.332334, Site Code:

TIN000562



**McElhanney**

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

| Leg Direction                  | Majestic Dr Southbound |       |       |    |       |       | San Juan Ave Westbound |       |       |    |       |      | Majestic Dr Northbound |       |      |      |       |      | San Juan Ave Eastbound |       |       |    |       |       | Int   |
|--------------------------------|------------------------|-------|-------|----|-------|-------|------------------------|-------|-------|----|-------|------|------------------------|-------|------|------|-------|------|------------------------|-------|-------|----|-------|-------|-------|
|                                | R                      | T     | L     | U  | App   | Ped*  | R                      | T     | L     | U  | App   | Ped* | R                      | T     | L    | U    | App   | Ped* | R                      | T     | L     | U  | App   | Ped*  |       |
| 2022-10-25 7:30AM              | 4                      | 42    | 5     | 0  | 51    | 8     | 1                      | 5     | 2     | 0  | 8     | 0    | 0                      | 10    | 4    | 0    | 14    | 0    | 7                      | 4     | 3     | 0  | 14    | 2     | 87    |
| 7:45AM                         | 2                      | 40    | 0     | 0  | 42    | 11    | 2                      | 6     | 4     | 0  | 12    | 0    | 0                      | 11    | 2    | 0    | 13    | 0    | 9                      | 0     | 3     | 0  | 12    | 7     | 79    |
| Hourly Total                   | 6                      | 82    | 5     | 0  | 93    | 19    | 3                      | 11    | 6     | 0  | 20    | 0    | 0                      | 21    | 6    | 0    | 27    | 0    | 16                     | 4     | 6     | 0  | 26    | 9     | 166   |
| 8:00AM                         | 6                      | 51    | 5     | 0  | 62    | 1     | 3                      | 5     | 2     | 0  | 10    | 0    | 2                      | 19    | 0    | 0    | 21    | 0    | 12                     | 2     | 0     | 0  | 14    | 0     | 107   |
| 8:15AM                         | 4                      | 38    | 2     | 0  | 44    | 11    | 4                      | 4     | 3     | 0  | 11    | 0    | 2                      | 21    | 2    | 0    | 25    | 0    | 6                      | 1     | 3     | 0  | 10    | 5     | 90    |
| 8:30AM                         | 6                      | 75    | 6     | 0  | 87    | 14    | 4                      | 4     | 6     | 0  | 14    | 1    | 10                     | 24    | 5    | 0    | 39    | 0    | 15                     | 4     | 3     | 0  | 22    | 3     | 162   |
| 8:45AM                         | 3                      | 53    | 5     | 0  | 61    | 6     | 3                      | 5     | 7     | 0  | 15    | 0    | 2                      | 39    | 1    | 0    | 42    | 0    | 4                      | 0     | 6     | 0  | 10    | 2     | 128   |
| Hourly Total                   | 19                     | 217   | 18    | 0  | 254   | 32    | 14                     | 18    | 18    | 0  | 50    | 1    | 16                     | 103   | 8    | 0    | 127   | 0    | 37                     | 7     | 12    | 0  | 56    | 10    | 487   |
| 9:00AM                         | 3                      | 40    | 3     | 0  | 46    | 6     | 2                      | 2     | 3     | 0  | 7     | 1    | 1                      | 24    | 3    | 0    | 28    | 0    | 6                      | 0     | 3     | 0  | 9     | 2     | 90    |
| 9:15AM                         | 3                      | 19    | 1     | 0  | 23    | 9     | 1                      | 3     | 1     | 0  | 5     | 0    | 2                      | 12    | 1    | 0    | 15    | 0    | 4                      | 6     | 1     | 0  | 11    | 2     | 54    |
| 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     | 0     |
| Hourly Total                   | 6                      | 59    | 4     | 0  | 69    | 15    | 3                      | 5     | 4     | 0  | 12    | 1    | 3                      | 36    | 4    | 0    | 43    | 0    | 10                     | 6     | 4     | 0  | 20    | 4     | 144   |
| 2:00PM                         | 1                      | 23    | 1     | 0  | 25    | 3     | 1                      | 1     | 2     | 0  | 4     | 1    | 4                      | 20    | 0    | 0    | 24    | 0    | 1                      | 4     | 0     | 0  | 5     | 2     | 58    |
| 2:15PM                         | 1                      | 15    | 0     | 0  | 16    | 9     | 1                      | 1     | 3     | 0  | 5     | 0    | 1                      | 22    | 0    | 0    | 23    | 0    | 2                      | 5     | 2     | 0  | 9     | 1     | 53    |
| 2:30PM                         | 2                      | 17    | 0     | 0  | 19    | 6     | 4                      | 2     | 3     | 0  | 9     | 0    | 2                      | 26    | 0    | 0    | 28    | 0    | 0                      | 5     | 1     | 0  | 6     | 1     | 62    |
| 2:45PM                         | 4                      | 29    | 1     | 0  | 34    | 11    | 3                      | 2     | 7     | 0  | 12    | 0    | 4                      | 14    | 1    | 0    | 19    | 0    | 0                      | 3     | 0     | 0  | 3     | 1     | 68    |
| Hourly Total                   | 8                      | 84    | 2     | 0  | 94    | 29    | 9                      | 6     | 15    | 0  | 30    | 1    | 11                     | 82    | 1    | 0    | 94    | 0    | 3                      | 17    | 3     | 0  | 23    | 5     | 241   |
| 3:00PM                         | 2                      | 21    | 2     | 0  | 25    | 8     | 2                      | 6     | 3     | 0  | 11    | 0    | 1                      | 30    | 0    | 0    | 31    | 0    | 0                      | 3     | 2     | 0  | 5     | 7     | 72    |
| 3:15PM                         | 3                      | 22    | 3     | 0  | 28    | 5     | 2                      | 5     | 3     | 0  | 10    | 0    | 3                      | 26    | 1    | 0    | 30    | 0    | 0                      | 4     | 2     | 0  | 6     | 4     | 74    |
| 3:30PM                         | 4                      | 26    | 0     | 0  | 30    | 7     | 0                      | 2     | 1     | 0  | 3     | 0    | 3                      | 28    | 1    | 0    | 32    | 0    | 0                      | 7     | 2     | 0  | 9     | 5     | 74    |
| 3:45PM                         | 0                      | 11    | 1     | 0  | 12    | 2     | 1                      | 3     | 2     | 0  | 6     | 0    | 2                      | 38    | 1    | 0    | 41    | 0    | 1                      | 2     | 4     | 0  | 7     | 2     | 66    |
| Hourly Total                   | 9                      | 80    | 6     | 0  | 95    | 22    | 5                      | 16    | 9     | 0  | 30    | 0    | 9                      | 122   | 3    | 0    | 134   | 0    | 1                      | 16    | 10    | 0  | 27    | 18    | 286   |
| 4:00PM                         | 2                      | 21    | 2     | 0  | 25    | 9     | 2                      | 1     | 4     | 0  | 7     | 0    | 2                      | 28    | 0    | 0    | 30    | 0    | 2                      | 6     | 2     | 0  | 10    | 1     | 72    |
| 4:15PM                         | 0                      | 20    | 2     | 0  | 22    | 2     | 3                      | 2     | 1     | 0  | 6     | 0    | 2                      | 43    | 0    | 0    | 45    | 0    | 0                      | 4     | 5     | 0  | 9     | 0     | 82    |
| 4:30PM                         | 2                      | 22    | 3     | 0  | 27    | 5     | 0                      | 1     | 2     | 0  | 3     | 0    | 8                      | 37    | 1    | 0    | 46    | 0    | 1                      | 4     | 4     | 0  | 9     | 5     | 85    |
| 4:45PM                         | 4                      | 26    | 2     | 0  | 32    | 6     | 6                      | 5     | 2     | 0  | 13    | 0    | 7                      | 18    | 2    | 0    | 27    | 0    | 0                      | 6     | 3     | 0  | 9     | 0     | 81    |
| Hourly Total                   | 8                      | 89    | 9     | 0  | 106   | 22    | 11                     | 9     | 9     | 0  | 29    | 0    | 19                     | 126   | 3    | 0    | 148   | 0    | 3                      | 20    | 14    | 0  | 37    | 6     | 320   |
| 5:00PM                         | 2                      | 21    | 5     | 0  | 28    | 5     | 0                      | 4     | 3     | 0  | 7     | 0    | 8                      | 37    | 1    | 1    | 47    | 1    | 3                      | 4     | 3     | 0  | 10    | 2     | 92    |
| 5:15PM                         | 0                      | 23    | 2     | 0  | 25    | 2     | 2                      | 3     | 2     | 0  | 7     | 0    | 4                      | 33    | 1    | 0    | 38    | 0    | 0                      | 8     | 4     | 0  | 12    | 1     | 82    |
| 5:30PM                         | 4                      | 17    | 0     | 0  | 21    | 7     | 1                      | 6     | 4     | 0  | 11    | 0    | 4                      | 21    | 0    | 0    | 25    | 0    | 0                      | 6     | 1     | 0  | 7     | 3     | 64    |
| 5:45PM                         | 1                      | 27    | 2     | 0  | 30    | 7     | 2                      | 2     | 2     | 0  | 6     | 0    | 3                      | 20    | 0    | 0    | 23    | 0    | 0                      | 5     | 2     | 0  | 7     | 1     | 66    |
| Hourly Total                   | 7                      | 88    | 9     | 0  | 104   | 21    | 5                      | 15    | 11    | 0  | 31    | 0    | 19                     | 111   | 2    | 1    | 133   | 1    | 3                      | 23    | 10    | 0  | 36    | 7     | 304   |
| <b>Total</b>                   | 63                     | 699   | 53    | 0  | 815   | 160   | 50                     | 80    | 72    | 0  | 202   | 3    | 77                     | 601   | 27   | 1    | 706   | 1    | 73                     | 93    | 59    | 0  | 225   | 59    | 1948  |
| <b>% Approach</b>              | 7.7%                   | 85.8% | 6.5%  | 0% | -     | -     | 24.8%                  | 39.6% | 35.6% | 0% | -     | -    | 10.9%                  | 85.1% | 3.8% | 0.1% | -     | -    | 32.4%                  | 41.3% | 26.2% | 0% | -     | -     | -     |
| <b>% Total</b>                 | 3.2%                   | 35.9% | 2.7%  | 0% | 41.8% | -     | 2.6%                   | 4.1%  | 3.7%  | 0% | 10.4% | -    | 4.0%                   | 30.9% | 1.4% | 0.1% | 36.2% | -    | 3.7%                   | 4.8%  | 3.0%  | 0% | 11.6% | -     | -     |
| <b>Motorcycles</b>             | 0                      | 0     | 0     | 0  | 0     | -     | 1                      | 0     | 0     | 0  | 1     | -    | 0                      | 1     | 0    | 0    | 1     | -    | 0                      | 3     | 0     | 0  | 3     | -     | 5     |
| <b>% Motorcycles</b>           | 0%                     | 0%    | 0%    | 0% | 0%    | -     | 2.0%                   | 0%    | 0%    | 0% | 0.5%  | -    | 0%                     | 0.2%  | 0%   | 0%   | 0.1%  | -    | 0%                     | 3.2%  | 0%    | 0% | 1.3%  | -     | 0.3%  |
| <b>Lights</b>                  | 56                     | 657   | 43    | 0  | 756   | -     | 40                     | 62    | 71    | 0  | 173   | -    | 74                     | 569   | 27   | 1    | 671   | -    | 69                     | 50    | 56    | 0  | 175   | -     | 1775  |
| <b>% Lights</b>                | 88.9%                  | 94.0% | 81.1% | 0% | 92.8% | -     | 80.0%                  | 77.5% | 98.6% | 0% | 85.6% | -    | 96.1%                  | 94.7% | 100% | 100% | 95.0% | -    | 94.5%                  | 53.8% | 94.9% | 0% | 77.8% | -     | 91.1% |
| <b>Single-Unit Trucks</b>      | 1                      | 7     | 0     | 0  | 8     | -     | 1                      | 0     | 1     | 0  | 2     | -    | 1                      | 6     | 0    | 0    | 7     | -    | 2                      | 0     | 1     | 0  | 3     | -     | 20    |
| <b>% Single-Unit Trucks</b>    | 1.6%                   | 1.0%  | 0%    | 0% | 1.0%  | -     | 2.0%                   | 0%    | 1.4%  | 0% | 1.0%  | -    | 1.3%                   | 1.0%  | 0%   | 0%   | 1.0%  | -    | 2.7%                   | 0%    | 1.7%  | 0% | 1.3%  | -     | 1.0%  |
| <b>Articulated Trucks</b>      | 0                      | 2     | 0     | 0  | 2     | -     | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 0     | 0    | 0    | 0     | -    | 0                      | 1     | 0     | 0  | 1     | -     | 3     |
| <b>% Articulated Trucks</b>    | 0%                     | 0.3%  | 0%    | 0% | 0.2%  | -     | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 0%    | 0%   | 0%   | 0%    | -    | 0%                     | 1.1%  | 0%    | 0% | 0.4%  | -     | 0.2%  |
| <b>Buses</b>                   | 0                      | 25    | 1     | 0  | 26    | -     | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 12    | 0    | 0    | 12    | -    | 0                      | 0     | 0     | 0  | 0     | -     | 38    |
| <b>% Buses</b>                 | 0%                     | 3.6%  | 1.9%  | 0% | 3.2%  | -     | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 2.0%  | 0%   | 0%   | 1.7%  | -    | 0%                     | 0%    | 0%    | 0% | 0%    | -     | 2.0%  |
| <b>Bicycles on Road</b>        | 6                      | 8     | 9     | 0  | 23    | -     | 8                      | 18    | 0     | 0  | 26    | -    | 2                      | 13    | 0    | 0    | 15    | -    | 2                      | 39    | 2     | 0  | 43    | -     | 107   |
| <b>% Bicycles on Road</b>      | 9.5%                   | 1.1%  | 17.0% | 0% | 2.8%  | -     | 16.0%                  | 22.5% | 0%    | 0% | 12.9% | -    | 2.6%                   | 2.2%  | 0%   | 0%   | 2.1%  | -    | 2.7%                   | 41.9% | 3.4%  | 0% | 19.1% | -     | 5.5%  |
| <b>Pedestrians</b>             | -                      | -     | -     | -  | -     | 141   | -                      | -     | -     | -  | -     | 3    | -                      | -     | -    | -    | -     | 1    | -                      | -     | -     | -  | -     | 54    |       |
| <b>% Pedestrians</b>           | -                      | -     | -     | -  | -     | 88.1% | -                      | -     | -     | -  | -     | 100% | -                      | -     | -    | -    | -     | 100% | -                      | -     | -     | -  | -     | 91.5% |       |
| <b>Bicycles on Crosswalk</b>   | -                      | -     | -     | -  | -     | 19    | -                      | -     | -     | -  | -     | 0    | -                      | -     | -    | -    | -     | 0    | -                      | -     | -     | -  | -     | 5     |       |
| <b>% Bicycles on Crosswalk</b> | -                      | -     | -     | -  | -     | 11.9% | -                      | -     | -     | -  | -     | 0%   | -                      | -     | -    | -    | -     | 0%   | -                      | -     | -     | -  | -     | 8.5%  |       |

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

**Majestic Dr and San Juan Ave - TMC**

Tue Oct 25, 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

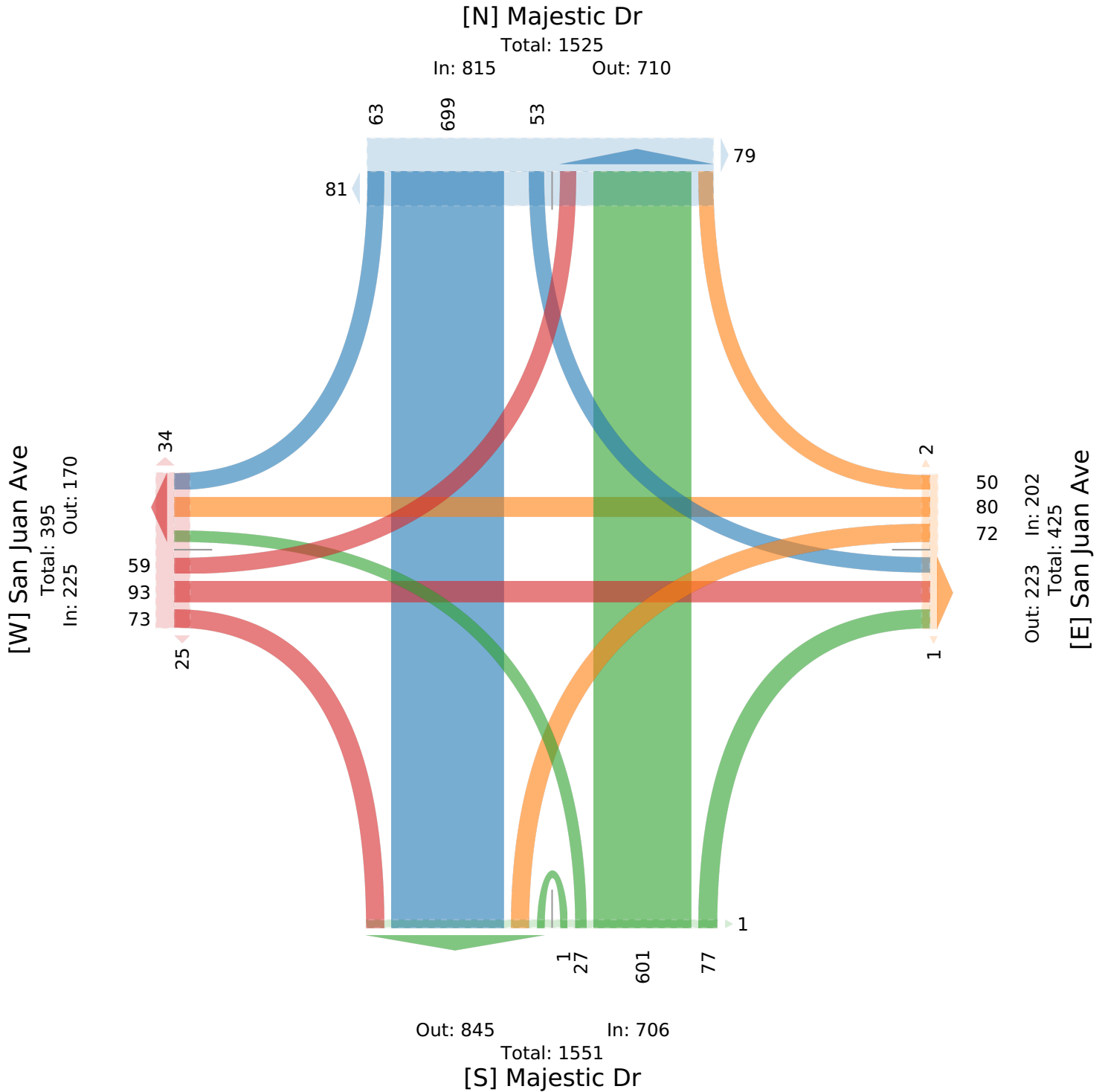
ID: 1013246, Location: 48.486169, -123.332334,

Site Code: TIN000562



**McElhanney**

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



Majestic Dr and San Juan Ave - TMC

Tue Oct 25, 2022

AM Peak (8 AM - 9 AM) - Overall Peak Hour

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

All Movements

ID: 1013246, Location: 48.486169, -123.332334, Site Code:

TIN000562



**McElhanney**

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

| Leg Direction               | Majestic Dr Southbound |       |       |    |       |       | San Juan Ave Westbound |       |       |    |       |      | Majestic Dr Northbound |       |       |    |       |      | San Juan Ave Eastbound |       |       |    |       |       | Int   |
|-----------------------------|------------------------|-------|-------|----|-------|-------|------------------------|-------|-------|----|-------|------|------------------------|-------|-------|----|-------|------|------------------------|-------|-------|----|-------|-------|-------|
| Time                        | R                      | T     | L     | U  | App   | Ped*  | R                      | T     | L     | U  | App   | Ped* | R                      | T     | L     | U  | App   | Ped* | R                      | T     | L     | U  | App   | Ped*  |       |
| 2022-10-25 8:00AM           | 6                      | 51    | 5     | 0  | 62    | 1     | 3                      | 5     | 2     | 0  | 10    | 0    | 2                      | 19    | 0     | 0  | 21    | 0    | 12                     | 2     | 0     | 0  | 14    | 0     | 107   |
| 8:15AM                      | 4                      | 38    | 2     | 0  | 44    | 11    | 4                      | 4     | 3     | 0  | 11    | 0    | 2                      | 21    | 2     | 0  | 25    | 0    | 6                      | 1     | 3     | 0  | 10    | 5     | 90    |
| 8:30AM                      | 6                      | 75    | 6     | 0  | 87    | 14    | 4                      | 4     | 6     | 0  | 14    | 1    | 10                     | 24    | 5     | 0  | 39    | 0    | 15                     | 4     | 3     | 0  | 22    | 3     | 162   |
| 8:45AM                      | 3                      | 53    | 5     | 0  | 61    | 6     | 3                      | 5     | 7     | 0  | 15    | 0    | 2                      | 39    | 1     | 0  | 42    | 0    | 4                      | 0     | 6     | 0  | 10    | 2     | 128   |
| <b>Total</b>                | 19                     | 217   | 18    | 0  | 254   | 32    | 14                     | 18    | 18    | 0  | 50    | 1    | 16                     | 103   | 8     | 0  | 127   | 0    | 37                     | 7     | 12    | 0  | 56    | 10    | 487   |
| <b>% Approach</b>           | 7.5%                   | 85.4% | 7.1%  | 0% | -     | -     | 28.0%                  | 36.0% | 36.0% | 0% | -     | -    | 12.6%                  | 81.1% | 6.3%  | 0% | -     | -    | 66.1%                  | 12.5% | 21.4% | 0% | -     | -     | -     |
| <b>% Total</b>              | 3.9%                   | 44.6% | 3.7%  | 0% | 52.2% | -     | 2.9%                   | 3.7%  | 3.7%  | 0% | 10.3% | -    | 3.3%                   | 21.1% | 1.6%  | 0% | 26.1% | -    | 7.6%                   | 1.4%  | 2.5%  | 0% | 11.5% | -     | -     |
| <b>PHF</b>                  | 0.708                  | 0.736 | 0.583 | -  | 0.724 | -     | 0.813                  | 0.550 | 0.643 | -  | 0.700 | -    | 0.400                  | 0.688 | 0.400 | -  | 0.788 | -    | 0.600                  | 0.250 | 0.500 | -  | 0.694 | -     | 0.753 |
| <b>Motorcycles</b>          | 0                      | 0     | 0     | 0  | 0     | -     | 1                      | 0     | 0     | 0  | 1     | -    | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 0     | 0     | 0  | 0     | -     | 1     |
| <b>% Motorcycles</b>        | 0%                     | 0%    | 0%    | 0% | 0%    | -     | 7.1%                   | 0%    | 0%    | 0% | 2.0%  | -    | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 0%    | 0%    | 0% | 0%    | -     | 0.2%  |
| <b>Lights</b>               | 17                     | 207   | 13    | 0  | 237   | -     | 12                     | 11    | 18    | 0  | 41    | -    | 16                     | 90    | 8     | 0  | 114   | -    | 35                     | 2     | 12    | 0  | 49    | -     | 441   |
| <b>% Lights</b>             | 89.5%                  | 95.4% | 72.2% | 0% | 93.3% | -     | 85.7%                  | 61.1% | 100%  | 0% | 82.0% | -    | 100%                   | 87.4% | 100%  | 0% | 89.8% | -    | 94.6%                  | 28.6% | 100%  | 0% | 87.5% | -     | 90.6% |
| <b>Single-Unit Trucks</b>   | 0                      | 1     | 0     | 0  | 1     | -     | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 2     | 0     | 0  | 2     | -    | 1                      | 0     | 0     | 0  | 1     | -     | 4     |
| <b>% Single-Unit Trucks</b> | 0%                     | 0.5%  | 0%    | 0% | 0.4%  | -     | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 1.9%  | 0%    | 0% | 1.6%  | -    | 2.7%                   | 0%    | 0%    | 0% | 1.8%  | -     | 0.8%  |
| <b>Articulated Trucks</b>   | 0                      | 1     | 0     | 0  | 1     | -     | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 0     | 0     | 0  | 0     | -     | 1     |
| <b>% Articulated Trucks</b> | 0%                     | 0.5%  | 0%    | 0% | 0.4%  | -     | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 0%    | 0%    | 0% | 0%    | -     | 0.2%  |
| <b>Buses</b>                | 0                      | 6     | 1     | 0  | 7     | -     | 0                      | 0     | 0     | 0  | 0     | -    | 0                      | 7     | 0     | 0  | 7     | -    | 0                      | 0     | 0     | 0  | 0     | -     | 14    |
| <b>% Buses</b>              | 0%                     | 2.8%  | 5.6%  | 0% | 2.8%  | -     | 0%                     | 0%    | 0%    | 0% | 0%    | -    | 0%                     | 6.8%  | 0%    | 0% | 5.5%  | -    | 0%                     | 0%    | 0%    | 0% | 0%    | -     | 2.9%  |
| <b>Bicycles on Road</b>     | 2                      | 2     | 4     | 0  | 8     | -     | 1                      | 7     | 0     | 0  | 8     | -    | 0                      | 4     | 0     | 0  | 4     | -    | 1                      | 5     | 0     | 0  | 6     | -     | 26    |
| <b>% Bicycles on Road</b>   | 10.5%                  | 0.9%  | 22.2% | 0% | 3.1%  | -     | 7.1%                   | 38.9% | 0%    | 0% | 16.0% | -    | 0%                     | 3.9%  | 0%    | 0% | 3.1%  | -    | 2.7%                   | 71.4% | 0%    | 0% | 10.7% | -     | 5.3%  |
| Pedestrians                 | -                      | -     | -     | -  | -     | 24    | -                      | -     | -     | -  | -     | 1    | -                      | -     | -     | -  | -     | 0    | -                      | -     | -     | -  | -     | 9     | -     |
| % Pedestrians               | -                      | -     | -     | -  | -     | 75.0% | -                      | -     | -     | -  | -     | 100% | -                      | -     | -     | -  | -     | -    | -                      | -     | -     | -  | -     | 90.0% | -     |
| Bicycles on Crosswalk       | -                      | -     | -     | -  | -     | 8     | -                      | -     | -     | -  | -     | 0    | -                      | -     | -     | -  | -     | 0    | -                      | -     | -     | -  | -     | 1     | -     |
| % Bicycles on Crosswalk     | -                      | -     | -     | -  | -     | 25.0% | -                      | -     | -     | -  | -     | 0%   | -                      | -     | -     | -  | -     | -    | -                      | -     | -     | -  | -     | 10.0% | -     |

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

Majestic Dr and San Juan Ave - TMC

Tue Oct 25, 2022

AM Peak (8 AM - 9 AM) - Overall Peak Hour

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

All Movements

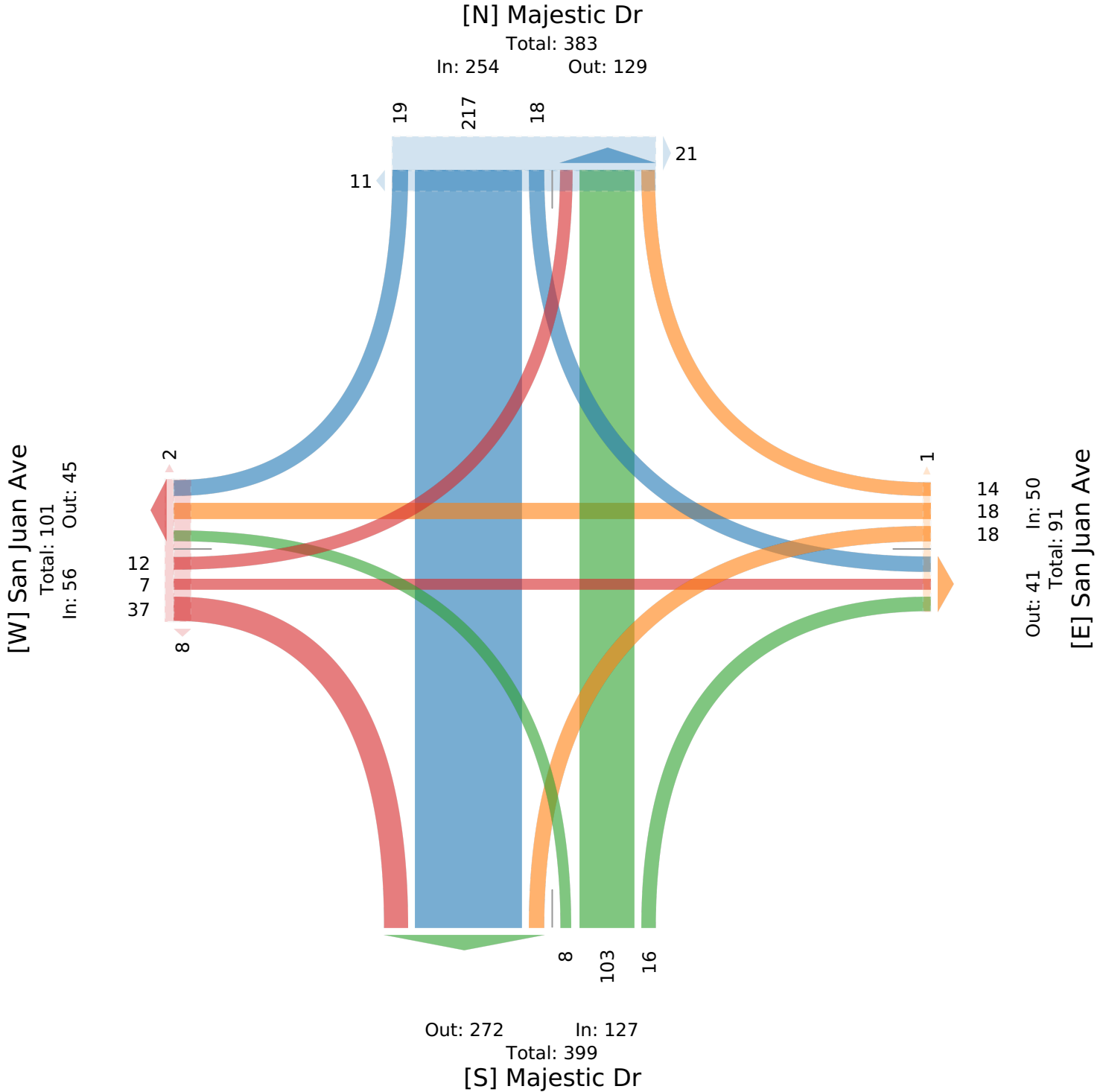
ID: 1013246, Location: 48.486169, -123.332334,

Site Code: TIN000562



**McElhanney**

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



Majestic Dr and San Juan Ave - TMC

Tue Oct 25, 2022

PM Peak (4:15 PM - 5:15 PM)

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

All Movements

ID: 1013246, Location: 48.486169, -123.332334, Site Code:

TIN000562



**McElhanney**

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

| Leg Direction                  | Majestic Dr Southbound |           |           |          |              |           | San Juan Ave Westbound |           |          |          |              |          | Majestic Dr Northbound |            |          |          |              |          | San Juan Ave Eastbound |           |           |          |              |          |            |
|--------------------------------|------------------------|-----------|-----------|----------|--------------|-----------|------------------------|-----------|----------|----------|--------------|----------|------------------------|------------|----------|----------|--------------|----------|------------------------|-----------|-----------|----------|--------------|----------|------------|
| Time                           | R                      | T         | L         | U        | App          | Ped*      | R                      | T         | L        | U        | App          | Ped*     | R                      | T          | L        | U        | App          | Ped*     | R                      | T         | L         | U        | App          | Ped*     | Int        |
| 2022-10-25 4:15PM              | 0                      | 20        | 2         | 0        | <b>22</b>    | 2         | 3                      | 2         | 1        | 0        | <b>6</b>     | 0        | 2                      | 43         | 0        | 0        | <b>45</b>    | 0        | 0                      | 4         | 5         | 0        | <b>9</b>     | 0        | <b>82</b>  |
| 4:30PM                         | 0                      | 22        | 3         | 0        | <b>27</b>    | 5         | 0                      | 1         | 2        | 0        | <b>3</b>     | 0        | 8                      | 37         | 1        | 0        | <b>46</b>    | 0        | 1                      | 4         | 4         | 0        | <b>9</b>     | 5        | <b>85</b>  |
| 4:45PM                         | 4                      | 26        | 2         | 0        | <b>32</b>    | 6         | 6                      | 5         | 2        | 0        | <b>13</b>    | 0        | 7                      | 18         | 2        | 0        | <b>27</b>    | 0        | 0                      | 6         | 3         | 0        | <b>9</b>     | 0        | <b>81</b>  |
| 5:00PM                         | 2                      | 21        | 5         | 0        | <b>28</b>    | 5         | 0                      | 4         | 3        | 0        | <b>7</b>     | 0        | 8                      | 37         | 1        | 1        | <b>47</b>    | 1        | 3                      | 4         | 3         | 0        | <b>10</b>    | 2        | <b>92</b>  |
| <b>Total</b>                   | <b>8</b>               | <b>89</b> | <b>12</b> | <b>0</b> | <b>109</b>   | <b>18</b> | <b>9</b>               | <b>12</b> | <b>8</b> | <b>0</b> | <b>29</b>    | <b>0</b> | <b>25</b>              | <b>135</b> | <b>4</b> | <b>1</b> | <b>165</b>   | <b>1</b> | <b>4</b>               | <b>18</b> | <b>15</b> | <b>0</b> | <b>37</b>    | <b>7</b> | <b>340</b> |
| <b>% Approach</b>              | 7.3%                   | 81.7%     | 11.0%     | 0%       | -            | -         | 31.0%                  | 41.4%     | 27.6%    | 0%       | -            | -        | 15.2%                  | 81.8%      | 2.4%     | 0.6%     | -            | -        | 10.8%                  | 48.6%     | 40.5%     | 0%       | -            | -        | -          |
| <b>% Total</b>                 | 2.4%                   | 26.2%     | 3.5%      | 0%       | <b>32.1%</b> | -         | 2.6%                   | 3.5%      | 2.4%     | 0%       | <b>8.5%</b>  | -        | 7.4%                   | 39.7%      | 1.2%     | 0.3%     | <b>48.5%</b> | -        | 1.2%                   | 5.3%      | 4.4%      | 0%       | <b>10.9%</b> | -        | -          |
| <b>PHF</b>                     | 0.500                  | 0.856     | 0.688     | -        | <b>0.844</b> | -         | 0.375                  | 0.600     | 0.667    | -        | <b>0.591</b> | -        | 0.781                  | 0.773      | 0.500    | 0.250    | <b>0.867</b> | -        | 0.333                  | 0.550     | 0.750     | -        | <b>0.833</b> | -        | 0.929      |
| <b>Motorcycles</b>             | 0                      | 0         | 0         | 0        | <b>0</b>     | -         | 0                      | 0         | 0        | 0        | <b>0</b>     | -        | 0                      | 0          | 0        | 0        | <b>0</b>     | -        | 0                      | 0         | 0         | 0        | <b>0</b>     | -        | 0          |
| <b>% Motorcycles</b>           | 0%                     | 0%        | 0%        | 0%       | <b>0%</b>    | -         | 0%                     | 0%        | 0%       | 0%       | <b>0%</b>    | -        | 0%                     | 0%         | 0%       | 0%       | <b>0%</b>    | -        | 0%                     | 0%        | 0%        | 0%       | <b>0%</b>    | -        | 0%         |
| <b>Lights</b>                  | 8                      | 84        | 11        | 0        | <b>103</b>   | -         | 6                      | 12        | 7        | 0        | <b>25</b>    | -        | 25                     | 130        | 4        | 1        | <b>160</b>   | -        | 4                      | 11        | 15        | 0        | <b>30</b>    | -        | 318        |
| <b>% Lights</b>                | 100%                   | 94.4%     | 91.7%     | 0%       | <b>94.5%</b> | -         | 66.7%                  | 100%      | 87.5%    | 0%       | <b>86.2%</b> | -        | 100%                   | 96.3%      | 100%     | 100%     | <b>97.0%</b> | -        | 100%                   | 61.1%     | 100%      | 0%       | <b>81.1%</b> | -        | 93.5%      |
| <b>Single-Unit Trucks</b>      | 0                      | 1         | 0         | 0        | <b>1</b>     | -         | 0                      | 0         | 1        | 0        | <b>1</b>     | -        | 0                      | 1          | 0        | 0        | <b>1</b>     | -        | 0                      | 0         | 0         | 0        | <b>0</b>     | -        | 3          |
| <b>% Single-Unit Trucks</b>    | 0%                     | 1.1%      | 0%        | 0%       | <b>0.9%</b>  | -         | 0%                     | 0%        | 12.5%    | 0%       | <b>3.4%</b>  | -        | 0%                     | 0.7%       | 0%       | 0%       | <b>0.6%</b>  | -        | 0%                     | 0%        | 0%        | 0%       | <b>0%</b>    | -        | 0.9%       |
| <b>Articulated Trucks</b>      | 0                      | 0         | 0         | 0        | <b>0</b>     | -         | 0                      | 0         | 0        | 0        | <b>0</b>     | -        | 0                      | 0          | 0        | 0        | <b>0</b>     | -        | 0                      | 0         | 0         | 0        | <b>0</b>     | -        | 0          |
| <b>% Articulated Trucks</b>    | 0%                     | 0%        | 0%        | 0%       | <b>0%</b>    | -         | 0%                     | 0%        | 0%       | 0%       | <b>0%</b>    | -        | 0%                     | 0%         | 0%       | 0%       | <b>0%</b>    | -        | 0%                     | 0%        | 0%        | 0%       | <b>0%</b>    | -        | 0%         |
| <b>Buses</b>                   | 0                      | 4         | 0         | 0        | <b>4</b>     | -         | 0                      | 0         | 0        | 0        | <b>0</b>     | -        | 0                      | 2          | 0        | 0        | <b>2</b>     | -        | 0                      | 0         | 0         | 0        | <b>0</b>     | -        | 6          |
| <b>% Buses</b>                 | 0%                     | 4.5%      | 0%        | 0%       | <b>3.7%</b>  | -         | 0%                     | 0%        | 0%       | 0%       | <b>0%</b>    | -        | 0%                     | 1.5%       | 0%       | 0%       | <b>1.2%</b>  | -        | 0%                     | 0%        | 0%        | 0%       | <b>0%</b>    | -        | 1.8%       |
| <b>Bicycles on Road</b>        | 0                      | 0         | 1         | 0        | <b>1</b>     | -         | 3                      | 0         | 0        | 0        | <b>3</b>     | -        | 0                      | 2          | 0        | 0        | <b>2</b>     | -        | 0                      | 7         | 0         | 0        | <b>7</b>     | -        | 13         |
| <b>% Bicycles on Road</b>      | 0%                     | 0%        | 8.3%      | 0%       | <b>0.9%</b>  | -         | 33.3%                  | 0%        | 0%       | 0%       | <b>10.3%</b> | -        | 0%                     | 1.5%       | 0%       | 0%       | <b>1.2%</b>  | -        | 0%                     | 38.9%     | 0%        | 0%       | <b>18.9%</b> | -        | 3.8%       |
| <b>Pedestrians</b>             | -                      | -         | -         | -        | -            | 16        | -                      | -         | -        | -        | -            | 0        | -                      | -          | -        | -        | -            | 1        | -                      | -         | -         | -        | -            | 6        |            |
| <b>% Pedestrians</b>           | -                      | -         | -         | -        | -            | 88.9%     | -                      | -         | -        | -        | -            | -        | -                      | -          | -        | -        | -            | 100%     | -                      | -         | -         | -        | -            | 85.7%    |            |
| <b>Bicycles on Crosswalk</b>   | -                      | -         | -         | -        | -            | 2         | -                      | -         | -        | -        | -            | 0        | -                      | -          | -        | -        | -            | 0        | -                      | -         | -         | -        | -            | 1        |            |
| <b>% Bicycles on Crosswalk</b> | -                      | -         | -         | -        | -            | 11.1%     | -                      | -         | -        | -        | -            | -        | -                      | -          | -        | -        | -            | 0%       | -                      | -         | -         | -        | -            | 14.3%    |            |

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

Majestic Dr and San Juan Ave - TMC

Tue Oct 25, 2022

PM Peak (4:15 PM - 5:15 PM)

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

All Movements

ID: 1013246, Location: 48.486169, -123.332334,

Site Code: TIN000562



# McElhanney

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

### [N] Majestic Dr

Total: 268

In: 109

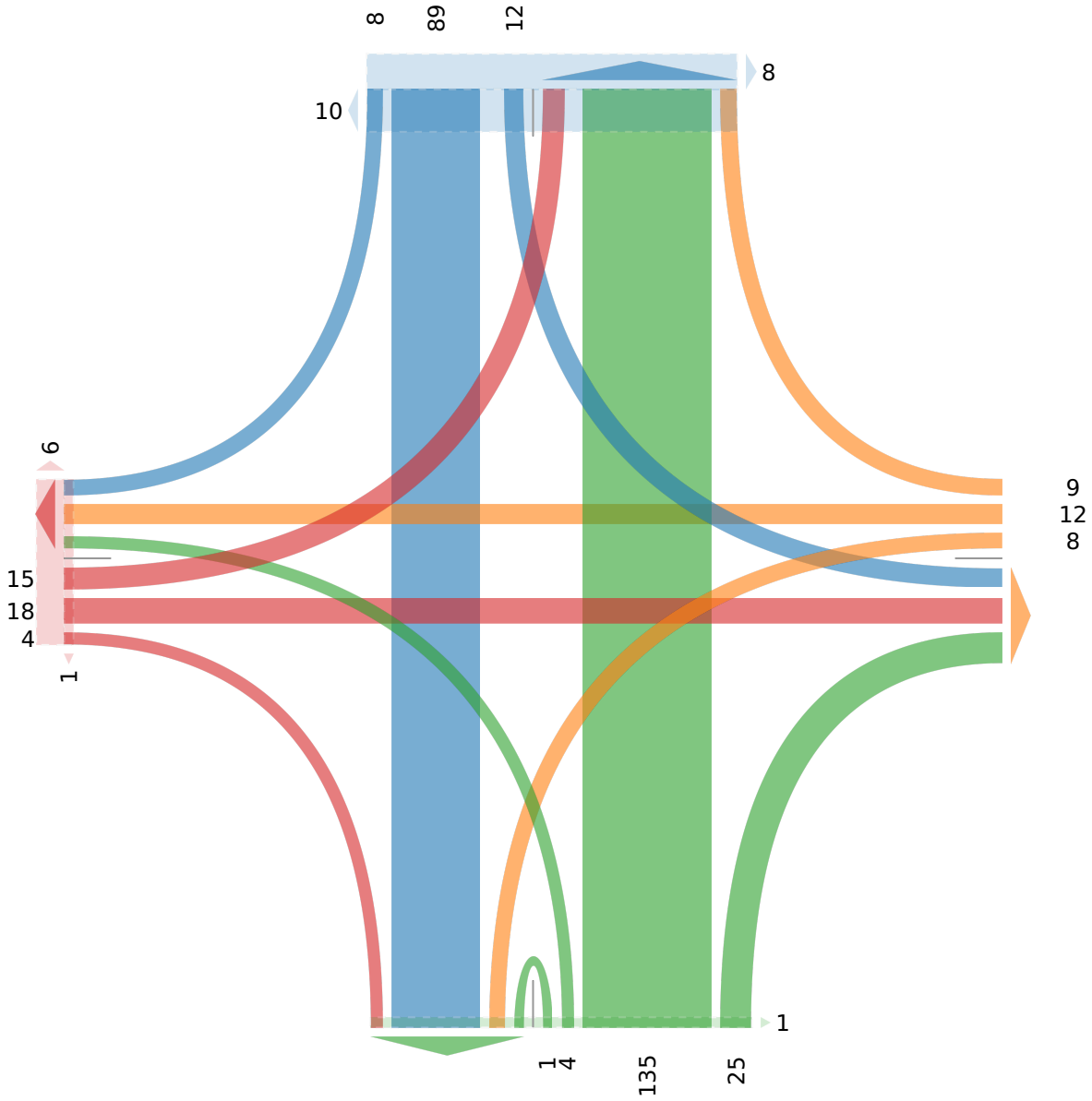
Out: 159

### [W] San Juan Ave

Total: 61

In: 37

Out: 24



Out: 102

In: 165

Total: 267

### [S] Majestic Dr