



Major Road: MCKENZIE AVENUE
Minor Road: CEDAR HILL CROSS ROAD
Municipality: District of Saanich
File Name: McKenzie Avenue And Cedar Hill Cross Road - March 2023 - Weekday.xlsx
Location #: TIN000658
Count ID:
Date: March 2, 2023
Day-of-week: Thursday

Intersection Type: 3-leg
Signalized: No
Weather: Scattered showers, Partly cloudy, 9°

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

McKenzie Avenue And Cedar Hill Cross Road

- ... - TMC

Thu Mar 2, 2023

Full Length (7:30 AM-9:30 AM, 2 PM-6 PM)

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

All Movements

ID: 1046081, Location: 48.470932, -123.357335,

Site Code: TIN000658



McElhanney

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

| Leg Direction | Sidewalk Only Southbound | | McKenzie Ave Westbound | | | | | | Cedar Hill Cross Rd Northbound | | | | | | McKenzie Ave Eastbound | | | | | | |
|-----------------------------|--------------------------|-----------|------------------------|----------|----------|--------------|----------|-----------|--------------------------------|----------|--------------|------------|-------------|-------------|------------------------|--------------|----------|--------------|--|--|--|
| Time | App | Ped* | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | Int | | | |
| 2023-03-02 7:30AM | 0 | 1 | 225 | 0 | 0 | 225 | 0 | 1 | 3 | 0 | 4 | 1 | 76 | 179 | 0 | 255 | 0 | 484 | | | |
| 7:45AM | 0 | 1 | 271 | 0 | 0 | 271 | 0 | 4 | 1 | 0 | 5 | 2 | 93 | 269 | 0 | 362 | 0 | 638 | | | |
| Hourly Total | 0 | 2 | 496 | 0 | 0 | 496 | 0 | 5 | 4 | 0 | 9 | 3 | 169 | 448 | 0 | 617 | 0 | 1122 | | | |
| 8:00AM | 0 | 0 | 272 | 0 | 0 | 272 | 0 | 2 | 0 | 0 | 2 | 4 | 86 | 302 | 0 | 388 | 0 | 662 | | | |
| 8:15AM | 0 | 2 | 284 | 0 | 0 | 284 | 0 | 5 | 2 | 0 | 7 | 4 | 94 | 274 | 0 | 368 | 0 | 659 | | | |
| 8:30AM | 0 | 3 | 273 | 0 | 0 | 273 | 0 | 8 | 1 | 0 | 9 | 4 | 109 | 263 | 0 | 372 | 0 | 654 | | | |
| 8:45AM | 0 | 1 | 254 | 0 | 0 | 254 | 0 | 3 | 4 | 0 | 7 | 2 | 102 | 233 | 1 | 336 | 0 | 597 | | | |
| Hourly Total | 0 | 6 | 1083 | 0 | 0 | 1083 | 0 | 18 | 7 | 0 | 25 | 14 | 391 | 1072 | 1 | 1464 | 0 | 2572 | | | |
| 9:00AM | 0 | 1 | 202 | 0 | 0 | 202 | 0 | 0 | 6 | 0 | 6 | 2 | 101 | 203 | 0 | 304 | 0 | 512 | | | |
| 9:15AM | 0 | 2 | 209 | 0 | 0 | 209 | 0 | 2 | 5 | 0 | 7 | 1 | 73 | 208 | 0 | 281 | 0 | 497 | | | |
| 9:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Hourly Total | 0 | 3 | 411 | 0 | 0 | 411 | 0 | 2 | 11 | 0 | 13 | 3 | 174 | 411 | 0 | 585 | 0 | 1009 | | | |
| 2:00PM | 0 | 2 | 224 | 0 | 0 | 224 | 0 | 4 | 19 | 0 | 23 | 5 | 78 | 209 | 0 | 287 | 0 | 534 | | | |
| 2:15PM | 0 | 1 | 271 | 0 | 0 | 271 | 0 | 5 | 8 | 0 | 13 | 0 | 89 | 184 | 0 | 273 | 0 | 557 | | | |
| 2:30PM | 0 | 1 | 273 | 0 | 0 | 273 | 0 | 4 | 7 | 0 | 11 | 3 | 82 | 205 | 0 | 287 | 0 | 571 | | | |
| 2:45PM | 0 | 1 | 345 | 0 | 0 | 345 | 0 | 2 | 6 | 0 | 8 | 22 | 91 | 216 | 0 | 307 | 0 | 660 | | | |
| Hourly Total | 0 | 5 | 1113 | 0 | 0 | 1113 | 0 | 15 | 40 | 0 | 55 | 30 | 340 | 814 | 0 | 1154 | 0 | 2322 | | | |
| 3:00PM | 0 | 3 | 349 | 0 | 0 | 349 | 0 | 4 | 2 | 0 | 6 | 27 | 90 | 201 | 0 | 291 | 0 | 646 | | | |
| 3:15PM | 0 | 3 | 302 | 0 | 0 | 302 | 0 | 3 | 0 | 0 | 3 | 8 | 114 | 251 | 0 | 365 | 0 | 670 | | | |
| 3:30PM | 0 | 1 | 349 | 0 | 0 | 349 | 0 | 4 | 2 | 0 | 6 | 2 | 107 | 208 | 0 | 315 | 0 | 670 | | | |
| 3:45PM | 0 | 3 | 338 | 0 | 0 | 338 | 0 | 0 | 3 | 0 | 3 | 1 | 109 | 218 | 0 | 327 | 0 | 668 | | | |
| Hourly Total | 0 | 10 | 1338 | 0 | 0 | 1338 | 0 | 11 | 7 | 0 | 18 | 38 | 420 | 878 | 0 | 1298 | 0 | 2654 | | | |
| 4:00PM | 0 | 0 | 302 | 0 | 0 | 302 | 0 | 2 | 3 | 0 | 5 | 0 | 104 | 273 | 0 | 377 | 0 | 684 | | | |
| 4:15PM | 0 | 3 | 313 | 0 | 0 | 313 | 0 | 3 | 2 | 0 | 5 | 3 | 99 | 252 | 0 | 351 | 0 | 669 | | | |
| 4:30PM | 0 | 1 | 301 | 0 | 0 | 301 | 0 | 5 | 4 | 0 | 9 | 4 | 113 | 220 | 0 | 333 | 0 | 643 | | | |
| 4:45PM | 0 | 1 | 330 | 0 | 0 | 330 | 0 | 7 | 6 | 0 | 13 | 0 | 98 | 292 | 0 | 390 | 0 | 733 | | | |
| Hourly Total | 0 | 5 | 1246 | 0 | 0 | 1246 | 0 | 17 | 15 | 0 | 32 | 7 | 414 | 1037 | 0 | 1451 | 0 | 2729 | | | |
| 5:00PM | 0 | 10 | 296 | 0 | 0 | 296 | 0 | 4 | 3 | 0 | 7 | 9 | 101 | 274 | 0 | 375 | 0 | 678 | | | |
| 5:15PM | 0 | 10 | 272 | 0 | 0 | 272 | 1 | 1 | 4 | 0 | 5 | 1 | 97 | 244 | 0 | 341 | 0 | 618 | | | |
| 5:30PM | 0 | 9 | 267 | 0 | 0 | 267 | 1 | 3 | 3 | 0 | 6 | 3 | 94 | 222 | 0 | 316 | 0 | 589 | | | |
| 5:45PM | 0 | 4 | 240 | 0 | 0 | 240 | 0 | 5 | 10 | 0 | 15 | 5 | 79 | 250 | 0 | 329 | 0 | 584 | | | |
| Hourly Total | 0 | 33 | 1075 | 0 | 0 | 1075 | 2 | 13 | 20 | 0 | 33 | 18 | 371 | 990 | 0 | 1361 | 0 | 2469 | | | |
| Total | 0 | 64 | 6762 | 0 | 0 | 6762 | 2 | 81 | 104 | 0 | 185 | 113 | 2279 | 5650 | 1 | 7930 | 0 | 14877 | | | |
| % Approach | - | - | 100% | 0% | 0% | - | - | 43.8% | 56.2% | 0% | - | - | 28.7% | 71.2% | 0% | - | - | - | | | |
| % Total | 0% | - | 45.5% | 0% | 0% | 45.5% | - | 0.5% | 0.7% | 0% | 1.2% | - | 15.3% | 38.0% | 0% | 53.3% | - | - | | | |
| Motorcycles | 0 | - | 10 | 0 | 0 | 10 | - | 0 | 1 | 0 | 1 | - | 4 | 7 | 0 | 11 | - | 22 | | | |
| % Motorcycles | - | - | 0.1% | 0% | 0% | 0.1% | - | 0% | 1.0% | 0% | 0.5% | - | 0.2% | 0.1% | 0% | 0.1% | - | 0.1% | | | |
| Lights | 0 | - | 6440 | 0 | 0 | 6440 | - | 78 | 99 | 0 | 177 | - | 2222 | 5366 | 1 | 7589 | - | 14206 | | | |
| % Lights | - | - | 95.2% | 0% | 0% | 95.2% | - | 96.3% | 95.2% | 0% | 95.7% | - | 97.5% | 95.0% | 100% | 95.7% | - | 95.5% | | | |
| Single-Unit Trucks | 0 | - | 119 | 0 | 0 | 119 | - | 2 | 2 | 0 | 4 | - | 22 | 80 | 0 | 102 | - | 225 | | | |
| % Single-Unit Trucks | - | - | 1.8% | 0% | 0% | 1.8% | - | 2.5% | 1.9% | 0% | 2.2% | - | 1.0% | 1.4% | 0% | 1.3% | - | 1.5% | | | |
| Articulated Trucks | 0 | - | 34 | 0 | 0 | 34 | - | 0 | 0 | 0 | 0 | - | 1 | 24 | 0 | 25 | - | 59 | | | |
| % Articulated Trucks | - | - | 0.5% | 0% | 0% | 0.5% | - | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0.3% | - | 0.4% | | | |
| Buses | 0 | - | 109 | 0 | 0 | 109 | - | 0 | 0 | 0 | 0 | - | 23 | 88 | 0 | 111 | - | 220 | | | |
| % Buses | - | - | 1.6% | 0% | 0% | 1.6% | - | 0% | 0% | 0% | 0% | - | 1.0% | 1.6% | 0% | 1.4% | - | 1.5% | | | |
| Bicycles on Road | 0 | - | 50 | 0 | 0 | 50 | - | 1 | 2 | 0 | 3 | - | 7 | 85 | 0 | 92 | - | 145 | | | |
| % Bicycles on Road | - | - | 0.7% | 0% | 0% | 0.7% | - | 1.2% | 1.9% | 0% | 1.6% | - | 0.3% | 1.5% | 0% | 1.2% | - | 1.0% | | | |
| Pedestrians | - | 42 | - | - | - | - | 2 | - | - | - | - | 111 | - | - | - | - | - | 0 | | | |
| % Pedestrians | - | 65.6% | - | - | - | - | 100% | - | - | - | - | 98.2% | - | - | - | - | - | - | | | |

| Leg Direction | Sidewalk Only Southbound | McKenzie Ave Westbound | Cedar Hill Cross Rd Northbound | McKenzie Ave Eastbound | |
|-------------------------|--------------------------|------------------------|--------------------------------|------------------------|-----|
| Time | App Ped* | T L U App Ped* | R L U App Ped* | R T U App Ped* | Int |
| Bicycles on Crosswalk | - 22 | - - - - 0 | - - - - 2 | - - - - 0 | |
| % Bicycles on Crosswalk | - 34.4% | - - - - 0% | - - - - 1.8% | - - - - - | - |

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

McKenzie Avenue And Cedar Hill Cross Road -
... - TMC

Thu Mar 2, 2023

Full Length (7:30 AM-9:30 AM, 2 PM-6 PM)

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

All Movements

ID: 1046081, Location: 48.470932, -123.357335,

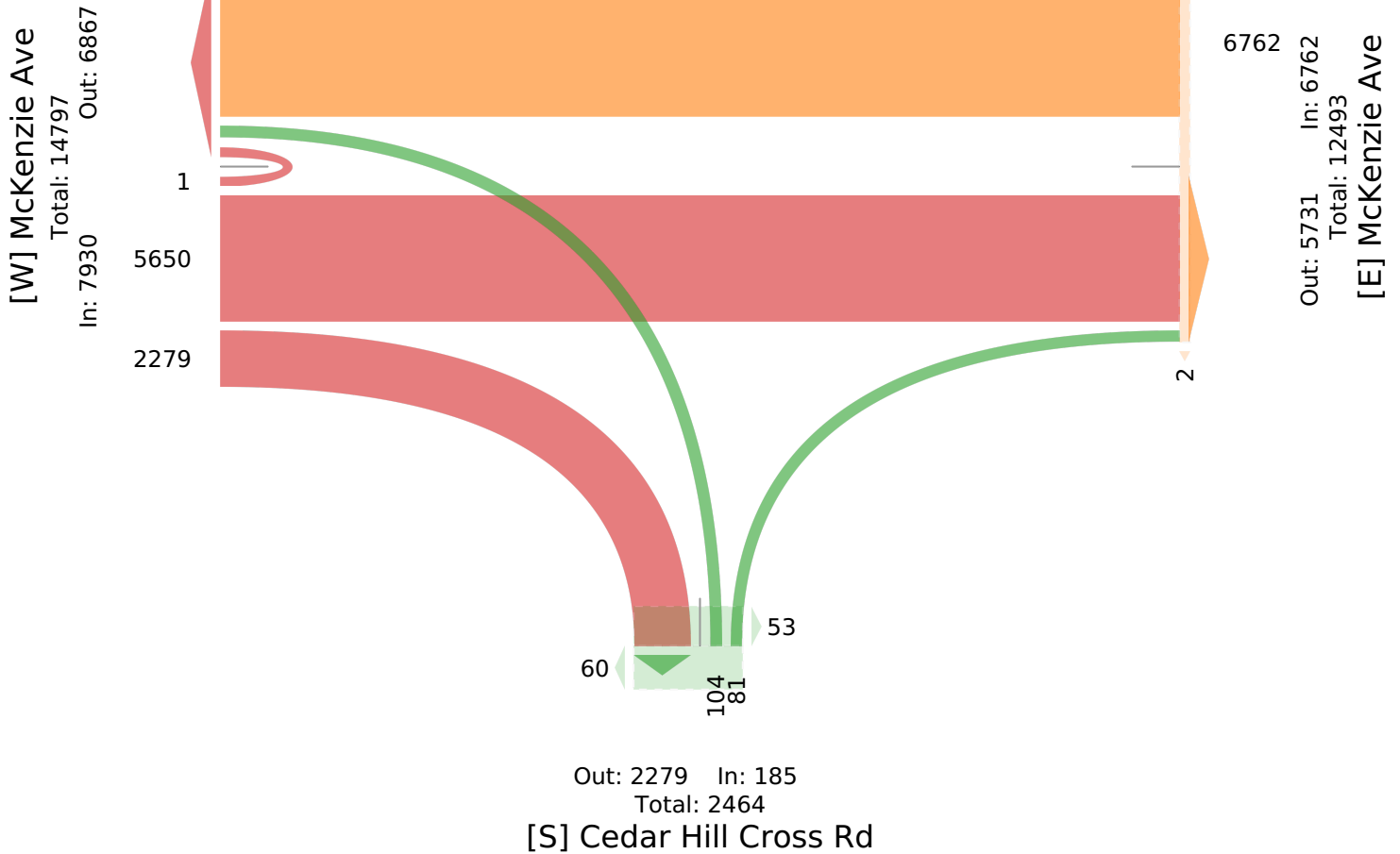
Site Code: TIN000658



McElhanney

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

[N] Sidewalk Only



McKenzie Avenue And Cedar Hill Cross Road

- ... - TMC

Thu Mar 2, 2023

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

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

All Movements

ID: 1046081, Location: 48.470932, -123.357335,

Site Code: TIN000658



McElhanney

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

| Leg Direction | Sidewalk Only Southbound | | McKenzie Ave Westbound | | | | | Cedar Hill Cross Rd Northbound | | | | | McKenzie Ave Eastbound | | | | | |
|--------------------------------|--------------------------|----------|------------------------|----------|----------|--------------|----------|--------------------------------|----------|----------|--------------|-----------|------------------------|-------------|----------|--------------|----------|-------------|
| Time | App | Ped* | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | Int |
| 2023-03-02 7:45AM | 0 | 1 | 271 | 0 | 0 | 271 | 0 | 4 | 1 | 0 | 5 | 2 | 93 | 269 | 0 | 362 | 0 | 638 |
| 8:00AM | 0 | 0 | 272 | 0 | 0 | 272 | 0 | 2 | 0 | 0 | 2 | 4 | 86 | 302 | 0 | 388 | 0 | 662 |
| 8:15AM | 0 | 2 | 284 | 0 | 0 | 284 | 0 | 5 | 2 | 0 | 7 | 4 | 94 | 274 | 0 | 368 | 0 | 659 |
| 8:30AM | 0 | 3 | 273 | 0 | 0 | 273 | 0 | 8 | 1 | 0 | 9 | 4 | 109 | 263 | 0 | 372 | 0 | 654 |
| Total | 0 | 6 | 1100 | 0 | 0 | 1100 | 0 | 19 | 4 | 0 | 23 | 14 | 382 | 1108 | 0 | 1490 | 0 | 2613 |
| % Approach | - | - | 100% | 0% | 0% | - | - | 82.6% | 17.4% | 0% | - | - | 25.6% | 74.4% | 0% | - | - | - |
| % Total | 0% | - | 42.1% | 0% | 0% | 42.1% | - | 0.7% | 0.2% | 0% | 0.9% | - | 14.6% | 42.4% | 0% | 57.0% | - | - |
| PHF | - | - | 0.963 | - | - | 0.963 | - | 0.563 | 0.500 | - | 0.611 | - | 0.874 | 0.920 | - | 0.963 | - | 0.986 |
| Motorcycles | 0 | - | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 3 | - | 5 |
| % Motorcycles | - | - | 0.2% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0.2% | - | 0.2% |
| Lights | 0 | - | 1031 | 0 | 0 | 1031 | - | 17 | 4 | 0 | 21 | - | 367 | 1023 | 0 | 1390 | - | 2442 |
| % Lights | - | - | 93.7% | 0% | 0% | 93.7% | - | 89.5% | 100% | 0% | 91.3% | - | 96.1% | 92.3% | 0% | 93.3% | - | 93.5% |
| Single-Unit Trucks | 0 | - | 17 | 0 | 0 | 17 | - | 1 | 0 | 0 | 1 | - | 11 | 27 | 0 | 38 | - | 56 |
| % Single-Unit Trucks | - | - | 1.5% | 0% | 0% | 1.5% | - | 5.3% | 0% | 0% | 4.3% | - | 2.9% | 2.4% | 0% | 2.6% | - | 2.1% |
| Articulated Trucks | 0 | - | 9 | 0 | 0 | 9 | - | 0 | 0 | 0 | 0 | - | 0 | 8 | 0 | 8 | - | 17 |
| % Articulated Trucks | - | - | 0.8% | 0% | 0% | 0.8% | - | 0% | 0% | 0% | 0% | - | 0% | 0.7% | 0% | 0.5% | - | 0.7% |
| Buses | 0 | - | 27 | 0 | 0 | 27 | - | 0 | 0 | 0 | 0 | - | 3 | 21 | 0 | 24 | - | 51 |
| % Buses | - | - | 2.5% | 0% | 0% | 2.5% | - | 0% | 0% | 0% | 0% | - | 0.8% | 1.9% | 0% | 1.6% | - | 2.0% |
| Bicycles on Road | 0 | - | 14 | 0 | 0 | 14 | - | 1 | 0 | 0 | 1 | - | 1 | 26 | 0 | 27 | - | 42 |
| % Bicycles on Road | - | - | 1.3% | 0% | 0% | 1.3% | - | 5.3% | 0% | 0% | 4.3% | - | 0.3% | 2.3% | 0% | 1.8% | - | 1.6% |
| Pedestrians | - | 6 | - | - | - | - | 0 | - | - | - | - | 13 | - | - | - | - | - | 0 |
| % Pedestrians | - | 100% | - | - | - | - | - | - | - | - | - | 92.9% | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | 0 | - | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | 0% | - | - | - | - | - | - | - | - | - | 7.1% | - | - | - | - | - | - |

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

McKenzie Avenue And Cedar Hill Cross Road -
... - TMC

Thu Mar 2, 2023

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

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

All Movements

ID: 1046081, Location: 48.470932, -123.357335,

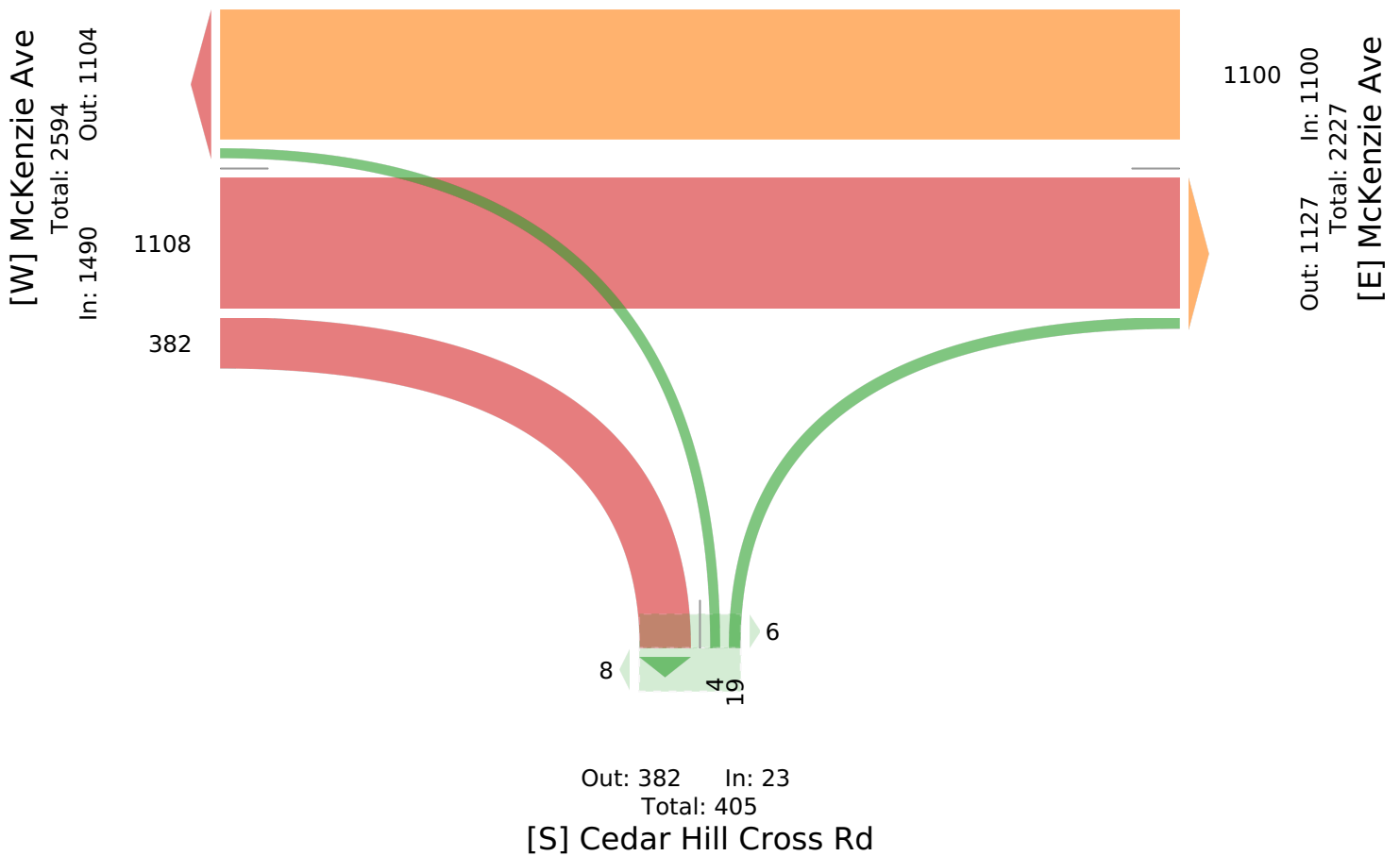
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[N] Sidewalk Only



McKenzie Avenue And Cedar Hill Cross Road

- ... - TMC

Thu Mar 2, 2023

PM Peak (4 PM - 5 PM) - Overall Peak Hour
 All Classes (Motorcycles, Lights, Single-Unit
 Trucks, Articulated Trucks, Buses, Pedestrians,
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All Movements

ID: 1046081, Location: 48.470932, -123.357335,

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| Leg Direction | Sidewalk Only Southbound | | McKenzie Ave Westbound | | | | | Cedar Hill Cross Rd Northbound | | | | | McKenzie Ave Eastbound | | | | | |
|--------------------------------|--------------------------|----------|------------------------|----------|----------|--------------|----------|--------------------------------|-----------|----------|--------------|----------|------------------------|-------------|----------|--------------|----------|-------------|
| Time | App | Ped* | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | Int |
| 2023-03-02 4:00PM | 0 | 0 | 302 | 0 | 0 | 302 | 0 | 2 | 3 | 0 | 5 | 0 | 104 | 273 | 0 | 377 | 0 | 684 |
| 4:15PM | 0 | 3 | 313 | 0 | 0 | 313 | 0 | 3 | 2 | 0 | 5 | 3 | 99 | 252 | 0 | 351 | 0 | 669 |
| 4:30PM | 0 | 1 | 301 | 0 | 0 | 301 | 0 | 5 | 4 | 0 | 9 | 4 | 113 | 220 | 0 | 333 | 0 | 643 |
| 4:45PM | 0 | 1 | 330 | 0 | 0 | 330 | 0 | 7 | 6 | 0 | 13 | 0 | 98 | 292 | 0 | 390 | 0 | 733 |
| Total | 0 | 5 | 1246 | 0 | 0 | 1246 | 0 | 17 | 15 | 0 | 32 | 7 | 414 | 1037 | 0 | 1451 | 0 | 2729 |
| % Approach | - | - | 100% | 0% | 0% | - | - | 53.1% | 46.9% | 0% | - | - | 28.5% | 71.5% | 0% | - | - | - |
| % Total | 0% | - | 45.7% | 0% | 0% | 45.7% | - | 0.6% | 0.5% | 0% | 1.2% | - | 15.2% | 38.0% | 0% | 53.2% | - | - |
| PHF | - | - | 0.944 | - | - | 0.944 | - | 0.607 | 0.625 | - | 0.615 | - | 0.916 | 0.887 | - | 0.930 | - | 0.931 |
| Motorcycles | 0 | - | 3 | 0 | 0 | 3 | - | 0 | 0 | 0 | 0 | - | 2 | 1 | 0 | 3 | - | 6 |
| % Motorcycles | - | - | 0.2% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | - | 0.5% | 0.1% | 0% | 0.2% | - | 0.2% |
| Lights | 0 | - | 1198 | 0 | 0 | 1198 | - | 17 | 15 | 0 | 32 | - | 410 | 1007 | 0 | 1417 | - | 2647 |
| % Lights | - | - | 96.1% | 0% | 0% | 96.1% | - | 100% | 100% | 0% | 100% | - | 99.0% | 97.1% | 0% | 97.7% | - | 97.0% |
| Single-Unit Trucks | 0 | - | 12 | 0 | 0 | 12 | - | 0 | 0 | 0 | 0 | - | 0 | 4 | 0 | 4 | - | 16 |
| % Single-Unit Trucks | - | - | 1.0% | 0% | 0% | 1.0% | - | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0.3% | - | 0.6% |
| Articulated Trucks | 0 | - | 4 | 0 | 0 | 4 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 4 |
| % Articulated Trucks | - | - | 0.3% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 0 | - | 18 | 0 | 0 | 18 | - | 0 | 0 | 0 | 0 | - | 2 | 10 | 0 | 12 | - | 30 |
| % Buses | - | - | 1.4% | 0% | 0% | 1.4% | - | 0% | 0% | 0% | 0% | - | 0.5% | 1.0% | 0% | 0.8% | - | 1.1% |
| Bicycles on Road | 0 | - | 11 | 0 | 0 | 11 | - | 0 | 0 | 0 | 0 | - | 0 | 15 | 0 | 15 | - | 26 |
| % Bicycles on Road | - | - | 0.9% | 0% | 0% | 0.9% | - | 0% | 0% | 0% | 0% | - | 0% | 1.4% | 0% | 1.0% | - | 1.0% |
| Pedestrians | - | 5 | - | - | - | - | 0 | - | - | - | - | 7 | - | - | - | - | - | 0 |
| % Pedestrians | - | 100% | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | 0% | - | - | - | - | - | - | - | - | - | 0% | - | - | - | - | - | - |

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