



Major Road: Quadra St
Minor Road: Chatterton Way
Municipality: District of Saanich
File Name: 1013397 - Quadra St and Chatterton Way.xlsx
Location #: TIN000892
Count ID: 2022039
Date: October 18, 2022
Day-of-week: Tuesday

Intersection Type: 3-leg
Signalized: Tuesday
Clear and Sunny,
Weather: 24°

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

Quadra St and Chatterton Way - TMC

Tue Oct 18, 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: 1013397, Location: 48.485838, -123.382423,

Site Code: TIN000892



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

| Leg Direction | Quadra St Southbound | | | | | Chatterton Way Westbound | | | | | Quadra St Northbound | | | | | No access, sidewalk only Eastbound | | | Int |
|--------------------------------|-------------------------|--------------|-----------|--------------|--------------|-----------------------------|--------------|-------------|--------------|--------------|-------------------------|--------------|-----------|--------------|----------|---------------------------------------|-----------|--------------|-----|
| | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | App | Ped* | | |
| 2022-10-18 7:30AM | 103 | 36 | 0 | 139 | 4 | 32 | 24 | 0 | 56 | 3 | 17 | 149 | 0 | 166 | 0 | 0 | 2 | 361 | |
| 7:45AM | 163 | 52 | 0 | 215 | 6 | 44 | 28 | 0 | 72 | 4 | 31 | 169 | 0 | 200 | 0 | 0 | 2 | 487 | |
| Hourly Total | 266 | 88 | 0 | 354 | 10 | 76 | 52 | 0 | 128 | 7 | 48 | 318 | 0 | 366 | 0 | 0 | 4 | 848 | |
| 8:00AM | 165 | 52 | 0 | 217 | 2 | 45 | 36 | 0 | 81 | 4 | 31 | 162 | 0 | 193 | 0 | 0 | 2 | 491 | |
| 8:15AM | 180 | 66 | 0 | 246 | 9 | 41 | 32 | 0 | 73 | 3 | 44 | 208 | 0 | 252 | 0 | 0 | 7 | 571 | |
| 8:30AM | 139 | 74 | 0 | 213 | 1 | 52 | 35 | 0 | 87 | 1 | 37 | 173 | 0 | 210 | 0 | 0 | 2 | 510 | |
| 8:45AM | 132 | 68 | 0 | 200 | 10 | 58 | 46 | 1 | 105 | 2 | 50 | 159 | 0 | 209 | 0 | 0 | 3 | 514 | |
| Hourly Total | 616 | 260 | 0 | 876 | 22 | 196 | 149 | 1 | 346 | 10 | 162 | 702 | 0 | 864 | 0 | 0 | 14 | 2086 | |
| 9:00AM | 137 | 73 | 0 | 210 | 3 | 47 | 31 | 0 | 78 | 2 | 31 | 133 | 0 | 164 | 0 | 0 | 5 | 452 | |
| 9:15AM | 106 | 52 | 0 | 158 | 5 | 42 | 36 | 0 | 78 | 6 | 40 | 136 | 0 | 176 | 0 | 0 | 2 | 412 | |
| 9:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Total | 243 | 125 | 0 | 368 | 8 | 89 | 67 | 0 | 156 | 8 | 71 | 269 | 0 | 340 | 0 | 0 | 7 | 864 | |
| 2:00PM | 141 | 52 | 0 | 193 | 4 | 52 | 43 | 0 | 95 | 2 | 29 | 136 | 0 | 165 | 0 | 0 | 1 | 453 | |
| 2:15PM | 126 | 43 | 0 | 169 | 1 | 43 | 50 | 0 | 93 | 2 | 39 | 163 | 0 | 202 | 0 | 0 | 2 | 464 | |
| 2:30PM | 158 | 58 | 0 | 216 | 3 | 55 | 57 | 0 | 112 | 1 | 41 | 151 | 0 | 192 | 0 | 0 | 3 | 520 | |
| 2:45PM | 139 | 81 | 0 | 220 | 4 | 55 | 49 | 0 | 104 | 1 | 45 | 159 | 0 | 204 | 0 | 0 | 2 | 528 | |
| Hourly Total | 564 | 234 | 0 | 798 | 12 | 205 | 199 | 0 | 404 | 6 | 154 | 609 | 0 | 763 | 0 | 0 | 8 | 1965 | |
| 3:00PM | 158 | 67 | 0 | 225 | 9 | 74 | 55 | 0 | 129 | 5 | 34 | 153 | 0 | 187 | 0 | 0 | 1 | 541 | |
| 3:15PM | 186 | 75 | 0 | 261 | 6 | 54 | 52 | 0 | 106 | 2 | 38 | 178 | 0 | 216 | 0 | 0 | 3 | 583 | |
| 3:30PM | 172 | 62 | 0 | 234 | 5 | 49 | 59 | 0 | 108 | 1 | 48 | 211 | 0 | 259 | 0 | 0 | 2 | 601 | |
| 3:45PM | 175 | 70 | 0 | 245 | 5 | 56 | 43 | 0 | 99 | 2 | 39 | 193 | 0 | 232 | 0 | 0 | 3 | 576 | |
| Hourly Total | 691 | 274 | 0 | 965 | 25 | 233 | 209 | 0 | 442 | 10 | 159 | 735 | 0 | 894 | 0 | 0 | 9 | 2301 | |
| 4:00PM | 174 | 62 | 0 | 236 | 5 | 55 | 35 | 0 | 90 | 1 | 33 | 195 | 0 | 228 | 0 | 0 | 3 | 554 | |
| 4:15PM | 185 | 58 | 0 | 243 | 2 | 58 | 44 | 0 | 102 | 1 | 40 | 196 | 0 | 236 | 0 | 0 | 1 | 581 | |
| 4:30PM | 193 | 58 | 0 | 251 | 6 | 60 | 42 | 0 | 102 | 2 | 34 | 179 | 0 | 213 | 0 | 0 | 4 | 566 | |
| 4:45PM | 216 | 64 | 0 | 280 | 5 | 61 | 46 | 0 | 107 | 4 | 33 | 183 | 0 | 216 | 0 | 0 | 10 | 603 | |
| Hourly Total | 768 | 242 | 0 | 1010 | 18 | 234 | 167 | 0 | 401 | 8 | 140 | 753 | 0 | 893 | 0 | 0 | 18 | 2304 | |
| 5:00PM | 206 | 59 | 0 | 265 | 7 | 73 | 41 | 0 | 114 | 1 | 35 | 175 | 0 | 210 | 0 | 0 | 3 | 589 | |
| 5:15PM | 151 | 60 | 0 | 211 | 6 | 58 | 39 | 0 | 97 | 4 | 27 | 154 | 0 | 181 | 0 | 0 | 5 | 489 | |
| 5:30PM | 181 | 47 | 0 | 228 | 5 | 45 | 31 | 0 | 76 | 2 | 33 | 126 | 0 | 159 | 0 | 0 | 5 | 463 | |
| 5:45PM | 132 | 44 | 0 | 176 | 3 | 42 | 31 | 0 | 73 | 3 | 37 | 152 | 0 | 189 | 0 | 0 | 2 | 438 | |
| Hourly Total | 670 | 210 | 0 | 880 | 21 | 218 | 142 | 0 | 360 | 10 | 132 | 607 | 0 | 739 | 0 | 0 | 15 | 1979 | |
| Total | 3818 | 1433 | 0 | 5251 | 116 | 1251 | 985 | 1 | 2237 | 59 | 866 | 3993 | 0 | 4859 | 0 | 0 | 75 | 12347 | |
| % Approach | 72.7% | 27.3% | 0% | - | - | 55.9% | 44.0% | 0% | - | - | 17.8% | 82.2% | 0% | - | - | - | - | - | |
| % Total | 30.9% | 11.6% | 0% | 42.5% | - | 10.1% | 8.0% | 0% | 18.1% | - | 7.0% | 32.3% | 0% | 39.4% | - | 0% | - | - | |
| Motorcycles | 36 | 7 | 0 | 43 | - | 5 | 4 | 0 | 9 | - | 4 | 44 | 0 | 48 | - | 0 | - | 100 | |
| % Motorcycles | 0.9% | 0.5% | 0% | 0.8% | - | 0.4% | 0.4% | 0% | 0.4% | - | 0.5% | 1.1% | 0% | 1.0% | - | - | - | 0.8% | |
| Lights | 3639 | 1398 | 0 | 5037 | - | 1227 | 943 | 1 | 2171 | - | 825 | 3775 | 0 | 4600 | - | 0 | - | 11808 | |
| % Lights | 95.3% | 97.6% | 0% | 95.9% | - | 98.1% | 95.7% | 100% | 97.0% | - | 95.3% | 94.5% | 0% | 94.7% | - | - | - | 95.6% | |
| Single-Unit Trucks | 86 | 15 | 0 | 101 | - | 9 | 8 | 0 | 17 | - | 2 | 105 | 0 | 107 | - | 0 | - | 225 | |
| % Single-Unit Trucks | 2.3% | 1.0% | 0% | 1.9% | - | 0.7% | 0.8% | 0% | 0.8% | - | 0.2% | 2.6% | 0% | 2.2% | - | - | - | 1.8% | |
| Articulated Trucks | 7 | 1 | 0 | 8 | - | 0 | 0 | 0 | 0 | - | 1 | 7 | 0 | 8 | - | 0 | - | 16 | |
| % Articulated Trucks | 0.2% | 0.1% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | - | 0.1% | 0.2% | 0% | 0.2% | - | - | - | 0.1% | |
| Buses | 41 | 4 | 0 | 45 | - | 4 | 26 | 0 | 30 | - | 28 | 43 | 0 | 71 | - | 0 | - | 146 | |
| % Buses | 1.1% | 0.3% | 0% | 0.9% | - | 0.3% | 2.6% | 0% | 1.3% | - | 3.2% | 1.1% | 0% | 1.5% | - | - | - | 1.2% | |
| Bicycles on Road | 9 | 8 | 0 | 17 | - | 6 | 4 | 0 | 10 | - | 6 | 19 | 0 | 25 | - | 0 | - | 52 | |
| % Bicycles on Road | 0.2% | 0.6% | 0% | 0.3% | - | 0.5% | 0.4% | 0% | 0.4% | - | 0.7% | 0.5% | 0% | 0.5% | - | - | - | 0.4% | |
| Pedestrians | - | - | - | - | 83 | - | - | - | - | 57 | - | - | - | - | 0 | - | - | 57 | |
| % Pedestrians | - | - | - | - | 71.6% | - | - | - | - | 96.6% | - | - | - | - | - | - | - | 76.0% | |
| Bicycles on Crosswalk | - | - | - | - | 33 | - | - | - | - | 2 | - | - | - | - | 0 | - | - | 18 | |
| % Bicycles on Crosswalk | - | - | - | - | 28.4% | - | - | - | - | 3.4% | - | - | - | - | - | - | - | 24.0% | |

| | | | | | |
|---------------|-----------------------|--------------------------|-----------------------|------------------------------------|------------|
| Leg Direction | Quadra St Southbound | Chatterton Way Westbound | Quadra St 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

Quadra St and Chatterton Way - TMC

Tue Oct 18, 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: 1013397, Location: 48.485838, -123.382423,

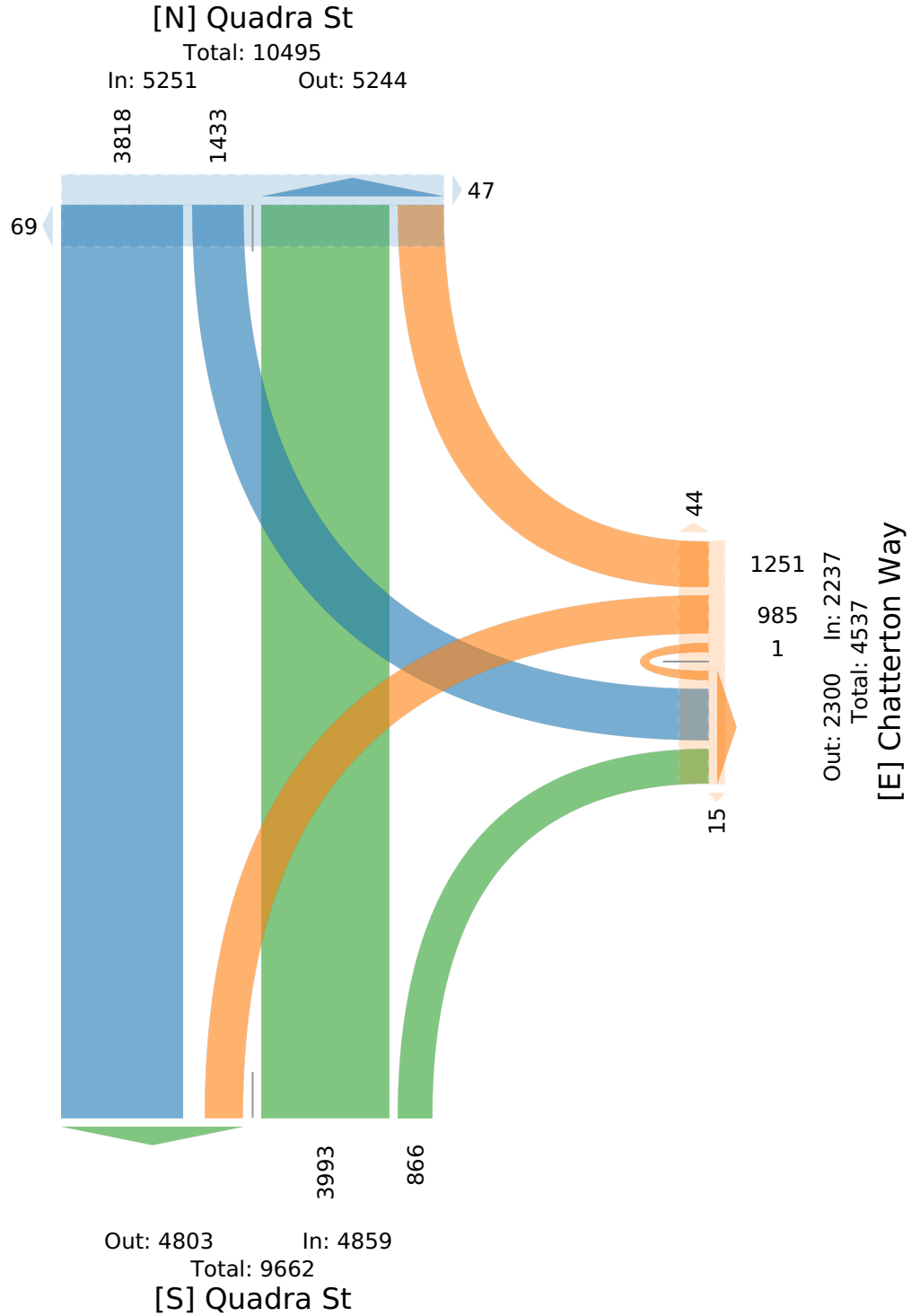
Site Code: TIN000892



McElhanney

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

[W] No access, sidewalk only



Quadra St and Chatterton Way - TMC

Tue Oct 18, 2022

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 1013397, Location: 48.485838, -123.382423,

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McElhanney

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710 Laval Crescent, Kamloops, BC, V2C5P3, CA

| Leg Direction | Quadra St Southbound | | | | | Chatterton Way Westbound | | | | | Quadra St Northbound | | | | | No access, sidewalk only Eastbound | | Int |
|--------------------------------|-------------------------|-------|----|-------|-------|-----------------------------|-------|-------|-------|------|-------------------------|-------|----|-------|------|---------------------------------------|------|-------|
| | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | App | Ped* | |
| 2022-10-18 8:00AM | 165 | 52 | 0 | 217 | 2 | 45 | 36 | 0 | 81 | 4 | 31 | 162 | 0 | 193 | 0 | 0 | 2 | 491 |
| 8:15AM | 180 | 66 | 0 | 246 | 9 | 41 | 32 | 0 | 73 | 3 | 44 | 208 | 0 | 252 | 0 | 0 | 7 | 571 |
| 8:30AM | 139 | 74 | 0 | 213 | 1 | 52 | 35 | 0 | 87 | 1 | 37 | 173 | 0 | 210 | 0 | 0 | 2 | 510 |
| 8:45AM | 132 | 68 | 0 | 200 | 10 | 58 | 46 | 1 | 105 | 2 | 50 | 159 | 0 | 209 | 0 | 0 | 3 | 514 |
| Total | 616 | 260 | 0 | 876 | 22 | 196 | 149 | 1 | 346 | 10 | 162 | 702 | 0 | 864 | 0 | 0 | 14 | 2086 |
| % Approach | 70.3% | 29.7% | 0% | - | - | 56.6% | 43.1% | 0.3% | - | - | 18.8% | 81.3% | 0% | - | - | - | - | - |
| % Total | 29.5% | 12.5% | 0% | 42.0% | - | 9.4% | 7.1% | 0% | 16.6% | - | 7.8% | 33.7% | 0% | 41.4% | - | 0% | - | - |
| PHF | 0.858 | 0.875 | - | 0.895 | - | 0.841 | 0.810 | 0.250 | 0.821 | - | 0.833 | 0.844 | - | 0.856 | - | - | - | 0.914 |
| Motorcycles | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | - | 0 | 8 | 0 | 8 | - | 0 | - | 10 |
| % Motorcycles | 0.3% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | - | 0% | 1.1% | 0% | 0.9% | - | - | - | 0.5% |
| Lights | 581 | 255 | 0 | 836 | - | 193 | 144 | 1 | 338 | - | 154 | 662 | 0 | 816 | - | 0 | - | 1990 |
| % Lights | 94.3% | 98.1% | 0% | 95.4% | - | 98.5% | 96.6% | 100% | 97.7% | - | 95.1% | 94.3% | 0% | 94.4% | - | - | - | 95.4% |
| Single-Unit Trucks | 17 | 3 | 0 | 20 | - | 1 | 0 | 0 | 1 | - | 0 | 21 | 0 | 21 | - | 0 | - | 42 |
| % Single-Unit Trucks | 2.8% | 1.2% | 0% | 2.3% | - | 0.5% | 0% | 0% | 0.3% | - | 0% | 3.0% | 0% | 2.4% | - | - | - | 2.0% |
| Articulated Trucks | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 1 | - | 0 | - | 3 |
| % Articulated Trucks | 0.3% | 0% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | - | 0.6% | 0% | 0% | 0.1% | - | - | - | 0.1% |
| Buses | 9 | 1 | 0 | 10 | - | 1 | 5 | 0 | 6 | - | 5 | 8 | 0 | 13 | - | 0 | - | 29 |
| % Buses | 1.5% | 0.4% | 0% | 1.1% | - | 0.5% | 3.4% | 0% | 1.7% | - | 3.1% | 1.1% | 0% | 1.5% | - | - | - | 1.4% |
| Bicycles on Road | 5 | 1 | 0 | 6 | - | 1 | 0 | 0 | 1 | - | 2 | 3 | 0 | 5 | - | 0 | - | 12 |
| % Bicycles on Road | 0.8% | 0.4% | 0% | 0.7% | - | 0.5% | 0% | 0% | 0.3% | - | 1.2% | 0.4% | 0% | 0.6% | - | - | - | 0.6% |
| Pedestrians | - | - | - | - | 19 | - | - | - | - | 10 | - | - | - | - | 0 | - | - | 12 |
| % Pedestrians | - | - | - | - | 86.4% | - | - | - | - | 100% | - | - | - | - | - | - | - | 85.7% |
| Bicycles on Crosswalk | - | - | - | - | 3 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | 2 |
| % Bicycles on Crosswalk | - | - | - | - | 13.6% | - | - | - | - | 0% | - | - | - | - | - | - | - | 14.3% |

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

Quadra St and Chatterton Way - TMC

Tue Oct 18, 2022

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 1013397, Location: 48.485838, -123.382423,

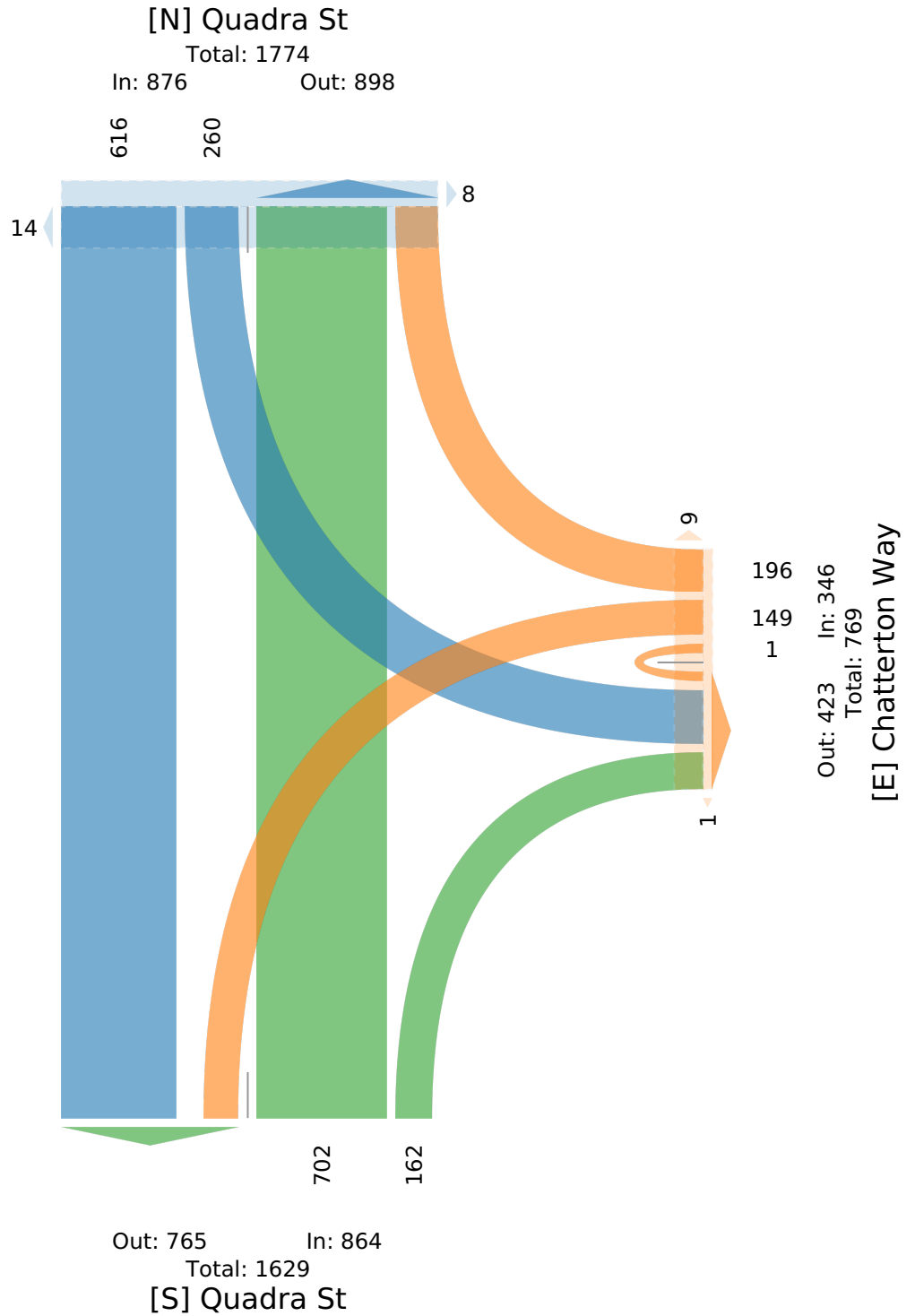
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[W] No access, sidewalk only



Quadra St and Chatterton Way - TMC

Tue Oct 18, 2022

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

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

All Movements

ID: 1013397, Location: 48.485838, -123.382423,

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| Leg Direction | Quadra St Southbound | | | | | Chatterton Way Westbound | | | | | Quadra St Northbound | | | | | No access, sidewalk only Eastbound | | Int |
|--------------------------------|-------------------------|-------|----|-------|-------|-----------------------------|-------|----|-------|------|-------------------------|-------|----|-------|------|---------------------------------------|------|-------|
| | T | L | U | App | Ped* | R | L | U | App | Ped* | R | T | U | App | Ped* | App | Ped* | |
| 2022-10-18 4:15PM | 185 | 58 | 0 | 243 | 2 | 58 | 44 | 0 | 102 | 1 | 40 | 196 | 0 | 236 | 0 | 0 | 1 | 581 |
| 4:30PM | 193 | 58 | 0 | 251 | 6 | 60 | 42 | 0 | 102 | 2 | 34 | 179 | 0 | 213 | 0 | 0 | 4 | 566 |
| 4:45PM | 216 | 64 | 0 | 280 | 5 | 61 | 46 | 0 | 107 | 4 | 33 | 183 | 0 | 216 | 0 | 0 | 10 | 603 |
| 5:00PM | 206 | 59 | 0 | 265 | 7 | 73 | 41 | 0 | 114 | 1 | 35 | 175 | 0 | 210 | 0 | 0 | 3 | 589 |
| Total | 800 | 239 | 0 | 1039 | 20 | 252 | 173 | 0 | 425 | 8 | 142 | 733 | 0 | 875 | 0 | 0 | 18 | 2339 |
| % Approach | 77.0% | 23.0% | 0% | - | - | 59.3% | 40.7% | 0% | - | - | 16.2% | 83.8% | 0% | - | - | - | - | - |
| % Total | 34.2% | 10.2% | 0% | 44.4% | - | 10.8% | 7.4% | 0% | 18.2% | - | 6.1% | 31.3% | 0% | 37.4% | - | 0% | - | - |
| PHF | 0.925 | 0.944 | - | 0.929 | - | 0.863 | 0.940 | - | 0.932 | - | 0.888 | 0.937 | - | 0.929 | - | - | - | 0.970 |
| Motorcycles | 6 | 2 | 0 | 8 | - | 2 | 3 | 0 | 5 | - | 0 | 12 | 0 | 12 | - | 0 | - | 25 |
| % Motorcycles | 0.8% | 0.8% | 0% | 0.8% | - | 0.8% | 1.7% | 0% | 1.2% | - | 0% | 1.6% | 0% | 1.4% | - | - | - | 1.1% |
| Lights | 783 | 230 | 0 | 1013 | - | 247 | 166 | 0 | 413 | - | 137 | 700 | 0 | 837 | - | 0 | - | 2263 |
| % Lights | 97.9% | 96.2% | 0% | 97.5% | - | 98.0% | 96.0% | 0% | 97.2% | - | 96.5% | 95.5% | 0% | 95.7% | - | - | - | 96.8% |
| Single-Unit Trucks | 4 | 5 | 0 | 9 | - | 3 | 1 | 0 | 4 | - | 0 | 10 | 0 | 10 | - | 0 | - | 23 |
| % Single-Unit Trucks | 0.5% | 2.1% | 0% | 0.9% | - | 1.2% | 0.6% | 0% | 0.9% | - | 0% | 1.4% | 0% | 1.1% | - | - | - | 1.0% |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | - | 0 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | - | - | 0% |
| Buses | 6 | 1 | 0 | 7 | - | 0 | 3 | 0 | 3 | - | 5 | 9 | 0 | 14 | - | 0 | - | 24 |
| % Buses | 0.8% | 0.4% | 0% | 0.7% | - | 0% | 1.7% | 0% | 0.7% | - | 3.5% | 1.2% | 0% | 1.6% | - | - | - | 1.0% |
| Bicycles on Road | 1 | 1 | 0 | 2 | - | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 2 | - | 0 | - | 4 |
| % Bicycles on Road | 0.1% | 0.4% | 0% | 0.2% | - | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0.2% | - | - | - | 0.2% |
| Pedestrians | - | - | - | - | 14 | - | - | - | - | 8 | - | - | - | - | 0 | - | - | 15 |
| % Pedestrians | - | - | - | - | 70.0% | - | - | - | - | 100% | - | - | - | - | - | - | - | 83.3% |
| Bicycles on Crosswalk | - | - | - | - | 6 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | 3 |
| % Bicycles on Crosswalk | - | - | - | - | 30.0% | - | - | - | - | 0% | - | - | - | - | - | - | - | 16.7% |

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

Quadra St and Chatterton Way - TMC

Tue Oct 18, 2022

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