



# 2012 Campus Traffic Survey University of Victoria

## Final Report

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## EXECUTIVE SUMMARY

Bunt & Associates was retained by the Office of Campus Planning & Sustainability, University of Victoria in the Fall of 2012 to conduct a comprehensive survey of current traffic access patterns to and from the University for a typical weekday. The structure of the following report on the 2012 survey results is consistent with the previous traffic surveys conducted for the University since the early 1990's.

The 2012 campus traffic survey considers three forms of traffic counts:

- Driveway Counts – 5 locations for 24-Hour Automatic Tube Counts (ATC) from October 15 to November 4, 2012 by Transtech Data Services;
- Transit Counts - Arriving / Departing Passenger Counts recorded through automatic counters on a sample of the bus fleet; and
- Manual Counts – 21 locations for Peak Period Manual Observations including vehicles, vehicle passengers, cyclists, pedestrians, and skateboarders and rollerbladers. These manual surveys were conducted on October 24th and 25th, 2012 during the morning and afternoon peak periods on both days.

The findings of this survey detail the results of the University's Transportation Demand Management Strategy. The initial traffic survey was conducted in 1992 and the shifts in travel modes over the past 20 years have been very encouraging. The following table provides a summary of the modal split for 2012 and a comparison to previous year's survey results.

| Travel Mode                | 1996 Survey | 2000 Survey | 2004 Survey | 2006 Survey | 2008 Survey | 2010 Survey | 2012 Survey |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Auto Drivers               | 57.5%       | 54.4%       | 47.1%       | 44.1%       | 37.5%       | 38.8%       | 39.8%       |
| Auto Passengers            | 15.6%       | 11.0%       | 11.8%       | 11.9%       | 12.8%       | 10.0%       | 10.1%       |
| Transit Passengers         | 11.3%       | 17.8%       | 26.2%       | 27.4%       | 31.0%       | 26.0%       | 27.7%       |
| Cyclists                   | 6.9%        | 5.5%        | 6.0%        | 5.3%        | 7.1%        | 8.9%        | 7.9%        |
| Pedestrians                | 8.7%        | 11.3%       | 8.7%        | 11.2%       | 11.2%       | 15.9%       | 14.5%       |
| Skateboards/ rollerbladers | 0.0%        | 0.0%        | 0.2%        | 0.1%        | 0.3%        | 0.4%        | 0.1%        |
| Total                      | 100.0%      | 100.0%      | 100.0%      | 100.0%      | 100.0%      | 100.0%      | 100.0%      |

The mode split has stabilized over the last two surveys and changes for the most part were minor. Highlights from this survey are:

- The percentage of automobiles drivers in 2012 (39.8%) is comparable to that recorded in 2010 (38.8%) and the total automobile-related trips was again below 50%.
- The total number of automobile passengers results in a higher percentage of 10.1% for 2012 as compared to 10.0% for 2010.

- The total number of transit passengers shows an increase in overall mode split percentage from 26% in 2010 to 27.7% for 2012.
- There were fewer pedestrians reported with a mode split share of 14.5%, down from the 15.9% reported for 2010.
- The mode share for cyclists is 7.9% in 2012, down 1% from 2010.
- Skateboarders and rollerbladers mode split share is down 0.3% from 2010, when there was a 0.4% mode split.

The trends are essentially no different from the 2010 survey and are consistent with those in the region. Fluctuations from year to year are to be expected depending on weather conditions, campus activities and transit service issues. The overall conclusion from the 2012 results is that there have been no significant changes in the modal share results for travel to and from campus.

As with the results from the 2010 survey, there were positive signs in 2012 with regard to TDM programs. The combined percentages of transit, pedestrian, bicycle and skateboarders and rollerbladers account for over 50% of the trips made to UVic.

In the fall of 2012, Bunt & Associates Engineering Ltd. was retained by The Office of Campus Planning & Sustainability, University of Victoria (UVic) to conduct a comprehensive survey of current traffic accessing the University on an typical weekday. The reporting structure of the 2012 survey was closely modeled upon previous traffic surveys conducted for the University since the early 1990's.

## 1. INTRODUCTION

The University of Victoria has been monitoring the travel demand to and from their campus since the first survey conducted in 1992 by BA Consulting. Similar surveys were also conducted in 1996, 2000, 2004, 2006, 2008 and 2010 by Bunt & Associates. These surveys were initiated by UVic to monitor transportation activity patterns at the university and use the results to measure the effectiveness of various UVic initiatives as outlined below.

In May 2003, UVic's Board of Governors unanimously adopted its Campus Plan<sup>1</sup>. This plan responds to one of the objectives in the University's Strategic Plan adopted in February 2002 which is:

"to develop a campus plan that:

- integrates our physical facilities into our unique natural setting;
- promotes sustainability in planning and operations; and
- is driven by academic priorities"

It does so by articulating a long-term vision for physical changes at UVic which is described and defined in more detail through three main policy goals, a series of nine foundation principles, 62 policy directions and 30 actions.

The Travel and Parking goal is:

"to reduce motor vehicle traffic to the campus and to encourage increased use of public transit, cycling and walking"

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<sup>1</sup> "Campus Plan 2003", University of Victoria, May 2003

This in turn relates to five of the foundation principles which are listed below.

- Principle 5      Smart Growth:** The University will manage development carefully, respecting “smart growth” principles and practices as they may be adapted to the university context.
- Principle 6      Sustainable Building and Facilities:** The University commits to incorporate sustainable practices in the planning, construction and operation of buildings and facilities.
- Principle 7      Spirit of Place:** The University will continue to plan and design in a way that enhances social interaction on a human scale.
- Principle 8      Traffic:** The University is committed to open and universal access to its facilities while reducing dependence on single-occupant vehicles.
- Principle 9      Parking:** The University recognizes the need to minimize surface parking and pursue alternatives.

A major step in addressing the Traffic and Parking goal as well as the Traffic principle was the Transportation Demand Management (TDM) Study completed for the University in September 2003<sup>2</sup>, which examined ways in which the University could promote the use of alternative modes of transport to and from the campus and reduce reliance on single occupant automobiles. Many of the study recommendations have now been implemented and include a broad range of initiatives such as parking pricing strategies, cycling infrastructure improvements, transit subsidies, crosswalk improvements, rideshare programs, and educational activities.

More recently, the University of Victoria completed a Traffic and Parking Management Study<sup>3</sup> in October 2008, to support the university’s aim of increasing sustainable transportation choices by reducing single-occupant vehicle trips, encouraging non-private auto trips, and reducing impacts on climate change.

The two key objectives of this study were to:

- Establish a parking supply and management strategy that supports sustainability objectives, is cost-effective, and is sensitive to the needs of all stakeholders; and,
- Establish a multi-modal on-site traffic management strategy that minimizes conflicts while promoting safe and efficient movement within the campus for all campus users.

A complete copy of this report can be found through the Office of Campus Planning and Sustainability. (<http://web.uvic.ca/sustainability/index.php>)

<sup>2</sup> “Transportation Demand Management Study”, Boulevard Transportation Group for University of Victoria, September 24, 2003

<sup>3</sup> “Traffic and Parking Management Study: Final Report”, Opus International Consultants (BC) Ltd for University of Victoria, October 31, 2008



In addition to the documentation cited above, the University's transportation vision for a sustainable campus<sup>4</sup> is:

“a campus that has sustainable travel options for every campus community member and acts as a hub in a regional sustainable transportation network”

With UVic's ongoing commitment to sustainability, the biannual surveys are used to establish a current picture of the traffic and transportation patterns on campus. These survey results are performance measurements to be utilized in the evaluation of the effectiveness of the University's TDM program initiatives over the past two years.

The 2012 campus traffic surveys consider the following modes of traffic:

- Automobile driver;
- Automobile passenger;
- Transit passenger;
- Cyclist;
- Pedestrian;
- Skateboarder and Rollerblader.

As with the 2010 survey, Bunt & Associates were assisted by TransTech Data Services for the collection of traffic volume data and BC Transit for the provision of transit passenger data.

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<sup>4</sup> “Sustainability Action Plan: Campus Operations 2009 – 2014”, University of Victoria, 2009

## 2. SURVEY METHOD

To ensure consistency with previous traffic surveys and continuation of the time series of transportation data on travel modes used to access the UVic campus, the study methodology used in previous studies has been replicated for 2012 where possible. As was the case in 2006, 2008 and 2010, the basic design of the travel mode survey was to establish a cordon around the periphery of the campus across which all trips entering and exiting the University could be systematically recorded.

Three different forms of traffic counts were used for the 2012 survey:

- Driveway Counts - 24-Hour Automatic Tube Counts (ATC);
- Driveway Counts - Peak Period Manual Observations including vehicles, vehicle passengers, cyclists, pedestrians, skateboarders, and rollerbladers;
- Transit Counts - Arriving / Departing Passenger Counts recorded through automatic counters on a sample of the bus fleet.

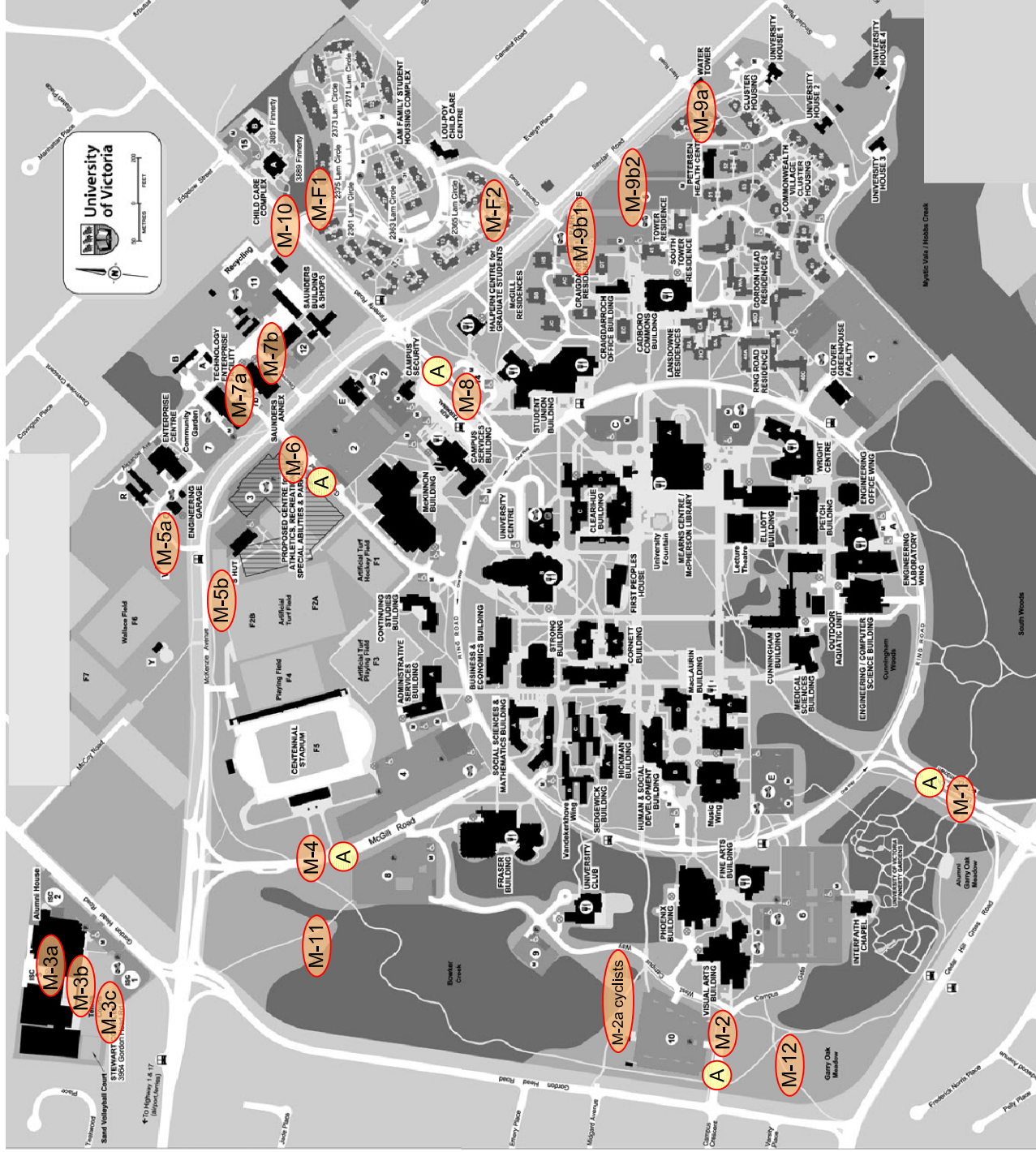
The traffic survey locations used for the 2012 survey are summarized in **Exhibit 1**. The transit count locations are summarized in **Exhibit 2**, as provided by BC Transit. As with the 2010 survey, results from the M-10 location are not included in the general results (consistent with previous reports) and are covered in a separate section of the report. Additional survey details are described below.

### 2.1 Driveway Counts: 24-Hour Automatic Tube Counts (ATCs)

TransTech Data Services established ATC stations on the same five (5) driveways surveyed in 2010, i.e.: University Drive, McGill Road, West Campus Gate Road, Finnerty Road and Gabriola Road to complete a cordon of the main vehicular routes accessing the campus as shown in Exhibit 1. For the 2012 report, results from the Gabriola Road station have been included in the general results. In the 2010 report, the Gabriola Road station results were covered in a separate section of the report as there was no 2008 (or previous) data to compare it with. The automatic tube counts provided continuous 15 minute vehicle traffic counts by direction for a three week period. This data is summarized into hourly traffic volumes of all inbound and outbound vehicle traffic on these five (5) access routes.

The 2012 surveys were conducted between Monday, October 15 and Sunday, November 4. The primary purpose of the ATCs was to provide some indication of the daily variation in total vehicle traffic activity at the University, as well as to develop profiles of vehicle traffic activity over a 24 hour period. The manual counts were conducted on October 24<sup>th</sup> and 25, 2012, and therefore the ATC data collected during the week of October 22<sup>nd</sup> to 28<sup>th</sup> would be used for the profiles.

A complete record of the ATC data for the week of October 22<sup>nd</sup> - 28<sup>th</sup> is provided in **Appendix A**.



## Exhibit 1

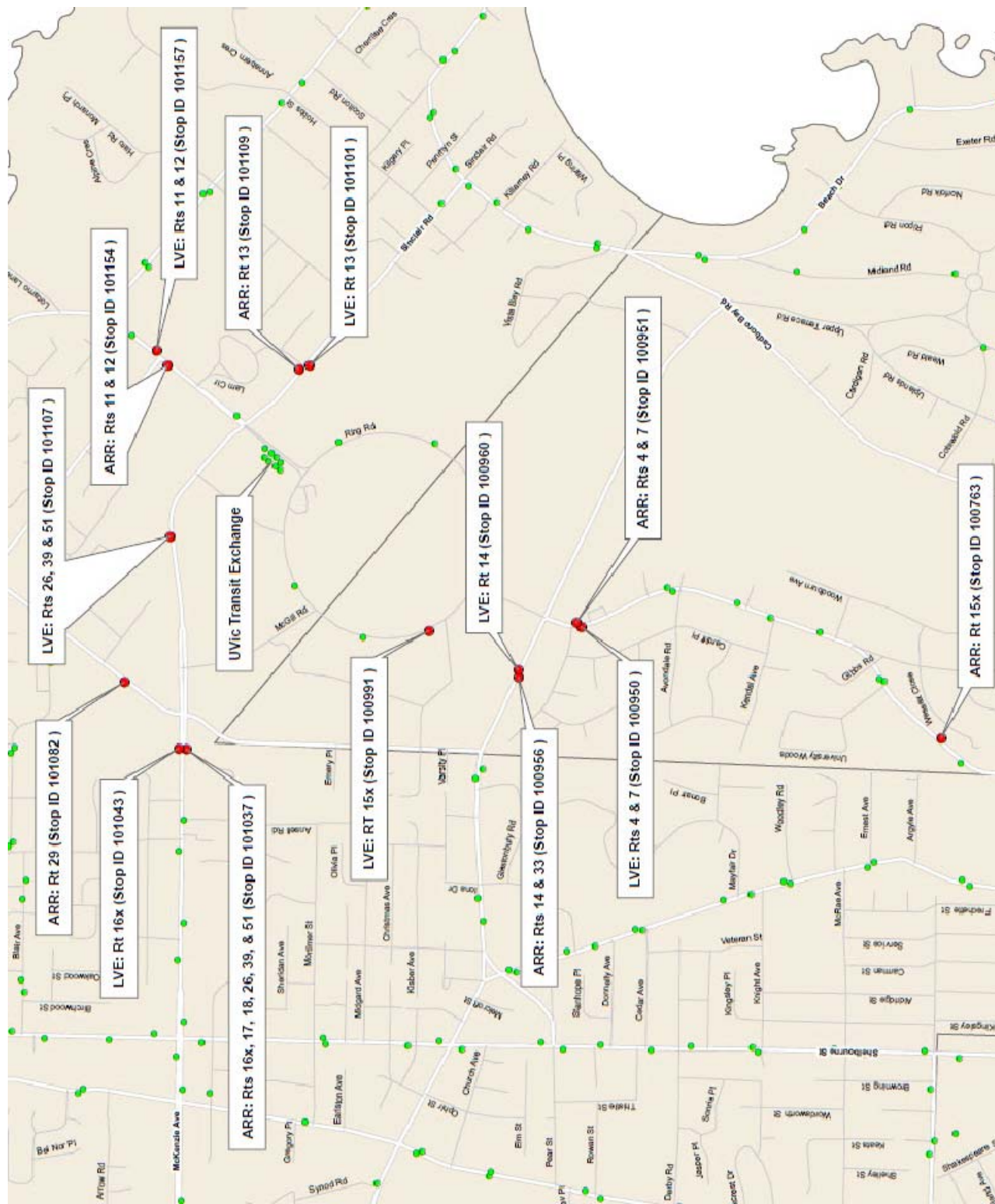
# Location Plan and Manual Count Stations

University of Victoria - 2012 Traffic Survey

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December 2012

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## 2.2 Driveway Counts: Peak Period Manual Counts

As shown in Exhibit 2, a total of 21 manual traffic count locations were established at key driveway and parking lot entrances to the University. Two count locations were established for the David and Dorothy Lam Family Student Housing Complex – M - F1 at the Finnerty Road access and M - F2 at the Clarndon Road access. As was noted earlier, while M-10 is a survey location, it is an access to the Saunders Building which houses UVic Facilities Management and is discussed separately in this report.

As with the 2004 to 2010 surveys, the manual counts were conducted over two consecutive weekdays (Wednesday, October 24, 2012 and Thursday, October 25, 2012), during both the morning (7:00 AM – 10:00 AM) and afternoon (2:30 PM – 6:30 PM on Wednesday and 2:00 PM – 6:00 PM on Thursday) peak traffic periods at the University. The counts began a half hour later on Wednesday to coincide with the time class starts and finishes on this day. Data collected from the manual traffic counts included:

- Peak period inbound and outbound vehicle traffic in 15 minute intervals;
- Number of occupants in inbound vehicles during the AM peak and in outbound vehicles during the PM peak; and
- Peak period inbound and outbound pedestrian, cycling, rollerblading and skateboarding activity.

To ensure that the manual counts did not record the travel patterns of the same group of people, they were executed on two different class scheduling days (Wednesday and Thursday). A complete record of the average weekday peak period manual traffic count data is provided in **Appendix B**.

Factoring was used to estimate cyclist and pedestrian movements and on-site bicycle accumulation outside of the manual count periods. These factors are based on the weekday traffic profiles derived from the ATC data.

## 2.3 BC Transit Passenger Counts

As with the 2004 to 2010 surveys, BC Transit conducted inbound and outbound transit passenger counts for the routes serving the University. The “arrival load count” numbers represent total transit arrivals when the bus reached the Ring Road entrance. The “leave load count” numbers represent total transit departures when the bus exited Ring Road. The “arrive” and “leave count numbers” were collected at the locations shown on Exhibit 2. A summary of the provided BC Transit passenger data is provided in **Appendix C**. A total of 17 bus routes serve the UVic Transit Exchange located on the Gordon Head campus at Finnerty Road, but the data from route #76 (formerly route #80 (UVic / Swartz Bay) which is a special service route has not been included, consistent with previous years studies.

In 2010, BC Transit-Victoria fleet grew drastically and over 50% of the new buses purchased came with factory installed automated passenger counters (APC) to record running time and passenger count information. APCs consist of directional infra-red sensors, a GPS antenna, and an on-board computer.

The sensors are positioned either above the doors or side mounted (depending on the interior configuration), where they can detect people boarding or alighting the bus. The sensors' signals are sent to the on-board GPS antenna, which transmits the passenger information to the computer.

The new APC additions help BC Transit sample more trips in a shorter time. In relation to the UVic Transit Study, as a standard, BC Transit had been using 16 week averages spanning a full September to December period up until this time. This was mainly due to limited resources at BC Transit and it took them longer to sample their trips. For the 2012 study, we have opted to shorten the 16 weeks sampling period to 8 weeks because Transit have more APC buses in the fleet.

For this survey, the data relating to the average number of people arriving and departing the UVic campus during weekdays on the bus routes that service the site covered the period from September 4 to November 23, 2012 and is an average of weekday ridership.

#### **Service Cancellations Due to CAW 333 Labour Dispute**

During the 2012 survey period, the BC Transit Victoria union representing operators and mechanics (CAW 333) were locked in a labour dispute as part of collective agreement renewal process. Related job action by the union included a ban on overtime effective October 22, 2012.

The overtime ban resulted in daily service cancellations and raised some service reliability concerns among transit users. Between October 22 - 31, an average of 49 trips were cancelled daily and between November 1 - 23, an average of 56 trips were cancelled daily including UVic bound service.

## **3. TRAVEL MODE SURVEY RESULTS**

### **3.1 Automobile Drivers**

The volume of automobile traffic (automobile drivers) was recorded using both automatic tube counts (ATC) and manual observations during the morning and afternoon peak periods on all key driveways and parking lot entrances. As previously mentioned, the ATC station at Gabriola Road is included in this analysis and not discussed in a separate section as was done in the 2010 report. A summary of the combined 2012 daily traffic (24-hour inbound and outbound total) for all five ATC stations is provided in **Table 1**.

TABLE 1: Entering, Exiting and Total Traffic Volumes for Finnerly, Gabriola, McGill, University and West Gate Accesses

| COUNT<br>LOCATION       | MONDAY |        |        |        |        | TUESDAY |        |        |        |        | WEDNESDAY |        |        |        |        | THURSDAY |        |        |        |        | FRIDAY |        |        |        |        | AVERAGE WEEKDAY |        |        |        |        |        |       |
|-------------------------|--------|--------|--------|--------|--------|---------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------|--------|--------|--------|--------|--------|-------|
|                         | 2004   | 2006   | 2008   | 2010   | 2012   | 2004    | 2006   | 2008   | 2010   | 2012   | 2004      | 2006   | 2008   | 2010   | 2012   | 2004     | 2006   | 2008   | 2010   | 2012   | 2004   | 2006   | 2008   | 2010   | 2012   | 2004            | 2006   | 2008   | 2010   | 2012   |        |       |
| Finnerly<br>Road        | IN     |        | 1,347  | 1,464  | 1,587  |         |        | 1,524  | 1,567  | 1,595  |           |        | 1,642  | 1,601  | 1,774  |          |        | 1,809  | 1,622  | 1,660  |        |        | 1,729  | 1,677  | 1,768  |                 |        |        | 1,610  | 1,586  | 1,677  |       |
|                         | OUT    |        | 2,154  | 2,781  | 2,628  |         |        | 2,809  | 2,848  | 2,689  |           |        | 2,849  | 2,957  | 2,760  |          |        | 3,108  | 2,852  | 2,716  |        |        | 2,834  | 2,842  | 2,788  |                 |        |        | 2,751  | 2,856  | 2,716  |       |
|                         | TOTAL  |        | 3,501  | 4,245  | 4,215  |         |        | 4,333  | 4,415  | 4,284  |           |        | 4,491  | 4,558  | 4,534  |          |        | 4,917  | 4,474  | 4,376  |        |        | 4,563  | 4,519  | 4,556  |                 |        |        | 4,361  | 4,442  | 4,393  |       |
| Gabriola<br>Road        | IN     |        |        | 1,971  | 1,497  |         |        |        |        | 1,925  | 1,680     |        |        | 1,938  | 1,734  |          |        |        | 2,272  | 1,565  |        |        |        |        | 2,428  | 1,298           |        |        |        |        | 2,107  | 1,555 |
|                         | OUT    |        |        | 1,346  | 1,646  |         |        |        |        | 1,463  | 1,925     |        |        | 1,405  | 1,756  |          |        |        | 1,243  | 1,685  |        |        |        |        | 1,602  | 1,566           |        |        |        |        | 1,412  | 1,716 |
|                         | TOTAL  |        |        | 3,317  | 3,143  |         |        |        |        | 3,388  | 3,605     |        |        | 3,343  | 3,490  |          |        |        | 3,515  | 3,250  |        |        |        |        | 4,030  | 2,864           |        |        |        |        | 3,519  | 3,270 |
| McGill<br>Road          | IN     | 3,410  | 3,537  | 2,950  | 3,027  | 3,079   | 3,590  | 3,671  | 3,065  | 3,069  | 3,131     | 3,536  | 3,730  | 3,103  | 3,149  | 3,214    | 3,489  | 3,546  | 3,195  | 3,081  | 3,190  | 3,102  | 3,082  | 2,875  | 2,699  | 2,880           | 3,425  | 3,513  | 3,038  | 3,005  | 3,099  |       |
|                         | OUT    | 2,286  | 2,301  | 1,856  | 2,137  | 2,240   | 2,286  | 2,340  | 1,985  | 2,283  | 2,258     | 2,450  | 2,388  | 1,944  | 2,257  | 2,357    | 2,348  | 2,270  | 1,991  | 2,279  | 2,347  | 2,029  | 1,936  | 1,716  | 1,975  | 2,067           | 2,280  | 2,247  | 1,898  | 2,186  | 2,254  |       |
|                         | TOTAL  | 5,696  | 5,838  | 4,806  | 5,164  | 5,319   | 5,876  | 6,011  | 5,050  | 5,352  | 5,389     | 5,986  | 6,118  | 5,047  | 5,406  | 5,571    | 5,837  | 5,816  | 5,186  | 5,360  | 5,537  | 5,131  | 5,018  | 4,591  | 4,674  | 4,947           | 5,705  | 5,760  | 4,936  | 5,191  | 5,353  |       |
| University<br>Drive     | IN     | 4,353  | 4,172  | 3,728  | 3,996  | 3,923   | 4,533  | 4,276  | 4,244  | 4,090  | 3,964     | 4,567  | 4,542  | 4,010  | 4,100  | 3,995    | 4,594  | 4,644  | 3,995  | 4,086  | 3,923  | 4,147  | 4,120  | 3,690  | 3,891  | 3,756           | 4,439  | 4,351  | 3,933  | 4,033  | 3,912  |       |
|                         | OUT    | 4,570  | 4,752  | 3,997  | 4,815  | 4,271   | 4,515  | 4,861  | 4,340  | 5,091  | 4,386     | 4,645  | 5,040  | 4,176  | 5,078  | 4,523    | 4,803  | 5,017  | 4,200  | 5,037  | 4,421  | 4,306  | 4,483  | 3,736  | 4,649  | 4,013           | 4,568  | 4,831  | 4,090  | 4,934  | 4,323  |       |
|                         | TOTAL  | 8,923  | 8,924  | 7,725  | 8,811  | 8,194   | 9,048  | 9,137  | 8,584  | 9,181  | 8,350     | 9,212  | 9,582  | 8,186  | 9,178  | 8,518    | 9,397  | 9,661  | 8,195  | 9,123  | 8,344  | 8,453  | 8,603  | 7,426  | 8,540  | 7,769           | 9,007  | 9,181  | 8,023  | 8,967  | 8,235  |       |
| West<br>Campus<br>Gate  | IN     | 1,448  | 1,290  | 1,293  | 1,253  | 1,171   | 1,460  | 1,368  | 1,301  | 1,335  | 1,221     | 1,423  | 1,435  | 1,346  | 1,285  | 1,302    | 1,384  | 1,346  | 1,334  | 1,353  | 1,392  | 1,059  | 1,084  | 1,052  | 1,138  | 1,018           | 1,355  | 1,305  | 1,265  | 1,273  | 1,221  |       |
|                         | OUT    | 1,304  | 1,178  | 1,132  | 1,083  | 916     | 1,329  | 1,299  | 1,209  | 1,237  | 996       | 1,267  | 1,335  | 1,142  | 1,172  | 1,080    | 1,197  | 1,261  | 1,160  | 1,200  | 1,167  | 981    | 981    | 949    | 1,024  | 998             | 1,216  | 1,211  | 1,118  | 1,143  | 1,031  |       |
|                         | TOTAL  | 2,752  | 2,468  | 2,425  | 2,336  | 2,087   | 2,789  | 2,667  | 2,510  | 2,572  | 2,217     | 2,690  | 2,770  | 2,488  | 2,457  | 2,382    | 2,581  | 2,607  | 2,494  | 2,553  | 2,559  | 2,040  | 2,065  | 2,001  | 2,162  | 2,016           | 2,570  | 2,515  | 2,384  | 2,416  | 2,252  |       |
| Totals                  | IN     | 9,211  | 8,999  | 9,318  | 11,711 | 11,257  | 9,583  | 9,315  | 10,134 | 11,986 | 11,591    | 9,526  | 9,707  | 10,101 | 12,073 | 12,019   | 9,467  | 9,536  | 10,333 | 12,414 | 11,730 | 8,308  | 8,286  | 9,346  | 11,833 | 10,720          | 9,219  | 9,169  | 9,846  | 12,003 | 11,463 |       |
|                         | OUT    | 8,160  | 8,231  | 9,139  | 12,162 | 11,701  | 8,130  | 8,500  | 10,343 | 12,922 | 12,254    | 8,362  | 8,763  | 10,111 | 12,869 | 12,476   | 8,348  | 8,548  | 10,459 | 12,611 | 12,336 | 7,316  | 7,400  | 9,235  | 12,092 | 11,432          | 8,063  | 8,288  | 9,857  | 12,531 | 12,040 |       |
|                         | TOTAL  | 17,371 | 17,230 | 18,457 | 23,873 | 22,958  | 17,713 | 17,815 | 20,477 | 24,908 | 23,845    | 17,888 | 18,470 | 20,212 | 24,942 | 24,495   | 17,815 | 18,084 | 20,792 | 25,025 | 24,066 | 15,624 | 15,686 | 18,581 | 23,925 | 22,152          | 17,282 | 17,457 | 19,704 | 24,535 | 23,503 |       |
| % of Average<br>Weekday | 100.5  | 98.7   | 93.7   | 97.3   | 97.7   | 102.5   | 102.1  | 103.9  | 101.5  | 101.5  | 101.5     | 103.5  | 105.8  | 102.6  | 101.7  | 104.2    | 103.1  | 103.6  | 105.5  | 102.0  | 102.4  | 90.4   | 89.9   | 94.3   | 97.5   | 94.3            | n/a    | n/a    | n/a    | n/a    | n/a    |       |

In 2010 the average total weekday traffic on McGill Road, University Drive and West Campus Gate was 16,574 vehicles per day (vpd). On Finnerty Road 4,442 vpd was recorded and on Gabriola Road, 3,519 vpd was recorded. In 2010, the combined ATC total weekday traffic on all five driveways was 24,535 vpd.

The average total weekday traffic (24 hour) recorded on the five driveways in 2012 was 23,503 vehicles / day (vpd), which is approximately 4% lower than in 2010.

A comparison between the manually counted 2000 to 2012 traffic volumes (a combined total of the AM and PM periods for all driveways) is included in **Table 2**.

**Table 2: Observed Driveway Traffic Volumes (Peak 7 Hours)**

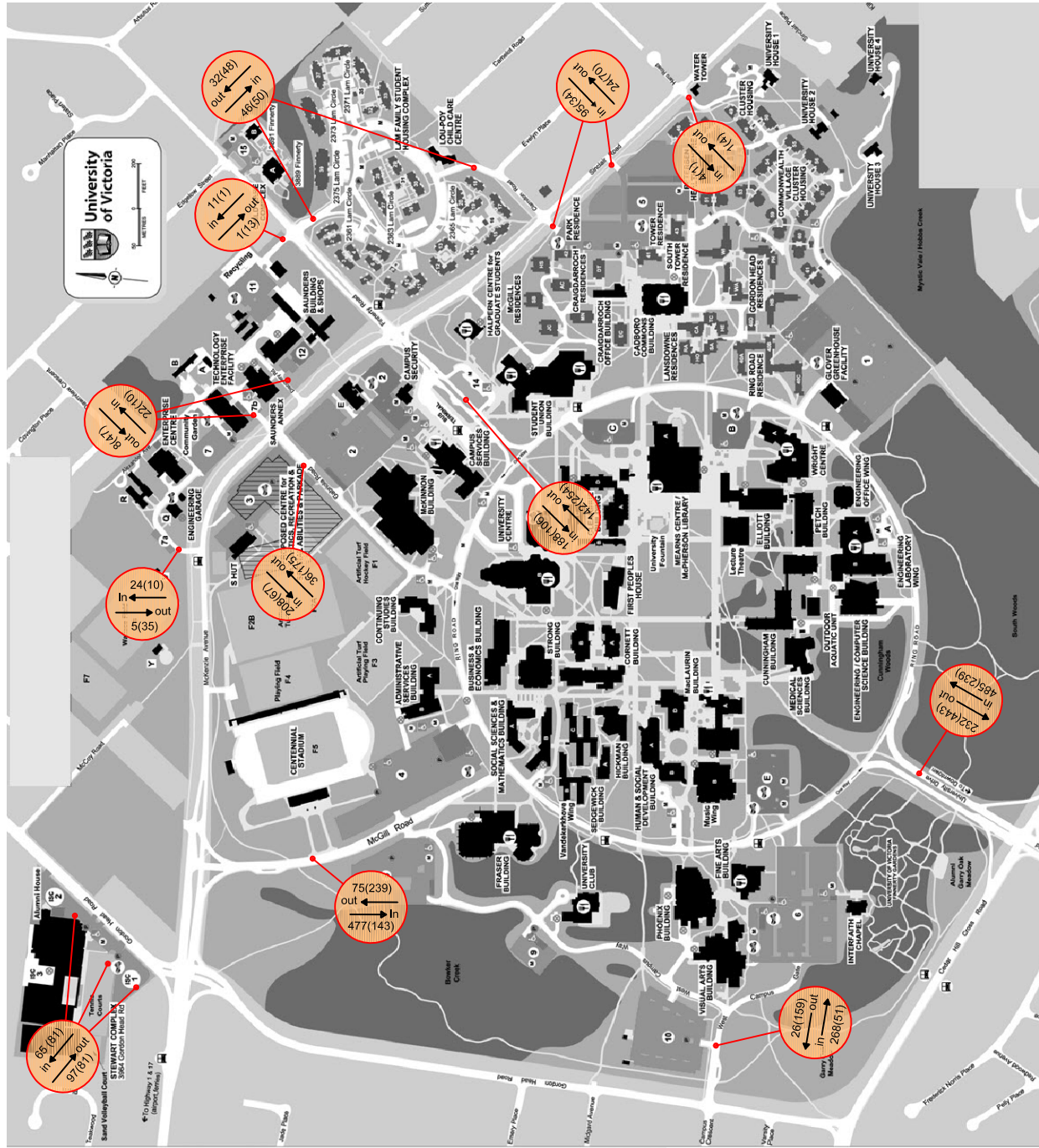
| Travel Direction | Survey Year |        |        |        |        |        |
|------------------|-------------|--------|--------|--------|--------|--------|
|                  | 2000        | 2004   | 2006   | 2008   | 2010   | 2012   |
| Inbound          | 8,010       | 6,598  | 6,197  | 6,683  | 7,187  | 7,197  |
| Outbound         | 7,006       | 6,732  | 6,534  | 6,087  | 6,702  | 6,492  |
| Total            | 15,016      | 13,330 | 12,731 | 12,770 | 13,889 | 13,689 |

Note: Volumes are averaged over the two days counted for each year.

Table 2 also reflects the decrease in the average driveway volumes recorded during the manual surveys as was exhibited in the ATC counts contained in Table 1. For the observed traffic counts, the overall decrease from 2010 to 2012 is approximately 200 vehicles or 1.5%. Inbound traffic remains relatively stable since 2010, while outbound traffic decreased by approximately 3%.

A summary of the AM and PM peak hours, averages of the October 24<sup>th</sup> and 25<sup>st</sup> counts, is illustrated in **Exhibit 3**. The AM peak hour occurs from 8:00 to 9:00 AM and during that period the heaviest two-way volumes are on University Drive (M-1), McGill Road (M-4) and Finnerty Road (M-8) at 28%, 22% and 13% respectively. The pattern is the same during the PM peak hour from 4:00 to 5:00 PM with those routes servicing 29%, 16% and 15% respectively of all vehicular traffic entering or leaving the campus. These three roads carry approximately 60% to 63% of all traffic during these peak periods. If the West Campus Gate (M-2) and Gabriola Road (M-6) vehicular volumes are included, these five roads carry from 84% to 79% of all vehicular traffic during the AM and PM peak hour periods respectively. The 2012 total AM peak hour inbound and outbound traffic volumes are quite comparable to those from 2010. The 2012 total PM peak hour inbound and outbound traffic volumes are lower at 788 inbound vehicles compared to the 915 vehicles in 2010, and 1,555 outbound vehicles compared to 1,728 in 2010.





## Exhibit 3 Peak Hour Vehicle Traffic

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Using the daily traffic profile derived from the 24-hour ATC stations, estimates of the inbound and outbound vehicle trip profiles were developed for the 7:00 AM to 10:00 PM period. Over this period, which is presumed to account for the majority of the total daily traffic at the University, the inbound vehicle traffic estimate is 12,092 vehicles while the outbound traffic estimate is 11,571 vehicles. This overall average weekday trip volume of 23,663 vehicles is approximately 927 vehicles less than in 2010 or a decrease of approximately 4%.

The inbound and outbound imbalance and decrease in vehicle trips in 2012 over 2010, could be the variety, number, timing and type of events hosted by UVic over the survey dates, and 2012 events may not have been as well attended as those hosted in 2010.

ATC data is only available for five main access roads, so the above calculation method has been used to forecast volumes for the other survey locations for the 7:00 AM to 10:00 PM period. It is also used to provide a consistent methodology that can be applied to vehicle passengers, cycling, pedestrian, rollerblade, and skateboard modes of transport.

### 3.2 Automobile Passengers

As described previously, the manual driveway counts included observations of the number of total occupants (i.e., driver plus passengers) in vehicles arriving to the University during the morning count period and leaving the University during the afternoon count period. An hourly summary of the vehicle occupancy at each count station is provided in **Table 3**.

**Table 3: Vehicle Occupancy**

| Direction             | ENTERING |         |          |              | EXITING |         |         |         |              | TWO-WAY       |
|-----------------------|----------|---------|----------|--------------|---------|---------|---------|---------|--------------|---------------|
| Location              | 7 - 8am  | 8 - 9am | 9 - 10am | Average (AM) | 2 - 3pm | 3 - 4pm | 4 - 5pm | 5 - 6pm | Average (PM) | Average (day) |
| M1 - University Drive | 1.27     | 1.37    | 1.31     | 1.33         | 1.22    | 1.21    | 1.23    | 1.28    | 1.24         | 1.28          |
| M2 - West Campus Gate | 1.09     | 1.17    | 1.15     | 1.15         | 1.20    | 1.19    | 1.21    | 1.25    | 1.21         | 1.18          |
| M3 - Stewart Complex  | 1.38     | 1.43    | 1.48     | 1.43         | 1.39    | 1.57    | 1.47    | 1.42    | 1.46         | 1.45          |
| M4 - McGill Road      | 1.07     | 1.16    | 1.18     | 1.16         | 1.28    | 1.32    | 1.28    | 1.26    | 1.29         | 1.21          |
| M5a - R Hut           | 1.17     | 1.04    | 1.10     | 1.08         | 1.19    | 1.23    | 1.07    | 1.25    | 1.15         | 1.13          |
| M5b - McKenzie Avenue |          |         |          |              |         |         |         |         |              |               |
| M6 - Gabriola Road    | 1.22     | 1.17    | 1.16     | 1.18         | 1.19    | 1.22    | 1.25    | 1.29    | 1.24         | 1.21          |
| M7 - Saunders Annex   | 1.03     | 1.21    | 1.04     | 1.07         | 1.19    | 1.12    | 1.14    | 1.12    | 1.14         | 1.11          |
| M8 - Finnerty Road    | 1.39     | 1.40    | 1.38     | 1.39         | 1.30    | 1.35    | 1.37    | 1.35    | 1.35         | 1.36          |
| M9a - Haro Road       | 1.25     | 1.00    | 1.27     | 1.18         | 1.14    | 1.25    | 1.13    | 1.13    | 1.15         | 1.16          |
| M9b - Clarndon Road   | 1.15     | 1.12    | 1.10     | 1.12         | 1.26    | 1.22    | 1.26    | 1.33    | 1.26         | 1.20          |
| MF - Lam Circle       | 1.20     | 1.13    | 1.14     | 1.14         | 1.28    | 1.37    | 1.47    | 1.63    | 1.44         | 1.36          |
| Overall Average       |          |         |          | 1.23         |         |         |         |         | 1.28         | 1.26          |

As with the previous surveys, the vehicle occupancy varies considerably at the different count stations. For the morning and afternoon periods combined, the highest average occupancy of 1.45 persons per

vehicle occurs at the driveway to the Stewart Complex (Station M-3a to M-3c) on Gordon Head Road. The lowest average occupancy of 1.11 persons per vehicle occurs at the driveway to the Saunders Annex (Station M-7) which contains the offices for the UVic Facilities Management. The overall average occupancy for vehicles arriving at the University is 1.23 persons per vehicle, which is slightly lower than the 1.25 in 2010. The overall average occupancy for vehicles departing the University is 1.28, down slightly from the 1.29 persons per vehicle in 2010. The outbound vehicle occupancy was found to be higher than the inbound occupancy, which may be attributable to drivers offering friends and colleagues a ride home.

Similar to the previous surveys, vehicles were grouped into one of six classes depending on the number of occupants per vehicle. The categories ranged from one person (driver only) up to six or more persons. A comparison of the 2000 to 2012 survey results is provided in **Table 4**.

**Table 4: Occupants per Vehicle – Combined AM and PM Peak Periods**

| Year | Vehicle Variables | Vehicle Occupancy |           |           |           |           |            | Totals |
|------|-------------------|-------------------|-----------|-----------|-----------|-----------|------------|--------|
|      |                   | 1 person          | 2 persons | 3 persons | 4 persons | 5 persons | 6+ persons |        |
| 2012 | Vehicles          | 6,749             | 1,840     | 158       | 30        | 2         | 1          | 8,780  |
|      | %                 | 76.9%             | 21.0%     | 1.8%      | 0.3%      | 0.0%      | 0.0%       | 100.0% |
| 2010 | Vehicles          | 6,802             | 1,933     | 172       | 55        | 6         | 1          | 8,969  |
|      | %                 | 75.8%             | 21.6%     | 1.9%      | 0.6%      | 0.1%      | 0.0%       | 100.0% |
| 2008 | Vehicles          | 6,148             | 1,909     | 195       | 47        | 6         | 2          | 8,307  |
|      | %                 | 74.0%             | 23.0%     | 2.3%      | 0.6%      | 0.1%      | 0.0%       | 100.0% |
| 2006 | Vehicles          | 7,018             | 2,033     | 183       | 44        | 10        | 3          | 9,291  |
|      | %                 | 75.5%             | 21.9%     | 2.0%      | 0.5%      | 0.1%      | 0.0%       | 100.0% |
| 2004 | Vehicles          | 7,523             | 2,069     | 187       | 49        | 4         | 3          | 9,835  |
|      | %                 | 76.5%             | 21.0%     | 1.9%      | 0.5%      | 0.0%      | 0.0%       | 100.0% |
| 2000 | Vehicles          | 6,005             | 1,588     | 183       | 52        | 9         | 4          | 7,841  |
|      | %                 | 76.6%             | 20.3%     | 2.3%      | 0.7%      | 0.1%      | 0.1%       | 100.0% |

For 2000, inbound occupancy was recorded in both the AM and PM peak. In 2004, 2006, 2008 and 2010, inbound occupancy was recorded in the 7:00 – 10:00 AM survey period and outbound occupancy in the 2:30 PM – 6:30PM / 2:00 PM – 6:00 PM survey periods.

As indicated in Table 4, the following notes compare the 2004, 2006, 2008, 2010 and 2012 survey results:

- In 2012, single-occupant vehicles, i.e., driver only, accounted for 76.9% of all inbound AM trips and outbound PM trips which is an increase 1.1% from 2010 and the highest percentage recorded of all surveys since 2000;
- In 2012 there was an overall decrease of 53 vehicles in the total vehicle count from 2010;
- In 2012, two person vehicle trips accounted for 21% of all measured trips, down from 21.6% in 2010 and the same as in 2004;



- In 2012, three person vehicle trips accounted for 1.8% of all measured trips , this is the lowest recorded percentage of all surveys since 2000;
- Little change occurred between 2004, 2006, 2008 and 2010 for trips with five or more persons per vehicle, accounting collectively for less than 1% of all vehicle trips to the University.

Using the daily traffic profile derived from the 24-hour ATC stations, estimates of the inbound and outbound vehicle trip profiles were developed for the 7:00 AM to 10:00 PM period. Over this period, which is presumed to account for the majority of the total daily traffic at the University, the inbound automobile passengers are estimated at 2,696 while the outbound estimate is 3,300. This overall average weekday trip volume of 5,996 is approximately 206 passengers less than in 2010.

### 3.3 Transit Passengers

BC Transit's complete summary of the transit passenger survey conducted between September and November 2012 is presented in Appendix C and summarized in **Table 5** in terms of average weekday ridership.

**Table 5: Transit Passenger Summary 2004 – 2012**

| Travel Direction | Survey Year |        |        |        |        |
|------------------|-------------|--------|--------|--------|--------|
|                  | 2004        | 2006   | 2008   | 2010   | 2012   |
| Inbound          | 8,194       | 7,885  | 9,426  | 8,805  | 9,569  |
| Outbound         | 6,694       | 7,550  | 8,546  | 8,314  | 7,628  |
| Total            | 14,888      | 15,435 | 17,972 | 17,119 | 17,197 |

Highlights of the data displayed in Table 5 and the information provided in Appendix C include:

- For a typical weekday in the Fall of 2012, 9,569 transit passengers arrive at the University which is an increase of approximately 8% from 2010, and the highest ridership for inbound passengers over all surveys since 2004. For inbound trips the busiest hour is between 08:00 AM and 09:00 AM with a total of 1,275 passengers which represents 7.5% of arrivals during the day and is an increase from the 1,525 passengers arriving during the peak hour in 2010;
- 7,628 passengers depart during an average Fall weekday in 2012 which is a decrease of approximately 9% from 2010 but still higher than the 2006 and 2004 average departures. The peak hour for outbound trips is 4:00 PM– 5:00 PM when 957 passengers depart. This represents 8.0% of all departures during the day , however is a decrease from the 1,193 passengers leaving during the peak hour in 2010;

- The combined total transit ridership for a typical weekday in the Fall of 2012 is 17,197 passengers and is similar to the results from 2010. In terms of bus frequency, an average of 1,075 inbound and outbound bus trips are made throughout the typical weekday with 181 trips made during the AM and PM peak hours. Despite the transit job action, which resulted in cancelled trips, this is an increase in ridership from 2010 when there were a total of 1,038 inbound and outbound bus trips during the average weekday and a total of 176 trips during the peak hours.

Overall, transit ridership at UVic has remained fairly consistent over the 2010 and 2012 survey years.

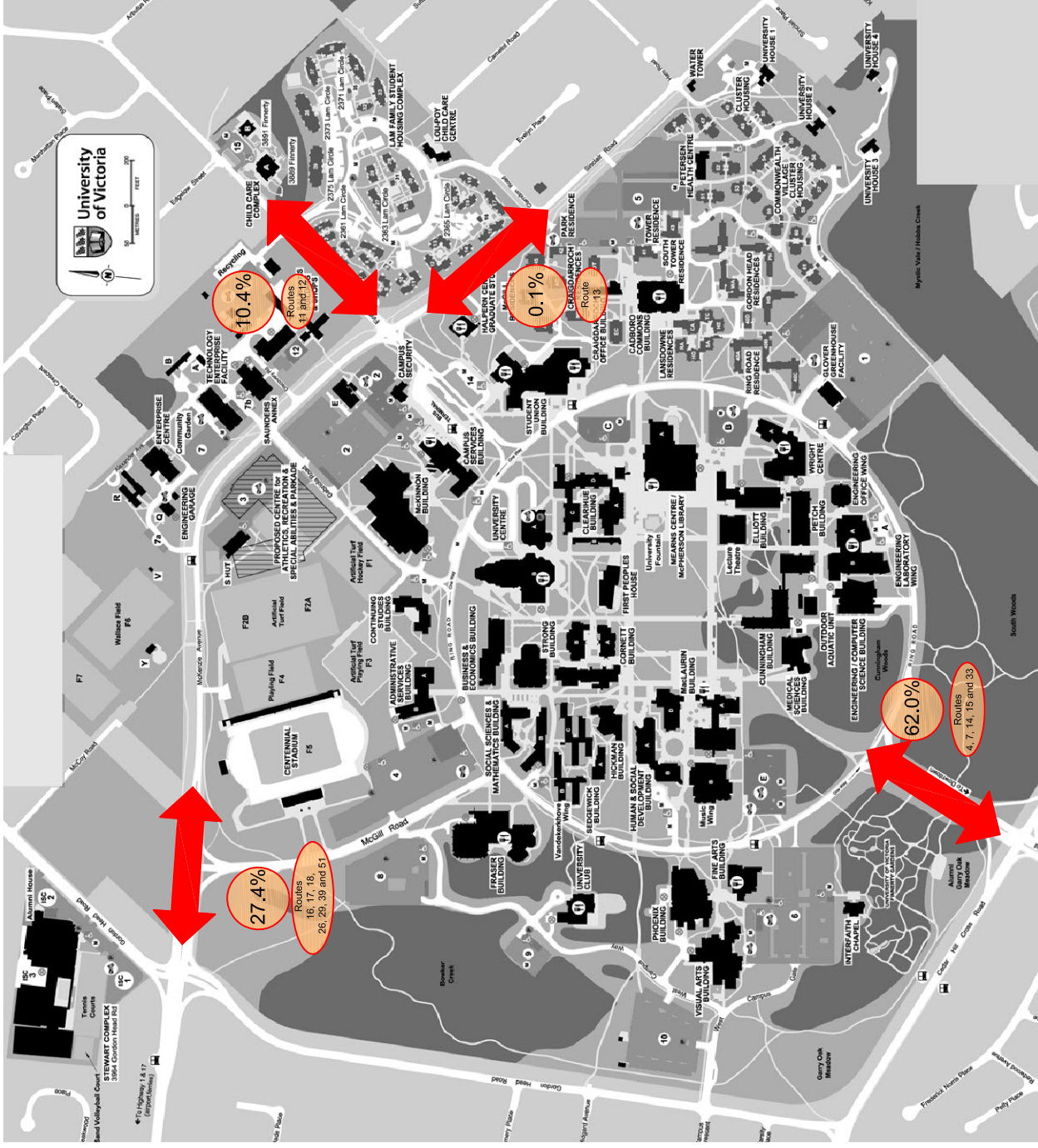
Of the routes serving the University, the most heavily used route is the #14 (Vic General / UVic via Richmond) route, accounting for 25% of all trips to and from the campus. The next most popular route is the #4 (UVic / Downtown via Hillside) with 20% of all trips, followed by #26 (Dockyard / UVic via McKenzie) with 13% of all trips. These top three routes are the same as in previous surveys since 2000. In 2012 these three routes carried 58% of all trips to and from the campus during an average Fall weekday, which is less than the 69% carried in 2010.

The approximate distribution of transit trips at UVic is shown in **Exhibit 4**. As in 2004, 2006, 2008, and 2010 the predominant transit trip-orientation is to the south / southwest, primarily involving the #4, #7, and #14 routes accessing the UVic campus along University Drive. These three routes plus the #15 and #33, which heads in the same direction, account for 62% of all trips. Including the 27.4% of transit trips using McKenzie Avenue, over 89% of all transit trips use either McKenzie Avenue or University Drive for access to and from the campus.

### 3.3.1 Cancelled Bus Trips

As discussed earlier in the report, some bus cancellations occurred on various routes including those servicing UVic. For instance, during the manual survey on October 24, a total of 10 trips were cancelled including Routes 11 (9 cancelled trips) and 33 (1 cancelled trip). On October 25, a total of 31 trips were cancelled on Routes 7 (10 cancelled trips), 14 (8 cancelled trips), 15 (9 cancelled trips), 16 (1 cancelled trip), 26 (2 cancelled trips) and 29 (1 cancelled trip). During the two manual survey dates (October 24<sup>th</sup> and 25<sup>th</sup>) a total of 41 bus trips were cancelled at various times throughout the day on routes serving UVic. These 41 cancelled bus trips do not include any other routes that may connect with those routes serving UVic. In total over these two manual survey days, 78 bus trips were cancelled throughout the region.

Transit passengers who rely on this mode of transportation to get to and from UVic would have been affected by the cancelled trips and rather than wait for the next bus, some would have found it necessary to find other means to get to / from UVic. This would have some effect on the mode split data, but this is difficult to predict or quantify and therefore was not factored into the overall analysis.



## Exhibit 4 Transit Passenger Directional Distribution

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### 3.4 Cyclists

Using the procedure as described in Section 2.2, the observed peak period cycling trips were expanded into daily inbound and outbound trip profiles. A summary of the total inbound and outbound cycling trips at the University for the 7:00 AM to 10:00 PM period is summarized in **Exhibit 5**.

The most heavily used driveway for cycling trips is University Drive accounting for approximately 26.5%, followed by West Campus gate at 15.5% and the McKenzie Avenue multi-use pathway at 12.6%. These percentages are similar to those observed in 2010, however at that time the McKenzie Avenue pathway was more heavily used than the West Campus Gate. This directional shift in usage could be a result of the cancelled bus trips but this is difficult to predict. It is calculated that during an average Fall weekday approximately 4,675 bicycle trips were made between 7:00 AM and 10:00 PM. This is a decrease of approximately 16% from the 5,558 trips made in 2010, but an increase over the 3,964 bicycle trips calculated in 2008 when the weather conditions were poor.

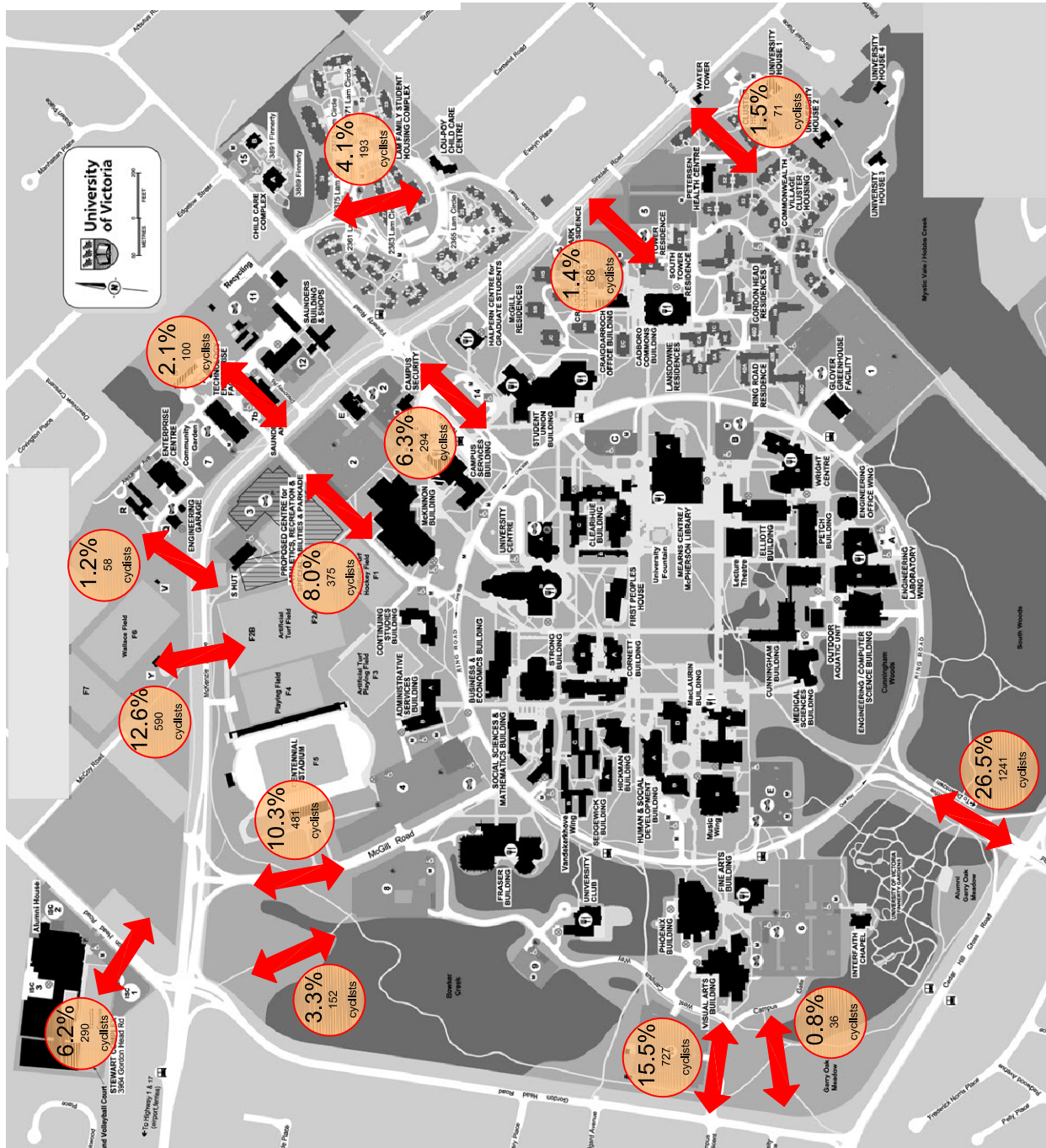
It should be noted that for the 2010 survey, two new manual count stations (M-11 and M-12) along pathways from adjacent roadways to the University accounted for 4.7% of the total daily cycling trips in 2010 and for 4.1% of the total daily cycling trips in 2012. The trips made along these pathways were not counted in previous surveys.

During the 2010 survey, temperatures reached a high of 13-17° C and there was no rain and approximately 5 km/hr winds. During the 2012 survey, a high between 10-11° C was recorded with no rain and approximately 9 km/hr winds. The cooler temperatures and stronger winds experienced during this survey year may have had an effect on commuters choosing cycling as their mode of transportation compared to the better weather conditions in 2010.

The average number of observed bicycle trips was 2,766 or a decrease of 360 bicycle trips over the 3,126 trips recorded in 2010. As discussed previously, these observed trips are factored to forecast the total bicycle trips between 7:00 AM to 10:00 PM of an average Fall weekday.

The 2012 cycling trip total includes 2,457 inbound and 2,217 outbound cycling trips. As with previous years, there is a slight inbound / outbound imbalance that may be due to cyclists still being on campus at 10:00 PM or cyclists using transit or other means for their outbound trip.

The cumulative inbound and outbound cycle trip estimates were used to estimate on-site bicycle accumulation for each hour, as summarized in **Table 6**.



Daily Cyclist Traffic (07:00 - 22:00)  
 Inbound: 2,457  
 Outbound: 2,217  
 Total: 4,674

Note: totals exclude M10

## Exhibit 5 Cyclist Access Patterns

University of Victoria - 2012 Traffic Survey  
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**Table 6: On-Site Bicycle Parking Estimate**

| Hour beginning | Cumulative bicycle arrivals | Cumulative bicycle departures | On-site bicycle accumulation |
|----------------|-----------------------------|-------------------------------|------------------------------|
| 7:00           | 102                         | 31                            | 70                           |
| 8:00           | 550                         | 118                           | 432                          |
| 9:00           | 926                         | 171                           | 756                          |
| 10:00          | 1125                        | 233                           | 892                          |
| 11:00          | 1337                        | 318                           | 1020                         |
| 12:00          | 1564                        | 411                           | 1153                         |
| 13:00          | 1747                        | 504                           | 1243                         |
| 14:00          | 1866                        | 719                           | 1147                         |
| 15:00          | 1980                        | 977                           | 1003                         |
| 16:00          | 2105                        | 1343                          | 762                          |
| 17:00          | 2202                        | 1629                          | 573                          |
| 18:00          | 2311                        | 1814                          | 497                          |
| 19:00          | 2382                        | 1948                          | 433                          |
| 20:00          | 2423                        | 2068                          | 356                          |
| 21:00          | 2458                        | 2217                          | 242                          |

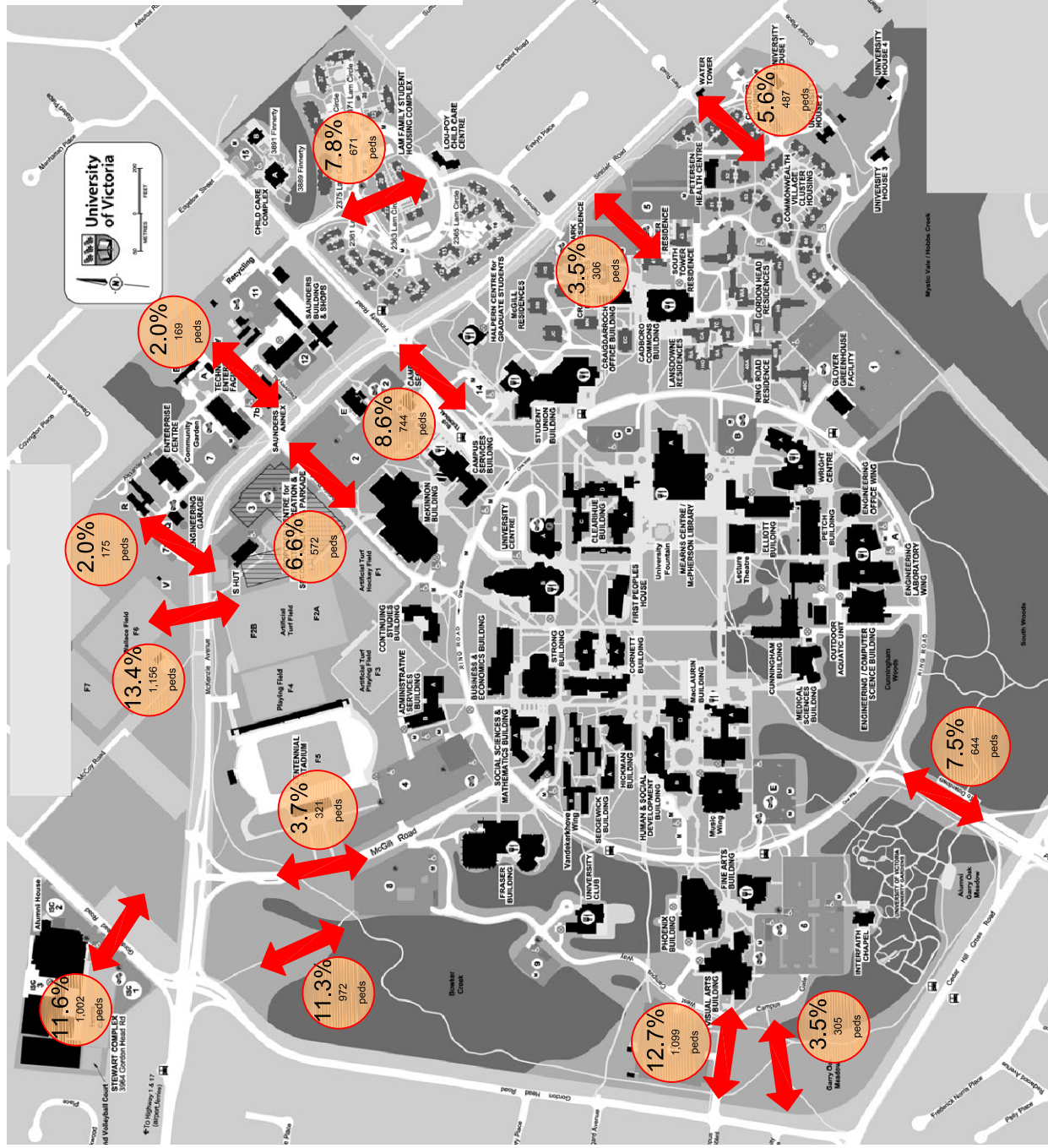
Based on this method, the peak accumulation of bicycles parked at the University is approximately 1243 bicycles between 1:00 PM and 2:00 PM. This is down from 1,460 in 2010 and appears to coincide with the overall decrease in cycling trips to and from the campus. A more accurate estimate of on-campus bicycle accumulation could be achieved through surveys of bike parking facilities throughout the day.

### 3.5 Pedestrians

Using the same procedure as in the 'Cyclists' section, estimated daily inbound / outbound pedestrian trip profiles were developed for the 7:00 AM to 10:00 PM period and are summarized in **Exhibit 6**. The number of daily pedestrian trips to / from the University is estimated at approximately 8,624 consisting of 4555 inbound and 4070 outbound trips. This represents a 13% decrease over the 9,906 daily trips in 2010.

The highest percentage of pedestrians was recorded at the McKenzie Avenue multi-use pathway with 13.4% followed by the West Campus Gate at 12.7% and the Stewart Complex at 10.7%. As with the cycling results, this represents a shift in the direction by which pedestrians are walking to and from UVic. In 2010, the McKenzie Avenue pathway was more heavily used than the West Campus Gate. This directional shift in usage could also be a result of the cancelled bus trips or less desirable weather conditions but this is difficult to predict.





Daily Pedestrian Traffic (07:00 - 22:00)  
 Inbound: 4,555  
 Outbound: 4,070  
 Total: 8,624  
 Note: totals exclude M10

## Exhibit 6 Pedestrian Access Patterns

University of Victoria - 2012 Traffic Survey  
 5070.04 December 2012 Scale NTS

During the manual count dates on October 24<sup>th</sup> and 25<sup>th</sup>, a total of 5,124 pedestrian trips were observed, which is 709 trips less than the 5,833 pedestrian trips observed in 2010. In 2012, during the AM peak hour 630 of these trips were inbound and 187 trips were outbound while during the PM Peak, 360 trips were inbound, and 566 trips were outbound.

### 3.6 Modal Split Summary

For a typical weekday condition, the estimated daily profiles of inbound and outbound trips to / from the University are summarized in **Table 7** (Inbound) and **Table 8** (Outbound) for all the major modes considered, i.e., vehicles, automobile passengers, transit passengers, cyclists, pedestrian, and rollerblade / skateboards. **Table 9** summarizes the overall mode split for 2012. The corresponding profiles for inbound and outbound trips by all modes are presented in **Exhibits 7** and **8** respectively.

Overall in 2012, there is a forecast decrease of 4.4% in total trips (all modes). A total of 62,251 trips were forecast for 2010, and for 2012 a total of 59,512 trips are calculated to travel to and from the campus from 7:00 AM to 22:00 PM. There were no changes to the survey methodology or approach for the 2012 survey compared to the 2010 survey that would account for the decrease in total trips. However, it should be noted, that based on the information available with respect to the ATC traffic volumes, there are fluctuations in traffic volumes week by week at UVic. For instance, of the three weeks of data collected by this method, the second week was shown to have the lowest traffic volumes over the ATC data collection period, and this week coincided with the collection of manual data. As stated within the report, estimates of the inbound and outbound vehicle trip profiles were developed for the 7:00 AM to 10:00 PM period, and factoring used to estimate cyclist and pedestrian movements and on-site bicycle accumulation outside of the manual count periods, are based on the weekday traffic profiles derived from the ATC data. Had the 'week 3' ATC data collection (the week with the highest traffic volumes and very similar to those reported during the 2010 report) coincided with the week the manual count data was collected, this may have showed different results for mode split, however this is difficult to predict as there was no manual data collected during week 3 to compare.

The reduced number of vehicle trips could also in part be due to less construction traffic during the 2012 survey period. In 2010, there was extensive construction activity on campus at six different building with funding provided under the \$42.5 million Canada – British Columbia Knowledge Infrastructure Program (KIP). The work included seismic upgrades, safety improvements, mechanical upgrades to water and heating systems and electrical improvements. In addition, the construction of the South Tower student residence was completed in December 2010. In the 2012 survey period, construction activity on campus was largely limited to two minor building renovation projects. Another factor potentially affecting total trips could be the variety, number and type of events hosted by UVic over the survey dates, which may have had different attendance levels to those hosted in 2010.

As noted in the earlier sections, there has been a decrease in the total number automobile drivers since 2010 with 24,169 drivers, compared with 23,663 for 2012, however with respect to overall mode splits, the percentage of automobile drivers is 39.8%, which is an increase of 1% over 2010.



The total number of automobile passengers has decreased from 6,202 in 2010 to 5,996 for 2012. However, with respect to the overall mode split, this results in a higher percentage of 10.1% for 2012 as compared to 10.0% for 2010.

The total number of transit passengers has increased with 16,470 in 2012 over 16,192 in 2010, which reflects an increase in overall mode split percentage from 26% in 2010 to 27.7% for 2012.

The active modes of transportation have not shown growth since 2010 when the total number of cyclists was 5,544 (8.9%) and the total number of pedestrians was 9,903 (15.9%). This compares to 4,675 cyclists or 7.9% and 8,624 pedestrians or 14.5% in 2012. Skateboarders and rollerbladers have remained relatively constant based on percentage changes but these numbers are also down from 2010 when there were 241 trips and a 0.4% modes split compared to 84 trips and a 0.1% mod split for 2012.

Another factor that could have affected the active modes of transportation for the 2012 survey is the less desirable weather conditions with cooler temperatures and stronger winds. The weather conditions may also account for the increase in single occupant vehicles, vehicle passengers and transit riders as these modes reduce the exposure to weather elements.

**Table 7: Inbound Modal Trip Split by Hour**

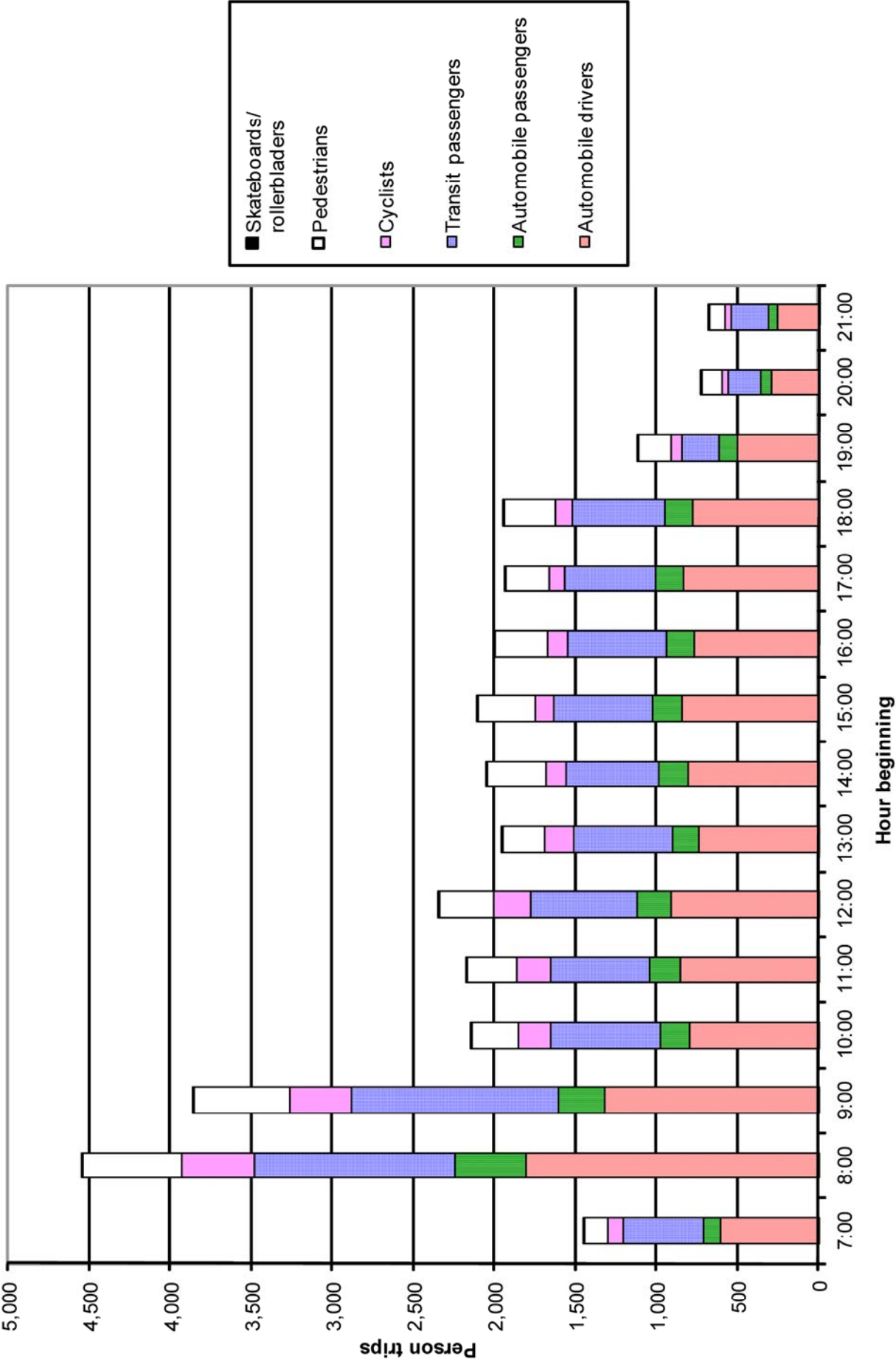
| Hour beginning | Automobile drivers | Automobile passengers | Transit passengers | Cyclists | Pedestrians | Skateboards/rollerbladers | Total  |
|----------------|--------------------|-----------------------|--------------------|----------|-------------|---------------------------|--------|
| 7:00           | 601                | 109                   | 492                | 102      | 135         | 0                         | 1,439  |
| 8:00           | 1,805              | 439                   | 1,239              | 448      | 610         | 2                         | 4,544  |
| 9:00           | 1,316              | 290                   | 1,275              | 377      | 594         | 2                         | 3,854  |
| 10:00          | 797                | 180                   | 676                | 198      | 286         | 1                         | 2,138  |
| 11:00          | 855                | 193                   | 601                | 213      | 307         | 1                         | 2,170  |
| 12:00          | 911                | 205                   | 663                | 227      | 328         | 1                         | 2,336  |
| 13:00          | 733                | 164                   | 609                | 182      | 262         | 1                         | 1,953  |
| 14:00          | 802                | 180                   | 580                | 120      | 365         | 6                         | 2,052  |
| 15:00          | 846                | 183                   | 609                | 114      | 348         | 8                         | 2,108  |
| 16:00          | 763                | 178                   | 603                | 125      | 329         | 4                         | 2,001  |
| 17:00          | 834                | 173                   | 562                | 97       | 258         | 3                         | 1,928  |
| 18:00          | 780                | 171                   | 564                | 109      | 312         | 5                         | 1,942  |
| 19:00          | 504                | 111                   | 224                | 71       | 202         | 3                         | 1,116  |
| 20:00          | 294                | 65                    | 198                | 41       | 118         | 2                         | 718    |
| 21:00          | 250                | 55                    | 232                | 35       | 100         | 1                         | 674    |
| Total          | 12,092             | 2,696                 | 9,129              | 2,458    | 4,555       | 42                        | 30,971 |
| Modal split    | 39.0%              | 8.7%                  | 29.5%              | 7.9%     | 14.7%       | 0.1%                      | 100.0% |

**Table 8: Outbound Modal Trip Split by Hour**

| Hour beginning | Automobile drivers | Automobile passengers | Transit passengers | Cyclists | Pedestrians | Skateboards/rollerbladers | Total  |
|----------------|--------------------|-----------------------|--------------------|----------|-------------|---------------------------|--------|
| 7:00           | 222                | 70                    | 129                | 31       | 57          | 0                         | 510    |
| 8:00           | 668                | 187                   | 242                | 87       | 181         | 0                         | 1,365  |
| 9:00           | 512                | 166                   | 201                | 53       | 137         | 1                         | 1,071  |
| 10:00          | 507                | 153                   | 256                | 62       | 136         | 1                         | 1,114  |
| 11:00          | 699                | 211                   | 417                | 85       | 187         | 1                         | 1,600  |
| 12:00          | 765                | 231                   | 491                | 93       | 204         | 1                         | 1,785  |
| 13:00          | 766                | 231                   | 599                | 93       | 204         | 1                         | 1,894  |
| 14:00          | 1,033              | 253                   | 859                | 215      | 469         | 5                         | 2,834  |
| 15:00          | 1,173              | 318                   | 893                | 258      | 485         | 6                         | 3,133  |
| 16:00          | 1,505              | 413                   | 957                | 366      | 547         | 8                         | 3,797  |
| 17:00          | 1,171              | 362                   | 897                | 286      | 445         | 5                         | 3,166  |
| 18:00          | 802                | 221                   | 574                | 185      | 320         | 4                         | 2,105  |
| 19:00          | 585                | 161                   | 274                | 135      | 233         | 3                         | 1,391  |
| 20:00          | 517                | 143                   | 297                | 119      | 206         | 3                         | 1,285  |
| 21:00          | 647                | 178                   | 256                | 149      | 258         | 3                         | 1,492  |
| Total          | 11,571             | 3,300                 | 7,341              | 2,217    | 4,070       | 42                        | 28,541 |
| Modal split    | 40.5%              | 11.6%                 | 25.7%              | 7.8%     | 14.3%       | 0.1%                      | 100.0% |

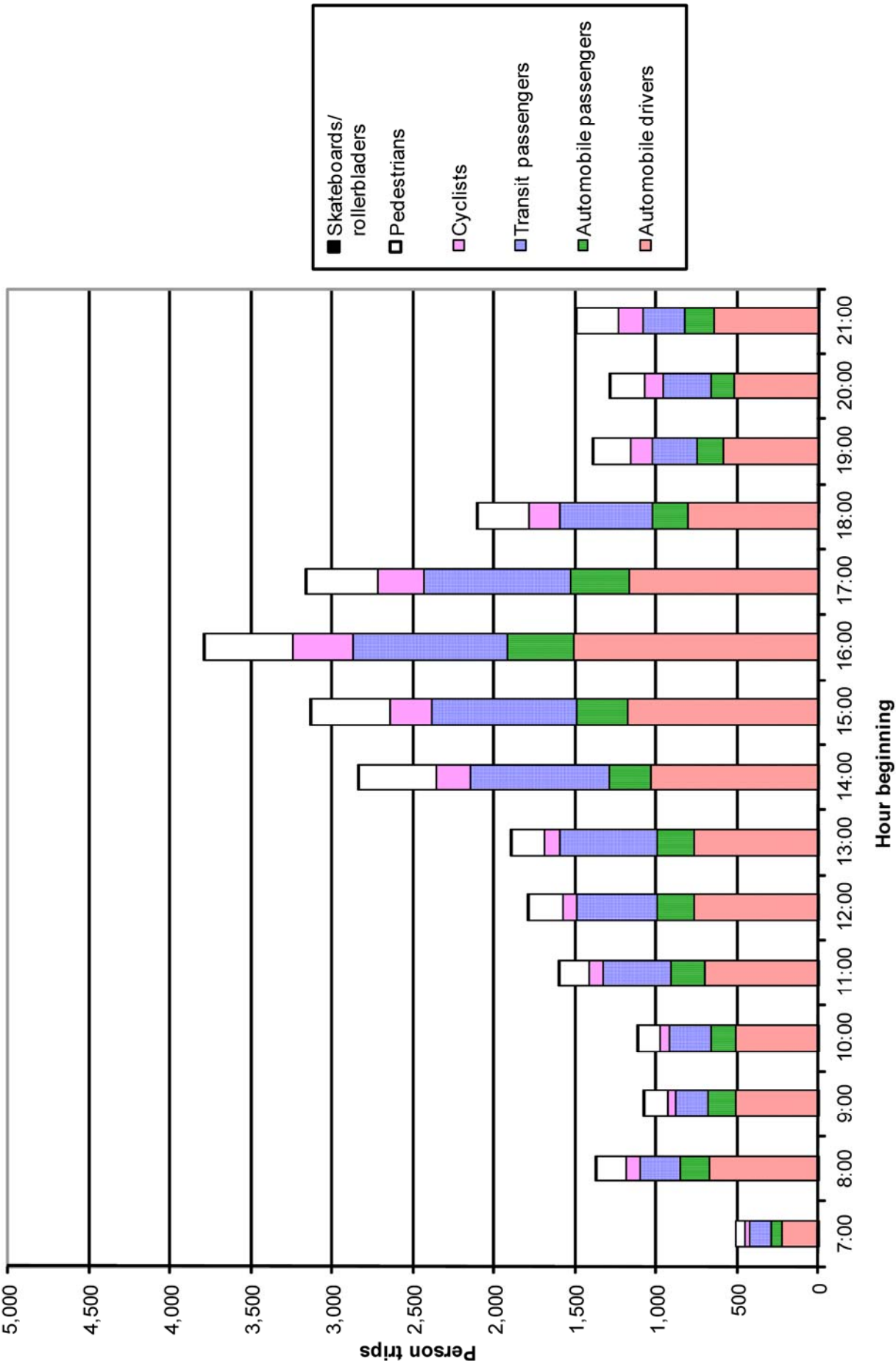
**Table 9: Total 2012 Inbound and Outbound Trips (Overall Mode Split)**

| Hour beginning | Automobile drivers | Automobile passengers | Transit passengers | Cyclists | Pedestrians | Skateboards/rollerbladers | Total  |
|----------------|--------------------|-----------------------|--------------------|----------|-------------|---------------------------|--------|
| Total          | 23,663             | 5,996                 | 16,470             | 4,675    | 8,624       | 84                        | 59,512 |
| Modal split    | 39.8%              | 10.1%                 | 27.7%              | 7.9%     | 14.5%       | 0.1%                      | 100.0% |



## Exhibit 7 Inbound Traffic Profile (all travel modes)

University of Victoria - 2012 Traffic Survey  
5070.04 December 2012 Scale NTS



## Exhibit 8 Outbound Traffic Profile (all travel modes)

University of Victoria - 2012 Traffic Survey  
5070.04 December 2012 Scale NTS

### 3.7 M-10 Finnerty Road Parking Lot

In 2006, the University of Victoria requested that a new manual count location be set up at the entrance / exit to the Finnerty Road parking lot at the entrance to Facilities Management to determine how this parking lot was being used. As with the 2006, 2008 and 2010 traffic study, this count station's data was not included in the general analysis as it would be inconsistent with the survey methodology of previous years.

During the observed peak hours (07:00 AM – 10:00 AM and 2:00 PM – 6:00 PM) of the 2012 survey, a total of 28 vehicles entered the parking lot and 37 exited. In 2010, 37 vehicles entered the parking lot and 33 exited the lot while in 2008, 44 vehicles entered and 50 vehicles exited and 49 entered and 50 exited in 2006. This decrease in vehicular volumes since 2008, is presumably due to the current procedure to record vehicular movements of non-UVic vehicles only as the intent is to collect traffic volume data related to use of private vehicles.

The peak inbound hour occurred at 8:00 AM - 09:00 AM when 11 vehicles (excluding trucks) entered the parking lot. The peak outbound hour was between 4:00 PM - 5:00 PM when 13 vehicles exited the parking lot (averaged over the two survey days).

As was done with the 2006, 2008 and 2010 studies, field reconnaissance was conducted to determine the utilization of the parking lot available for facilities management staff. Observations confirmed that the lot is typically occupied from 85 – 100% during periods of an average weekday which is consistent with the finds of the previous studies.

The average vehicle occupancy observed at the lot was 1.18 for the inbound vehicles between 7:00 AM – 10:00 AM on October 24<sup>th</sup> and 25<sup>th</sup>, 2012. This is comparable to the average vehicle occupancy for the remainder of the campus which is 1.23. This is slightly less than the 1.26 average occupancy observed at this location during the 2010 survey.

### 3.8 Bikes on Buses

According to information provided by BC Transit, the entire Victoria fleet is bike rack equipped (including the shuttle buses) and each bus is capable of carrying two bikes at a time.

During the 2010 survey, the methodology was expanded to record the number of buses carrying bikes. Of the survey stations on roads University Drive (M-1), Finnerty Road (M-8), McGill Road (M-4), West Campus Gate Road (M-2), and Gabriola Road (M-6) – only the first three have bus routes to and from the campus.

During the 2010 survey, this data was collected manually for the first time. For the 7 hour survey period there was an average of 29 bikes on inbound buses and 14 on outbound buses which is an average of 0.11 per bus inbound and 0.04 per bus outbound respectively. Considering the number of buses accessing the campus, this is quite low utilization of the available bus racks on the buses. BC Transit has



commented that the University bound service routes experience heavy bike rack usage however the data collected to date may not necessarily reflect this.

The disruption to the bus schedules due to job action in combination with the low number of bicycles on buses recorded during the 2010 survey made the collection of this information in 2012 of limited utility and therefore this information was not collected during the 2012 survey. This information was originally collected to address what now appears to have been an anomaly in the bicycle accumulation figures in the 2008 survey which has not reoccurred in either the 2010 or 2012 surveys.

If it is decided that this information should be collected for the next campus survey (presumably in 2014), consideration could be given to providing one additional counter at the bus terminal, who would be dedicated to tracking transit and bikes on racks to ensure accurate data collection and to validate the data collected in 2010.

## 4. MODAL SPLIT COMPARISON

A comparison of modal split results between 1996 and 2012 is shown in Table 10 and visually in **Exhibit 9**. Most of the changes were minor and for the most part, the modal split has stabilized over the last two surveys.

**Table 10: Modal Split Comparison with Previous Years**

| Travel Mode                | 1996 Survey | 2000 Survey | 2004 Survey | 2006 Survey | 2008 Survey | 2010 Survey | 2012 Survey |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Auto Drivers               | 57.5%       | 54.4%       | 47.1%       | 44.1%       | 37.5%       | 38.8%       | 39.8%       |
| Auto Passengers            | 15.6%       | 11.0%       | 11.8%       | 11.9%       | 12.8%       | 10.0%       | 10.1%       |
| Transit Passengers         | 11.3%       | 17.8%       | 26.2%       | 27.4%       | 31.0%       | 26.0%       | 27.7%       |
| Cyclists                   | 6.9%        | 5.5%        | 6.0%        | 5.3%        | 7.1%        | 8.9%        | 7.9%        |
| Pedestrians                | 8.7%        | 11.3%       | 8.7%        | 11.2%       | 11.2%       | 15.9%       | 14.5%       |
| Skateboards/ rollerbladers | 0.0%        | 0.0%        | 0.2%        | 0.1%        | 0.3%        | 0.4%        | 0.1%        |
| Total                      | 100.0%      | 100.0%      | 100.0%      | 100.0%      | 100.0%      | 100.0%      | 100.0%      |

As previously discussed, overall in 2012 there is a forecast decrease of 4.4% in total trips (all modes). A total of 62,251 trips were forecast for 2010, and for 2012 a total of 59,512 trips are calculated to travel to and from the campus from 7:00 AM to 22:00 PM. The reduced trips could in part be due to less construction traffic during the 2012 survey period. In 2010, multiple buildings were under construction including the South Tower Student Residence, which opened in January 2011. Another factor affecting total trips could be the variety, number and type of events hosted by UVic over the survey dates, which may have had different attendance levels compared to those hosted in 2010.

As noted in the earlier sections, there has actually been a decrease in the total number automobile drivers since 2010 with 24,169 drivers, compared with 23,663 for 2012, however with respect to overall mode splits, the percentage of auto drivers is at 39.8%, an increase of 1% from 2010.

The total number of automobile passengers has decreased from 6,202 in 2010 to 5,996 for 2012. However, with respect to the overall mode split, this results in a higher percentage of 10.1% for 2012 as compared to 10.0% for 2010.

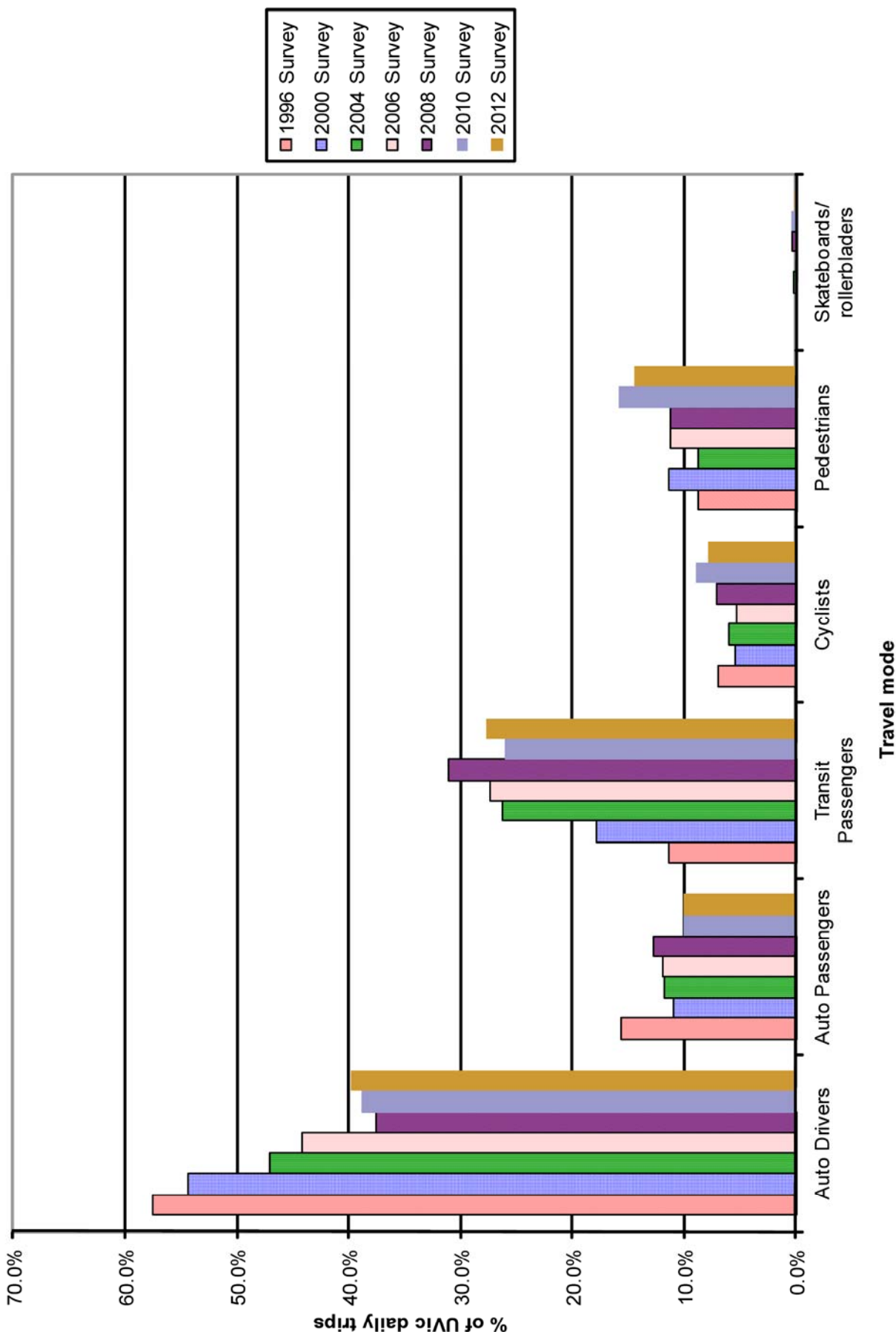
The total number of transit passengers has increased with 16,470 in 2012 over 16,192 in 2010, which reflects an increase in overall mode split percentage from 26% in 2010 to 27.7% for 2012. This reflects an increase in this mode share despite the bus trip cancellations as a result of BC Transit bus driver job action.

The active modes of transportation have not shown growth since 2010. The total number of cyclists in 2010 was 5,544 (8.9%) and the total number of pedestrians was 9,903 (15.9%). This compares to 4,675 cyclists or 7.9% and 8,624 pedestrians or 14.5% in 2012.

Skateboarder and rollerblader figures have remained relatively constant between based on percentage changes but these numbers are also down from 2010 when there were 241 trips and a 0.4% modes split compared to 84 trips and a 0.1% mod split for 2012.

The increase in the percentages of mode split results for single occupant vehicles automobile passengers may be a result of cancelled bus trips. Those who intended on taking the bus may have experienced a cancelled bus trip and chose to take a vehicle rather than wait for the next bus. These cancellations were posted on the BC Transit website and transit riders were encouraged to check for cancellations, however If the decision to take a vehicle was not planned ahead of time, there would be little opportunity to offer a ride to others. However the percentage of automobile passengers has increased by 0.1% over the result for 2010.

As previously discussed within the report, a factor that could also have affected the active modes of transportation for the 2012 survey is the less desirable weather conditions with cooler temperatures and stronger winds. The weather conditions may also account for the increase in single occupant vehicles, vehicle passengers and transit riders as these modes reduce the exposure to weather elements.



# Exhibit 9 1996 / 2000 / 2004 / 2006 / 2008 / 2010 / 2012 Travel Mode Split Summary

## 5. SUMMARY

As with the previous traffic audits conducted for UVic, the findings documented in this report will help gauge the impact of the campus' Transportation Demand Management (TDM) Strategy. It was noted in the 2008 that overall modal splits at the UVic campus had changed dramatically since 1992 and there were significant changes in 2004 when large reductions in vehicular use was observed as well as a large increases transit ridership. In 2008 trips by cyclists started to show an increase for this mode of transportation. In 2010, pedestrians were, for the first time, in the top three with respect to highest mode split percentages. There were more positive signs in 2010 with regard to TDM programs as the combined percentages of transit, pedestrian, bicycle and skateboards and rollerbladers increased to over 50% of the trips made to UVic. The total of automobile related trips was 48.8%, the first time that these trips have accounted for less than 50% of the trips to and from the UVic campus. This positive change has continued to be the trend for 2012 despite the BC Transit bus driver job action, which resulted in cancelled bus trips throughout the region including trips to and from UVic. The analysis of the 2012 Campus Survey showed the following trends since 2010:

- While single occupant vehicles are still below 40% of all trips, a threshold noted in the 2008 report, in 2012 they increased slightly to 39.8% from the low of 2008 at 37.5%. However, there has been a decrease of almost 18% from the 1996 study;
- Automatic tube counts reveal that over a 24-hour period, vehicular traffic volumes at the combined five stations (Gabriola, University Drive, West Campus Gate, McGill and Finnerty) showed an overall average weekday decrease of approximately 4% since 2010. However with respect to overall mode splits, the percentage of automobile drivers is 1.0% higher than in 2010.
- Transit ridership increased by 1.7% from 2010 levels in spite of the cancelled bus trips as a result of BC Transit bus driver job action. When compared to earlier transit ridership figures, the 2012 totals are comparable to those reported for the 2004, 2006 and 2010 studies;
- There was a decrease in pedestrian trips reported as they represented 14.5% of all trips, down from the 15.9% reported for 2010. This may be due to the better weather experienced in 2010;
- Cycling trips also had a decrease, perhaps for similar reasons as the pedestrian trips, accounting for 7.9% of all trips in 2012, a decrease of 1% from 8.9% reported in 2010.

While the methodology has remained consistent over the past surveys to ensure that results could be compared, the campus landscape continues to change by the construction activities. This means that the ATC and manual survey stations may be recording internal trips between various facilities on campus. The addition of the new M-11 manual survey station on the path between the campus and the Gordon Head Road / McKenzie Avenue intersection means that trips to and from the Ian Stewart complex could



also be recorded as trips to and from the main campus via this path. This potential double counting of trips could skew results. Whether the cordon line around the campus should be expanded or whether some of these facilities should be monitored as discrete activity nodes should be discussed to provide direction for future studies in the context of maintaining the relevance of the historical data base from 1992 to the present 2012 survey results.

If required for future surveys, the method by which the bikes on busses are to be counted should be reviewed to determine the best way in which these counts should be conducted. With many modes of transportation to track, bikes on busses would be easily missed as once the bus travels past the screenline, the bike racks are no longer visible. Perhaps rather than have counters track bikes on busses, a single counter could be assigned to the bus terminal and bikes on bus rack counts could be conducted from only this station.

Consideration could also be given to incorporating the skateboarder / rollerblader category into the pedestrian group for future surveys given the limited numbers.

Additionally, the M-10 Finnerty Road Parking Lot section should be reviewed as to whether this data is still relevant information for the University as little has changed at this location over the last 3 surveys.

## 6. CONCLUSIONS

The results from the 2012 survey document the continued positive gains resulting from UVic's TDM program with decreases in total automobile-related trips and increased to non-automobile modes. Most of the changes with respect to modal split were minor and for the most part, the modal split has stabilized over the last two surveys.

As stated earlier in the report, overall in 2012, there is a forecast decrease of in total trips (all modes). There were no changes to the survey methodology or approach for the 2012 survey compared to the 2010 survey that would account for the decrease in total trips. However, there are fluctuations in traffic volumes week by week at UVic. For instance, of the three weeks of ATC data collected, the manual survey week coincided with the week that was shown to have the lowest traffic volumes. Estimates of the inbound and outbound vehicle trip profiles were developed for the 7:00 AM to 10:00 PM period, and factoring used to estimate cyclist and pedestrian movements and on-site bicycle accumulation outside of the manual count periods, are based on the weekday traffic profiles derived from the ATC data. Had the week with the highest traffic volumes (with volumes very similar to those reported during the 2010 report) coincided with the week the manual count data was collected, this may have showed different results for mode split.

Other factors to consider regarding the reduced number of vehicle trips could also in part be due to less construction traffic during the 2012 survey period and / or the variety, number and type of events hosted by UVic over the survey dates, which may have had different attendance levels to those hosted in 2010.

It should also be noted that during the 2012 survey period, a factor which would influence overall results is the cancelled bus trips as a result of the BC Transit bus driver job action. During the two manual survey dates (October 24<sup>th</sup> and 25<sup>th</sup>) a total of 41 bus trips were cancelled at various times throughout the day on routes serving UVic. These 41 cancelled bus trips do not include any other routes that may connect with those routes serving UVic. In total over these two manual survey days, 78 bus trips were cancelled throughout the region.

The increase in the percentages of mode split results for single occupant vehicles may be a result of cancelled bus trips. Those who intended on taking the bus may have experienced a cancelled bus trip and chose to take a vehicle rather than wait for the next bus. These cancellations were posted on the BC Transit website and transit riders were encouraged to check for cancellations, however If the decision to take a vehicle was not planned ahead of time, there would be little opportunity to offer a ride to others. However the percentage of automobile passengers has increased by 0.1% over the result for 2010.

With the uncertainty and potential of not being able to get to and from UVic as a result of cancelled bus trips, some potential transit riders may have chosen to stay home to study and / or found an alternate method of commuting, and therefore in all likelihood the transit ridership would likely have been higher had the job action resulting in cancelled bus trips not occurred.

The bus trips that were cancelled may also have affected the modal split results as well as the travel patterns and routes of cyclists and pedestrians. Some cyclists and pedestrians combine this mode of transportation with transit. Due to cancelled trips on some routes, another bus route or alternate mode of transportation, including a single occupant vehicle, may have been chosen to get to and from UVic.

As previously discussed in the report, a factor that could also have affected the active modes of transportation for the 2012 survey is the less desirable weather conditions with cooler temperatures and stronger winds. The weather conditions may also account for the increase in single occupant vehicles, vehicle passengers and transit riders as these modes reduce the exposure to weather elements.

With this comprehensive traffic survey, the results observed or forecast for 2012, similar to those in 2010, are an improvement over past survey results and do indicate a positive trend consistent with TDM goals and objectives.



# APPENDIX A

Automatic Traffic Count Data  
TransTech Data Services





# FINNERTY ROAD (south of McKenzie Avenue / Sinclair Road)

## ENTERING - SOUTHBOUND (from McKenzie Avenue / Sinclair Road)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 4                   | 4                    | 3                      | 2                     | 18                  | 17                    | 23                  | 71         | 10              | 31               | 6                  |
| 1 - 2              | 1                   | 1                    | 2                      | 0                     | 5                   | 20                    | 11                  | 40         | 6               | 9                | 2                  |
| 2 - 3              | 0                   | 3                    | 1                      | 2                     | 5                   | 12                    | 8                   | 31         | 4               | 11               | 2                  |
| 3 - 4              | 1                   | 3                    | 1                      | 2                     | 4                   | 4                     | 16                  | 31         | 4               | 11               | 2                  |
| 4 - 5              | 2                   | 1                    | 1                      | 3                     | 2                   | 4                     | 4                   | 17         | 2               | 9                | 2                  |
| 5 - 6              | 6                   | 9                    | 12                     | 7                     | 8                   | 4                     | 4                   | 50         | 7               | 42               | 8                  |
| 6 - 7              | 41                  | 26                   | 35                     | 26                    | 31                  | 5                     | 6                   | 170        | 24              | 159              | 32                 |
| 7 - 8              | 65                  | 73                   | 81                     | 64                    | 68                  | 12                    | 15                  | 378        | 54              | 351              | 70                 |
| 8 - 9              | 207                 | 192                  | 208                    | 216                   | 193                 | 36                    | 19                  | 1,071      | 153             | 1,016            | 203                |
| 9 - 10             | 124                 | 122                  | 140                    | 122                   | 133                 | 55                    | 33                  | 729        | 104             | 641              | 128                |
| 10 - 11            | 80                  | 93                   | 106                    | 89                    | 107                 | 63                    | 68                  | 606        | 87              | 475              | 95                 |
| 11 - 12            | 122                 | 102                  | 98                     | 107                   | 131                 | 67                    | 50                  | 677        | 97              | 560              | 112                |
| 12 - 13            | 123                 | 112                  | 126                    | 127                   | 112                 | 68                    | 62                  | 730        | 104             | 600              | 120                |
| 13 - 14            | 96                  | 101                  | 120                    | 101                   | 141                 | 57                    | 65                  | 681        | 97              | 559              | 112                |
| 14 - 15            | 120                 | 132                  | 120                    | 142                   | 132                 | 73                    | 90                  | 809        | 116             | 646              | 129                |
| 15 - 16            | 144                 | 140                  | 159                    | 158                   | 130                 | 62                    | 70                  | 863        | 123             | 731              | 146                |
| 16 - 17            | 124                 | 121                  | 142                    | 124                   | 124                 | 85                    | 65                  | 785        | 112             | 635              | 127                |
| 17 - 18            | 97                  | 100                  | 119                    | 103                   | 107                 | 46                    | 50                  | 622        | 89              | 526              | 105                |
| 18 - 19            | 67                  | 110                  | 87                     | 83                    | 82                  | 58                    | 49                  | 536        | 77              | 429              | 86                 |
| 19 - 20            | 56                  | 49                   | 94                     | 56                    | 67                  | 36                    | 25                  | 383        | 55              | 322              | 64                 |
| 20 - 21            | 45                  | 44                   | 41                     | 39                    | 52                  | 39                    | 32                  | 292        | 42              | 221              | 44                 |
| 21 - 22            | 32                  | 34                   | 41                     | 36                    | 49                  | 34                    | 18                  | 244        | 35              | 192              | 38                 |
| 22 - 23            | 18                  | 13                   | 24                     | 30                    | 34                  | 26                    | 17                  | 162        | 23              | 119              | 24                 |
| 23 - 24            | 12                  | 10                   | 13                     | 21                    | 33                  | 25                    | 11                  | 125        | 18              | 89               | 18                 |
| 24 hr total        | 1587                | 1595                 | 1774                   | 1660                  | 1768                | 908                   | 811                 | 10,103     | 1,443           | 8,384            | 1,677              |
| 7:00 - 19:00 total | 1369                | 1188                 | 1300                   | 1250                  | 1271                | 578                   | 537                 | 7,493      | 1,070           | 6,378            | 1,276              |
| 7:00 - 22:00 total | 1502                | 1525                 | 1682                   | 1567                  | 1628                | 791                   | 711                 | 9,406      | 1,344           | 7,904            | 1,581              |

Average Weekday Peak Hour: 8:00 - 9:00

# FINNERTY ROAD (south of McKenzie Avenue / Sinclair Road)

## EXITING - NORTHBOUND (towards McKenzie Avenue / Sinclair Road)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 10                  | 15                   | 17                     | 21                    | 29                  | 48                    | 36                  | 176        | 25              | 92               | 18                 |
| 1 - 2              | 8                   | 10                   | 4                      | 8                     | 21                  | 42                    | 40                  | 133        | 19              | 51               | 10                 |
| 2 - 3              | 2                   | 5                    | 0                      | 5                     | 5                   | 21                    | 15                  | 53         | 8               | 17               | 3                  |
| 3 - 4              | 0                   | 3                    | 3                      | 4                     | 4                   | 11                    | 15                  | 40         | 6               | 14               | 3                  |
| 4 - 5              | 6                   | 4                    | 2                      | 3                     | 5                   | 3                     | 5                   | 28         | 4               | 20               | 4                  |
| 5 - 6              | 4                   | 5                    | 9                      | 5                     | 14                  | 6                     | 5                   | 48         | 7               | 37               | 7                  |
| 6 - 7              | 14                  | 14                   | 28                     | 20                    | 15                  | 7                     | 7                   | 105        | 15              | 91               | 18                 |
| 7 - 8              | 84                  | 84                   | 91                     | 76                    | 77                  | 11                    | 8                   | 431        | 62              | 412              | 82                 |
| 8 - 9              | 211                 | 183                  | 182                    | 191                   | 171                 | 26                    | 24                  | 988        | 141             | 938              | 188                |
| 9 - 10             | 156                 | 167                  | 154                    | 156                   | 161                 | 51                    | 33                  | 878        | 125             | 794              | 159                |
| 10 - 11            | 115                 | 151                  | 136                    | 113                   | 166                 | 80                    | 68                  | 829        | 118             | 681              | 136                |
| 11 - 12            | 168                 | 147                  | 153                    | 172                   | 202                 | 94                    | 87                  | 1,023      | 146             | 842              | 168                |
| 12 - 13            | 159                 | 184                  | 169                    | 176                   | 194                 | 115                   | 97                  | 1,094      | 156             | 882              | 176                |
| 13 - 14            | 173                 | 190                  | 160                    | 177                   | 213                 | 127                   | 87                  | 1,127      | 161             | 913              | 183                |
| 14 - 15            | 223                 | 234                  | 211                    | 227                   | 251                 | 114                   | 150                 | 1,410      | 201             | 1,146            | 229                |
| 15 - 16            | 251                 | 214                  | 289                    | 251                   | 253                 | 135                   | 100                 | 1,493      | 213             | 1,258            | 252                |
| 16 - 17            | 283                 | 274                  | 286                    | 261                   | 269                 | 137                   | 127                 | 1,637      | 234             | 1,373            | 275                |
| 17 - 18            | 221                 | 239                  | 250                    | 255                   | 216                 | 107                   | 109                 | 1,397      | 200             | 1,181            | 236                |
| 18 - 19            | 142                 | 188                  | 166                    | 194                   | 163                 | 97                    | 114                 | 1,064      | 152             | 853              | 171                |
| 19 - 20            | 111                 | 117                  | 132                    | 77                    | 84                  | 73                    | 87                  | 681        | 97              | 521              | 104                |
| 20 - 21            | 105                 | 84                   | 102                    | 105                   | 77                  | 78                    | 69                  | 620        | 89              | 473              | 95                 |
| 21 - 22            | 87                  | 91                   | 108                    | 104                   | 75                  | 56                    | 50                  | 571        | 82              | 465              | 93                 |
| 22 - 23            | 60                  | 56                   | 71                     | 65                    | 71                  | 48                    | 57                  | 428        | 61              | 323              | 65                 |
| 23 - 24            | 35                  | 30                   | 37                     | 50                    | 52                  | 34                    | 34                  | 272        | 39              | 204              | 41                 |
| 24 hr total        | 2628                | 2689                 | 2760                   | 2716                  | 2788                | 1521                  | 1424                | 16,526     | 2,361           | 13,581           | 2,716              |
| 7:00 - 19:00 total | 2186                | 1828                 | 1831                   | 1800                  | 1957                | 890                   | 781                 | 11,273     | 1,610           | 9,602            | 1,920              |
| 7:00 - 22:00 total | 2489                | 2547                 | 2589                   | 2535                  | 2572                | 1301                  | 1210                | 15,243     | 2,178           | 12,732           | 2,546              |

Average Weekday Peak Hour: 16:00 - 17:00

## GABRIOLA ROAD (south of McKenzie Avenue)

### ENTERING - SOUTHBOUND (from McKenzie Avenue)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 2                   | 0                    | 1                      | 5                     | 1                   | 0                     | 5                   | 14         | 2               | 9                | 2                  |
| 1 - 2              | 2                   | 2                    | 2                      | 2                     | 0                   | 1                     | 2                   | 11         | 2               | 8                | 2                  |
| 2 - 3              | 1                   | 2                    | 3                      | 4                     | 2                   | 0                     | 2                   | 14         | 2               | 12               | 2                  |
| 3 - 4              | 2                   | 0                    | 2                      | 0                     | 1                   | 0                     | 0                   | 5          | 1               | 5                | 1                  |
| 4 - 5              | 1                   | 3                    | 2                      | 3                     | 1                   | 1                     | 2                   | 13         | 2               | 10               | 2                  |
| 5 - 6              | 3                   | 6                    | 10                     | 6                     | 7                   | 1                     | 3                   | 36         | 5               | 32               | 6                  |
| 6 - 7              | 19                  | 24                   | 21                     | 22                    | 23                  | 4                     | 4                   | 117        | 17              | 109              | 22                 |
| 7 - 8              | 70                  | 128                  | 79                     | 125                   | 58                  | 17                    | 2                   | 479        | 68              | 460              | 92                 |
| 8 - 9              | 228                 | 226                  | 216                    | 225                   | 175                 | 59                    | 33                  | 1,162      | 166             | 1,070            | 214                |
| 9 - 10             | 155                 | 137                  | 176                    | 167                   | 151                 | 100                   | 57                  | 943        | 135             | 786              | 157                |
| 10 - 11            | 69                  | 148                  | 137                    | 86                    | 92                  | 77                    | 61                  | 670        | 96              | 532              | 106                |
| 11 - 12            | 111                 | 110                  | 113                    | 130                   | 100                 | 73                    | 63                  | 700        | 100             | 564              | 113                |
| 12 - 13            | 108                 | 115                  | 115                    | 116                   | 72                  | 55                    | 71                  | 652        | 93              | 526              | 105                |
| 13 - 14            | 79                  | 95                   | 107                    | 68                    | 111                 | 56                    | 65                  | 581        | 83              | 460              | 92                 |
| 14 - 15            | 86                  | 86                   | 110                    | 103                   | 82                  | 54                    | 120                 | 641        | 92              | 467              | 93                 |
| 15 - 16            | 100                 | 57                   | 122                    | 88                    | 74                  | 81                    | 92                  | 614        | 88              | 441              | 88                 |
| 16 - 17            | 102                 | 78                   | 102                    | 80                    | 75                  | 58                    | 63                  | 558        | 80              | 437              | 87                 |
| 17 - 18            | 79                  | 94                   | 108                    | 89                    | 117                 | 30                    | 41                  | 558        | 80              | 487              | 97                 |
| 18 - 19            | 126                 | 146                  | 145                    | 119                   | 49                  | 32                    | 98                  | 715        | 102             | 585              | 117                |
| 19 - 20            | 57                  | 103                  | 76                     | 67                    | 65                  | 25                    | 36                  | 429        | 61              | 368              | 74                 |
| 20 - 21            | 57                  | 73                   | 43                     | 25                    | 14                  | 16                    | 20                  | 248        | 35              | 212              | 42                 |
| 21 - 22            | 26                  | 30                   | 30                     | 28                    | 12                  | 10                    | 4                   | 140        | 20              | 126              | 25                 |
| 22 - 23            | 8                   | 11                   | 10                     | 4                     | 16                  | 6                     | 2                   | 57         | 8               | 49               | 10                 |
| 23 - 24            | 6                   | 6                    | 4                      | 3                     | 0                   | 4                     | 2                   | 25         | 4               | 19               | 4                  |
| 24 hr total        | 1497                | 1680                 | 1734                   | 1565                  | 1298                | 760                   | 848                 | 9,382      | 1,340           | 7,774            | 1,555              |
| 7:00 - 19:00 total | 1313                | 1180                 | 1277                   | 1188                  | 990                 | 630                   | 627                 | 7,205      | 1,029           | 5,948            | 1,190              |
| 7:00 - 22:00 total | 1453                | 1626                 | 1679                   | 1516                  | 1247                | 743                   | 826                 | 9,090      | 1,299           | 7,521            | 1,504              |

Average Weekday Peak Hour: **8:00 - 9:00**

## GABRIOLA ROAD (south of McKenzie Avenue)

### EXITING - NORTHBOUND (towards McKenzie Avenue)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 1                   | 3                    | 3                      | 10                    | 4                   | 7                     | 8                   | 36         | 5               | 21               | 4                  |
| 1 - 2              | 2                   | 5                    | 2                      | 5                     | 4                   | 22                    | 4                   | 44         | 6               | 18               | 4                  |
| 2 - 3              | 0                   | 0                    | 3                      | 2                     | 3                   | 2                     | 2                   | 12         | 2               | 8                | 2                  |
| 3 - 4              | 3                   | 1                    | 1                      | 1                     | 1                   | 0                     | 3                   | 10         | 1               | 7                | 1                  |
| 4 - 5              | 0                   | 0                    | 4                      | 6                     | 0                   | 2                     | 1                   | 13         | 2               | 10               | 2                  |
| 5 - 6              | 3                   | 2                    | 3                      | 6                     | 5                   | 2                     | 1                   | 22         | 3               | 19               | 4                  |
| 6 - 7              | 15                  | 15                   | 23                     | 15                    | 19                  | 8                     | 5                   | 100        | 14              | 87               | 17                 |
| 7 - 8              | 21                  | 26                   | 16                     | 46                    | 26                  | 19                    | 2                   | 156        | 22              | 135              | 27                 |
| 8 - 9              | 53                  | 58                   | 39                     | 71                    | 58                  | 25                    | 18                  | 322        | 46              | 279              | 56                 |
| 9 - 10             | 69                  | 136                  | 66                     | 80                    | 76                  | 71                    | 36                  | 534        | 76              | 427              | 85                 |
| 10 - 11            | 85                  | 84                   | 92                     | 63                    | 88                  | 56                    | 67                  | 535        | 76              | 412              | 82                 |
| 11 - 12            | 100                 | 117                  | 110                    | 106                   | 103                 | 100                   | 42                  | 678        | 97              | 536              | 107                |
| 12 - 13            | 78                  | 145                  | 126                    | 82                    | 132                 | 62                    | 85                  | 710        | 101             | 563              | 113                |
| 13 - 14            | 102                 | 136                  | 111                    | 106                   | 132                 | 57                    | 58                  | 702        | 100             | 587              | 117                |
| 14 - 15            | 157                 | 168                  | 144                    | 162                   | 159                 | 68                    | 62                  | 920        | 131             | 790              | 158                |
| 15 - 16            | 175                 | 134                  | 150                    | 152                   | 111                 | 80                    | 100                 | 902        | 129             | 722              | 144                |
| 16 - 17            | 198                 | 194                  | 209                    | 178                   | 157                 | 84                    | 122                 | 1,142      | 163             | 936              | 187                |
| 17 - 18            | 157                 | 143                  | 167                    | 153                   | 135                 | 55                    | 86                  | 896        | 128             | 755              | 151                |
| 18 - 19            | 77                  | 136                  | 113                    | 100                   | 97                  | 57                    | 81                  | 661        | 94              | 523              | 105                |
| 19 - 20            | 76                  | 101                  | 117                    | 103                   | 114                 | 12                    | 46                  | 569        | 81              | 511              | 102                |
| 20 - 21            | 75                  | 105                  | 96                     | 95                    | 51                  | 42                    | 75                  | 539        | 77              | 422              | 84                 |
| 21 - 22            | 124                 | 115                  | 84                     | 86                    | 31                  | 11                    | 19                  | 470        | 67              | 440              | 88                 |
| 22 - 23            | 60                  | 57                   | 57                     | 50                    | 50                  | 9                     | 9                   | 292        | 42              | 274              | 55                 |
| 23 - 24            | 15                  | 44                   | 20                     | 7                     | 10                  | 10                    | 4                   | 110        | 16              | 96               | 19                 |
| 24 hr total        | 1646                | 1925                 | 1756                   | 1685                  | 1566                | 861                   | 936                 | 10,375     | 1,482           | 8,578            | 1,716              |
| 7:00 - 19:00 total | 1272                | 1198                 | 1063                   | 1046                  | 1042                | 622                   | 592                 | 6,835      | 976             | 5,621            | 1,124              |
| 7:00 - 22:00 total | 1547                | 1798                 | 1640                   | 1583                  | 1470                | 799                   | 899                 | 9,736      | 1,391           | 8,038            | 1,608              |

Average Weekday Peak Hour: 16:00 - 17:00

# McGILL ROAD (south of McKenzie Avenue)

## ENTERING - SOUTHBOUND (from McKenzie Avenue)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 3                   | 4                    | 4                      | 5                     | 10                  | 10                    | 19                  | 55         | 8               | 26               | 5                  |
| 1 - 2              | 3                   | 3                    | 7                      | 2                     | 6                   | 8                     | 13                  | 42         | 6               | 21               | 4                  |
| 2 - 3              | 3                   | 0                    | 0                      | 2                     | 5                   | 9                     | 4                   | 23         | 3               | 10               | 2                  |
| 3 - 4              | 1                   | 2                    | 2                      | 1                     | 1                   | 2                     | 7                   | 16         | 2               | 7                | 1                  |
| 4 - 5              | 14                  | 13                   | 13                     | 14                    | 13                  | 4                     | 7                   | 78         | 11              | 67               | 13                 |
| 5 - 6              | 2                   | 2                    | 3                      | 7                     | 2                   | 1                     | 2                   | 19         | 3               | 16               | 3                  |
| 6 - 7              | 15                  | 16                   | 18                     | 15                    | 13                  | 0                     | 4                   | 81         | 12              | 77               | 15                 |
| 7 - 8              | 125                 | 118                  | 115                    | 131                   | 108                 | 6                     | 3                   | 606        | 87              | 597              | 119                |
| 8 - 9              | 530                 | 502                  | 464                    | 547                   | 454                 | 53                    | 31                  | 2,581      | 369             | 2,497            | 499                |
| 9 - 10             | 411                 | 449                  | 445                    | 421                   | 398                 | 85                    | 69                  | 2,278      | 325             | 2,124            | 425                |
| 10 - 11            | 160                 | 262                  | 254                    | 176                   | 244                 | 77                    | 97                  | 1,270      | 181             | 1,096            | 219                |
| 11 - 12            | 235                 | 214                  | 207                    | 241                   | 279                 | 88                    | 75                  | 1,339      | 191             | 1,176            | 235                |
| 12 - 13            | 215                 | 235                  | 220                    | 252                   | 229                 | 103                   | 82                  | 1,336      | 191             | 1,151            | 230                |
| 13 - 14            | 166                 | 189                  | 187                    | 150                   | 220                 | 106                   | 100                 | 1,118      | 160             | 912              | 182                |
| 14 - 15            | 187                 | 164                  | 199                    | 210                   | 204                 | 96                    | 109                 | 1,169      | 167             | 964              | 193                |
| 15 - 16            | 186                 | 165                  | 188                    | 174                   | 116                 | 120                   | 89                  | 1,038      | 148             | 829              | 166                |
| 16 - 17            | 189                 | 196                  | 188                    | 181                   | 147                 | 107                   | 85                  | 1,093      | 156             | 901              | 180                |
| 17 - 18            | 184                 | 163                  | 175                    | 198                   | 108                 | 87                    | 81                  | 996        | 142             | 828              | 166                |
| 18 - 19            | 216                 | 198                  | 187                    | 208                   | 94                  | 81                    | 68                  | 1,052      | 150             | 903              | 181                |
| 19 - 20            | 104                 | 100                  | 165                    | 72                    | 102                 | 67                    | 60                  | 670        | 96              | 543              | 109                |
| 20 - 21            | 61                  | 63                   | 83                     | 68                    | 43                  | 41                    | 42                  | 401        | 57              | 318              | 64                 |
| 21 - 22            | 37                  | 42                   | 58                     | 62                    | 39                  | 27                    | 37                  | 302        | 43              | 238              | 48                 |
| 22 - 23            | 20                  | 18                   | 25                     | 31                    | 25                  | 21                    | 16                  | 156        | 22              | 119              | 24                 |
| 23 - 24            | 12                  | 13                   | 7                      | 22                    | 20                  | 26                    | 12                  | 112        | 16              | 74               | 15                 |
| 24 hr total        | 3079                | 3131                 | 3214                   | 3190                  | 2880                | 1225                  | 1112                | 17,831     | 2,547           | 15,494           | 3,099              |
| 7:00 - 19:00 total | 2804                | 2494                 | 2467                   | 2483                  | 2399                | 841                   | 740                 | 14,228     | 2,033           | 12,647           | 2,529              |
| 7:00 - 22:00 total | 3006                | 3060                 | 3135                   | 3091                  | 2785                | 1144                  | 1028                | 17,249     | 2,464           | 15,077           | 3,015              |

Average Weekday Peak Hour: 8:00 - 9:00

# McGILL ROAD (south of McKenzie Avenue)

## EXITING - NORTHBOUND (towards McKenzie Avenue)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 11                  | 8                    | 10                     | 7                     | 12                  | 6                     | 8                   | 62         | 9               | 48               | 10                 |
| 1 - 2              | 6                   | 1                    | 4                      | 2                     | 17                  | 10                    | 15                  | 55         | 8               | 30               | 6                  |
| 2 - 3              | 2                   | 5                    | 0                      | 8                     | 16                  | 7                     | 9                   | 47         | 7               | 31               | 6                  |
| 3 - 4              | 0                   | 1                    | 5                      | 0                     | 2                   | 3                     | 5                   | 16         | 2               | 8                | 2                  |
| 4 - 5              | 3                   | 3                    | 2                      | 3                     | 1                   | 0                     | 1                   | 13         | 2               | 12               | 2                  |
| 5 - 6              | 0                   | 1                    | 4                      | 0                     | 2                   | 1                     | 2                   | 10         | 1               | 7                | 1                  |
| 6 - 7              | 5                   | 8                    | 8                      | 5                     | 1                   | 1                     | 0                   | 28         | 4               | 27               | 5                  |
| 7 - 8              | 27                  | 24                   | 31                     | 19                    | 23                  | 0                     | 1                   | 125        | 18              | 124              | 25                 |
| 8 - 9              | 112                 | 98                   | 112                    | 130                   | 85                  | 11                    | 3                   | 551        | 79              | 537              | 107                |
| 9 - 10             | 94                  | 116                  | 116                    | 101                   | 101                 | 53                    | 27                  | 608        | 87              | 528              | 106                |
| 10 - 11            | 80                  | 109                  | 137                    | 85                    | 136                 | 27                    | 40                  | 614        | 88              | 547              | 109                |
| 11 - 12            | 141                 | 134                  | 126                    | 171                   | 170                 | 51                    | 44                  | 837        | 120             | 742              | 148                |
| 12 - 13            | 120                 | 154                  | 152                    | 152                   | 169                 | 29                    | 31                  | 807        | 115             | 747              | 149                |
| 13 - 14            | 123                 | 201                  | 168                    | 152                   | 194                 | 54                    | 38                  | 930        | 133             | 838              | 168                |
| 14 - 15            | 219                 | 194                  | 161                    | 220                   | 241                 | 48                    | 43                  | 1,126      | 161             | 1,035            | 207                |
| 15 - 16            | 210                 | 177                  | 204                    | 197                   | 147                 | 74                    | 67                  | 1,076      | 154             | 935              | 187                |
| 16 - 17            | 267                 | 300                  | 301                    | 280                   | 227                 | 72                    | 56                  | 1,503      | 215             | 1,375            | 275                |
| 17 - 18            | 200                 | 209                  | 179                    | 247                   | 162                 | 61                    | 66                  | 1,124      | 161             | 997              | 199                |
| 18 - 19            | 164                 | 143                  | 166                    | 153                   | 90                  | 62                    | 53                  | 831        | 119             | 716              | 143                |
| 19 - 20            | 119                 | 94                   | 129                    | 105                   | 72                  | 74                    | 42                  | 635        | 91              | 519              | 104                |
| 20 - 21            | 144                 | 93                   | 127                    | 80                    | 48                  | 32                    | 44                  | 568        | 81              | 492              | 98                 |
| 21 - 22            | 124                 | 113                  | 114                    | 145                   | 104                 | 76                    | 34                  | 710        | 101             | 600              | 120                |
| 22 - 23            | 42                  | 49                   | 70                     | 48                    | 33                  | 17                    | 23                  | 282        | 40              | 242              | 48                 |
| 23 - 24            | 27                  | 23                   | 31                     | 37                    | 14                  | 14                    | 25                  | 171        | 24              | 132              | 26                 |
| 24 hr total        | 2240                | 2258                 | 2357                   | 2347                  | 2067                | 783                   | 677                 | 12,729     | 1,818           | 11,269           | 2,254              |
| 7:00 - 19:00 total | 1757                | 1507                 | 1508                   | 1507                  | 1493                | 419                   | 350                 | 8,541      | 1,220           | 7,772            | 1,554              |
| 7:00 - 22:00 total | 2144                | 2159                 | 2223                   | 2237                  | 1969                | 724                   | 589                 | 12,045     | 1,721           | 10,732           | 2,146              |

Average Weekday Peak Hour: 16:00 - 17:00



# UNIVERSITY DRIVE (north of Cedar Hill Cross Road)

## ENTERING - NORTHBOUND (from Cedar Hill Cross Road)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 10                  | 21                   | 12                     | 15                    | 29                  | 44                    | 33                  | 164        | 23              | 87               | 17                 |
| 1 - 2              | 9                   | 7                    | 4                      | 9                     | 22                  | 29                    | 30                  | 110        | 16              | 51               | 10                 |
| 2 - 3              | 1                   | 3                    | 1                      | 6                     | 6                   | 18                    | 16                  | 51         | 7               | 17               | 3                  |
| 3 - 4              | 1                   | 1                    | 1                      | 3                     | 3                   | 5                     | 14                  | 28         | 4               | 9                | 2                  |
| 4 - 5              | 1                   | 2                    | 0                      | 2                     | 3                   | 5                     | 7                   | 20         | 3               | 8                | 2                  |
| 5 - 6              | 8                   | 6                    | 11                     | 13                    | 10                  | 5                     | 3                   | 56         | 8               | 48               | 10                 |
| 6 - 7              | 31                  | 31                   | 40                     | 37                    | 28                  | 11                    | 7                   | 185        | 26              | 167              | 33                 |
| 7 - 8              | 162                 | 165                  | 158                    | 157                   | 132                 | 18                    | 13                  | 805        | 115             | 774              | 155                |
| 8 - 9              | 549                 | 530                  | 531                    | 516                   | 467                 | 122                   | 35                  | 2,750      | 393             | 2,593            | 519                |
| 9 - 10             | 410                 | 390                  | 378                    | 424                   | 428                 | 184                   | 80                  | 2,294      | 328             | 2,030            | 406                |
| 10 - 11            | 203                 | 308                  | 283                    | 208                   | 312                 | 121                   | 128                 | 1,563      | 223             | 1,314            | 263                |
| 11 - 12            | 241                 | 235                  | 225                    | 260                   | 292                 | 139                   | 134                 | 1,526      | 218             | 1,253            | 251                |
| 12 - 13            | 292                 | 264                  | 252                    | 277                   | 251                 | 165                   | 173                 | 1,674      | 239             | 1,336            | 267                |
| 13 - 14            | 220                 | 255                  | 257                    | 221                   | 278                 | 163                   | 158                 | 1,552      | 222             | 1,231            | 246                |
| 14 - 15            | 260                 | 245                  | 246                    | 253                   | 252                 | 127                   | 203                 | 1,586      | 227             | 1,256            | 251                |
| 15 - 16            | 269                 | 226                  | 283                    | 256                   | 223                 | 172                   | 138                 | 1,567      | 224             | 1,257            | 251                |
| 16 - 17            | 319                 | 288                  | 287                    | 283                   | 238                 | 132                   | 134                 | 1,681      | 240             | 1,415            | 283                |
| 17 - 18            | 251                 | 271                  | 292                    | 264                   | 217                 | 110                   | 141                 | 1,546      | 221             | 1,295            | 259                |
| 18 - 19            | 265                 | 285                  | 244                    | 279                   | 163                 | 106                   | 141                 | 1,483      | 212             | 1,236            | 247                |
| 19 - 20            | 146                 | 166                  | 211                    | 130                   | 129                 | 72                    | 84                  | 938        | 134             | 782              | 156                |
| 20 - 21            | 118                 | 95                   | 108                    | 116                   | 74                  | 67                    | 52                  | 630        | 90              | 511              | 102                |
| 21 - 22            | 87                  | 99                   | 85                     | 100                   | 68                  | 55                    | 48                  | 542        | 77              | 439              | 88                 |
| 22 - 23            | 45                  | 53                   | 52                     | 60                    | 74                  | 44                    | 34                  | 362        | 52              | 284              | 57                 |
| 23 - 24            | 25                  | 18                   | 34                     | 34                    | 57                  | 30                    | 28                  | 226        | 32              | 168              | 34                 |
| 24 hr total        | 3923                | 3964                 | 3995                   | 3923                  | 3756                | 1944                  | 1834                | 23,339     | 3,334           | 19,561           | 3,912              |
| 7:00 - 19:00 total | 3441                | 2906                 | 2900                   | 2855                  | 2873                | 1343                  | 1196                | 17,514     | 2,502           | 14,975           | 2,995              |
| 7:00 - 22:00 total | 3792                | 3822                 | 3840                   | 3744                  | 3524                | 1753                  | 1662                | 22,137     | 3,162           | 18,722           | 3,744              |

Average Weekday Peak Hour: 8:00 - 9:00

# UNIVERSITY DRIVE (north of Cedar Hill Cross Road)

## EXITING - SOUTHBOUND (towards Cedar Hill Cross Road)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 13                  | 17                   | 22                     | 32                    | 45                  | 31                    | 44                  | 204        | 29              | 129              | 26                 |
| 1 - 2              | 7                   | 11                   | 11                     | 8                     | 22                  | 41                    | 34                  | 134        | 19              | 59               | 12                 |
| 2 - 3              | 7                   | 4                    | 5                      | 8                     | 9                   | 18                    | 14                  | 65         | 9               | 33               | 7                  |
| 3 - 4              | 2                   | 2                    | 1                      | 1                     | 7                   | 5                     | 18                  | 36         | 5               | 13               | 3                  |
| 4 - 5              | 2                   | 2                    | 3                      | 2                     | 3                   | 4                     | 7                   | 23         | 3               | 12               | 2                  |
| 5 - 6              | 6                   | 5                    | 8                      | 6                     | 5                   | 2                     | 4                   | 36         | 5               | 30               | 6                  |
| 6 - 7              | 31                  | 31                   | 28                     | 26                    | 27                  | 9                     | 12                  | 164        | 23              | 143              | 29                 |
| 7 - 8              | 93                  | 101                  | 109                    | 90                    | 98                  | 25                    | 19                  | 535        | 76              | 491              | 98                 |
| 8 - 9              | 278                 | 284                  | 262                    | 283                   | 247                 | 55                    | 32                  | 1,441      | 206             | 1,354            | 271                |
| 9 - 10             | 218                 | 223                  | 242                    | 192                   | 239                 | 143                   | 60                  | 1,317      | 188             | 1,114            | 223                |
| 10 - 11            | 191                 | 226                  | 201                    | 194                   | 232                 | 114                   | 102                 | 1,260      | 180             | 1,044            | 209                |
| 11 - 12            | 259                 | 251                  | 231                    | 273                   | 291                 | 209                   | 104                 | 1,618      | 231             | 1,305            | 261                |
| 12 - 13            | 284                 | 327                  | 302                    | 298                   | 343                 | 147                   | 150                 | 1,851      | 264             | 1,554            | 311                |
| 13 - 14            | 269                 | 295                  | 293                    | 276                   | 354                 | 170                   | 123                 | 1,780      | 254             | 1,487            | 297                |
| 14 - 15            | 326                 | 304                  | 303                    | 380                   | 374                 | 137                   | 124                 | 1,948      | 278             | 1,687            | 337                |
| 15 - 16            | 337                 | 364                  | 389                    | 378                   | 321                 | 168                   | 171                 | 2,128      | 304             | 1,789            | 358                |
| 16 - 17            | 542                 | 507                  | 546                    | 534                   | 422                 | 153                   | 218                 | 2,922      | 417             | 2,551            | 510                |
| 17 - 18            | 400                 | 364                  | 407                    | 458                   | 319                 | 139                   | 172                 | 2,259      | 323             | 1,948            | 390                |
| 18 - 19            | 292                 | 318                  | 282                    | 251                   | 185                 | 118                   | 115                 | 1,561      | 223             | 1,328            | 266                |
| 19 - 20            | 193                 | 175                  | 204                    | 184                   | 117                 | 90                    | 104                 | 1,067      | 152             | 873              | 175                |
| 20 - 21            | 165                 | 165                  | 209                    | 142                   | 98                  | 69                    | 99                  | 947        | 135             | 779              | 156                |
| 21 - 22            | 219                 | 251                  | 272                    | 231                   | 100                 | 82                    | 74                  | 1,229      | 176             | 1,073            | 215                |
| 22 - 23            | 85                  | 106                  | 130                    | 99                    | 105                 | 49                    | 60                  | 634        | 91              | 525              | 105                |
| 23 - 24            | 52                  | 53                   | 63                     | 75                    | 50                  | 44                    | 53                  | 390        | 56              | 293              | 59                 |
| 24 hr total        | 4271                | 4386                 | 4523                   | 4421                  | 4013                | 2022                  | 1913                | 25,549     | 3,650           | 21,614           | 4,323              |
| 7:00 - 19:00 total | 3489                | 2882                 | 2878                   | 2898                  | 2921                | 1321                  | 1103                | 17,492     | 2,499           | 15,068           | 3,014              |
| 7:00 - 22:00 total | 4066                | 4155                 | 4252                   | 4164                  | 3740                | 1819                  | 1667                | 23,863     | 3,409           | 20,377           | 4,075              |

Average Weekday Peak Hour: 16:00 - 17:00

# WEST CAMPUS GATE (east of Gordon Head Road)

## ENTERING - EASTBOUND (from Gordon Head Road)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 0                   | 0                    | 0                      | 0                     | 22                  | 1                     | 2                   | 25         | 4               | 22               | 4                  |
| 1 - 2              | 0                   | 2                    | 0                      | 0                     | 10                  | 4                     | 1                   | 17         | 2               | 12               | 2                  |
| 2 - 3              | 0                   | 0                    | 1                      | 1                     | 1                   | 1                     | 0                   | 4          | 1               | 3                | 1                  |
| 3 - 4              | 0                   | 0                    | 1                      | 0                     | 2                   | 1                     | 1                   | 5          | 1               | 3                | 1                  |
| 4 - 5              | 8                   | 8                    | 7                      | 8                     | 8                   | 0                     | 0                   | 39         | 6               | 39               | 8                  |
| 5 - 6              | 0                   | 0                    | 4                      | 0                     | 0                   | 0                     | 0                   | 4          | 1               | 4                | 1                  |
| 6 - 7              | 8                   | 6                    | 11                     | 4                     | 5                   | 0                     | 0                   | 34         | 5               | 34               | 7                  |
| 7 - 8              | 48                  | 46                   | 68                     | 49                    | 62                  | 2                     | 2                   | 277        | 40              | 273              | 55                 |
| 8 - 9              | 253                 | 256                  | 254                    | 277                   | 218                 | 5                     | 11                  | 1,274      | 182             | 1,258            | 252                |
| 9 - 10             | 153                 | 166                  | 197                    | 168                   | 140                 | 24                    | 27                  | 875        | 125             | 824              | 165                |
| 10 - 11            | 63                  | 99                   | 102                    | 83                    | 95                  | 19                    | 20                  | 481        | 69              | 442              | 88                 |
| 11 - 12            | 129                 | 79                   | 99                     | 155                   | 72                  | 41                    | 17                  | 592        | 85              | 534              | 107                |
| 12 - 13            | 96                  | 110                  | 106                    | 152                   | 85                  | 38                    | 25                  | 612        | 87              | 549              | 110                |
| 13 - 14            | 71                  | 91                   | 96                     | 88                    | 70                  | 24                    | 33                  | 473        | 68              | 416              | 83                 |
| 14 - 15            | 76                  | 62                   | 65                     | 76                    | 74                  | 21                    | 26                  | 400        | 57              | 353              | 71                 |
| 15 - 16            | 51                  | 43                   | 61                     | 63                    | 23                  | 12                    | 23                  | 276        | 39              | 241              | 48                 |
| 16 - 17            | 57                  | 51                   | 57                     | 66                    | 48                  | 11                    | 21                  | 311        | 44              | 279              | 56                 |
| 17 - 18            | 62                  | 53                   | 53                     | 66                    | 34                  | 19                    | 23                  | 310        | 44              | 268              | 54                 |
| 18 - 19            | 46                  | 53                   | 65                     | 38                    | 23                  | 7                     | 13                  | 245        | 35              | 225              | 45                 |
| 19 - 20            | 21                  | 40                   | 40                     | 30                    | 13                  | 15                    | 8                   | 167        | 24              | 144              | 29                 |
| 20 - 21            | 9                   | 14                   | 5                      | 21                    | 4                   | 5                     | 2                   | 60         | 9               | 53               | 11                 |
| 21 - 22            | 16                  | 31                   | 7                      | 20                    | 5                   | 2                     | 4                   | 85         | 12              | 79               | 16                 |
| 22 - 23            | 4                   | 10                   | 3                      | 18                    | 3                   | 0                     | 4                   | 42         | 6               | 38               | 8                  |
| 23 - 24            | 0                   | 1                    | 0                      | 9                     | 1                   | 1                     | 3                   | 15         | 2               | 11               | 2                  |
| 24 hr total        | 1171                | 1221                 | 1302                   | 1392                  | 1018                | 253                   | 266                 | 6,623      | 946             | 6,104            | 1,221              |
| 7:00 - 19:00 total | 1105                | 1003                 | 1105                   | 1177                  | 887                 | 197                   | 205                 | 5,679      | 811             | 5,277            | 1,055              |
| 7:00 - 22:00 total | 1151                | 1194                 | 1275                   | 1352                  | 966                 | 245                   | 255                 | 6,438      | 920             | 5,938            | 1,188              |

Average Weekday Peak Hour: 8:00 - 9:00

# WEST CAMPUS GATE (east of Gordon Head Road)

## EXITING - WESTBOUND (towards Gordon Head Road)

| Time Period        | Monday<br>22-Oct-12 | Tuesday<br>23-Oct-12 | Wednesday<br>24-Oct-12 | Thursday<br>25-Oct-12 | Friday<br>26-Oct-12 | Saturday<br>27-Oct-12 | Sunday<br>28-Oct-12 | Week Total | Week<br>Average | Weekday<br>Total | Weekday<br>Average |
|--------------------|---------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|---------------------|------------|-----------------|------------------|--------------------|
| 0 - 1              | 2                   | 5                    | 5                      | 4                     | 43                  | 5                     | 0                   | 64         | 9               | 59               | 12                 |
| 1 - 2              | 0                   | 1                    | 3                      | 2                     | 34                  | 3                     | 0                   | 43         | 6               | 40               | 8                  |
| 2 - 3              | 1                   | 1                    | 2                      | 0                     | 10                  | 1                     | 0                   | 15         | 2               | 14               | 3                  |
| 3 - 4              | 0                   | 0                    | 1                      | 0                     | 7                   | 0                     | 0                   | 8          | 1               | 8                | 2                  |
| 4 - 5              | 1                   | 0                    | 0                      | 1                     | 1                   | 1                     | 1                   | 5          | 1               | 3                | 1                  |
| 5 - 6              | 0                   | 0                    | 2                      | 2                     | 0                   | 0                     | 0                   | 4          | 1               | 4                | 1                  |
| 6 - 7              | 4                   | 1                    | 3                      | 2                     | 0                   | 0                     | 0                   | 10         | 1               | 10               | 2                  |
| 7 - 8              | 7                   | 7                    | 12                     | 6                     | 5                   | 0                     | 1                   | 38         | 5               | 37               | 7                  |
| 8 - 9              | 31                  | 13                   | 23                     | 26                    | 15                  | 4                     | 4                   | 116        | 17              | 108              | 22                 |
| 9 - 10             | 32                  | 32                   | 33                     | 33                    | 37                  | 2                     | 6                   | 175        | 25              | 167              | 33                 |
| 10 - 11            | 27                  | 34                   | 31                     | 29                    | 48                  | 7                     | 10                  | 186        | 27              | 169              | 34                 |
| 11 - 12            | 63                  | 64                   | 58                     | 90                    | 93                  | 12                    | 25                  | 405        | 58              | 368              | 74                 |
| 12 - 13            | 70                  | 85                   | 85                     | 88                    | 84                  | 19                    | 13                  | 444        | 63              | 412              | 82                 |
| 13 - 14            | 70                  | 94                   | 96                     | 87                    | 108                 | 55                    | 21                  | 531        | 76              | 455              | 91                 |
| 14 - 15            | 102                 | 115                  | 86                     | 109                   | 146                 | 19                    | 17                  | 594        | 85              | 558              | 112                |
| 15 - 16            | 104                 | 89                   | 107                    | 123                   | 72                  | 11                    | 20                  | 526        | 75              | 495              | 99                 |
| 16 - 17            | 148                 | 158                  | 180                    | 169                   | 122                 | 19                    | 16                  | 812        | 116             | 777              | 155                |
| 17 - 18            | 88                  | 82                   | 83                     | 106                   | 57                  | 11                    | 24                  | 451        | 64              | 416              | 83                 |
| 18 - 19            | 35                  | 62                   | 67                     | 67                    | 42                  | 16                    | 13                  | 302        | 43              | 273              | 55                 |
| 19 - 20            | 50                  | 52                   | 50                     | 36                    | 23                  | 9                     | 11                  | 231        | 33              | 211              | 42                 |
| 20 - 21            | 40                  | 27                   | 19                     | 31                    | 21                  | 13                    | 11                  | 162        | 23              | 138              | 28                 |
| 21 - 22            | 33                  | 52                   | 58                     | 56                    | 10                  | 7                     | 9                   | 225        | 32              | 209              | 42                 |
| 22 - 23            | 7                   | 20                   | 67                     | 38                    | 15                  | 5                     | 7                   | 159        | 23              | 147              | 29                 |
| 23 - 24            | 1                   | 2                    | 9                      | 62                    | 5                   | 3                     | 4                   | 86         | 12              | 79               | 16                 |
| 24 hr total        | 916                 | 996                  | 1080                   | 1167                  | 998                 | 222                   | 213                 | 5,592      | 799             | 5,157            | 1,031              |
| 7:00 - 19:00 total | 777                 | 691                  | 711                    | 760                   | 730                 | 148                   | 133                 | 3,950      | 564             | 3,669            | 734                |
| 7:00 - 22:00 total | 900                 | 966                  | 988                    | 1056                  | 883                 | 204                   | 201                 | 5,198      | 743             | 4,793            | 959                |

Average Weekday Peak Hour:

16:00 - 17:00

## APPENDIX B

### Peak Period Manual Traffic Count Data





PEDESTRIAN SUMMARY

| INBOUND PEDESTRIANS (excluding M-10)     |     |     |     |    | Peak Hours |      |     |    |     |     |     |     |     |     |     |        |
|------------------------------------------|-----|-----|-----|----|------------|------|-----|----|-----|-----|-----|-----|-----|-----|-----|--------|
| HOURL                                    | M1  | M2  | M3  | M4 | M5a        | M5b  | M6  | M7 | M8  | M9a | M9b | M10 | M11 | M12 | MF  | TOTALS |
| 7:00 - 8:00 AM                           | 12  | 15  | 23  | 3  | 4          | 14   | 8   | 3  | 21  | 7   | 11  | 0   | 9   | 4   | 10  | 139    |
| 8:00 - 9:00 AM                           | 76  | 114 | 37  | 24 | 4          | 72   | 37  | 9  | 66  | 41  | 21  | 3   | 87  | 33  | 11  | 630    |
| 9:00 - 10:00 AM                          | 45  | 99  | 24  | 19 | 2          | 70   | 44  | 13 | 70  | 42  | 25  | 0   | 113 | 45  | 6   | 614    |
| AM Sub-Totals                            | 133 | 228 | 84  | 45 | 10         | 156  | 89  | 24 | 157 | 89  | 56  | 3   | 208 | 81  | 27  | 1,383  |
|                                          |     |     |     |    |            |      |     |    |     |     |     |     |     |     |     |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 22  | 32  | 52  | 13 | 4          | 79.5 | 20  | 10 | 16  | 18  | 13  | 0   | 35  | 13  | 53  | 377    |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 20  | 31  | 67  | 12 | 2          | 72   | 22  | 8  | 31  | 14  | 14  | 0   | 34  | 7   | 28  | 360    |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 17  | 33  | 90  | 11 | 3          | 35   | 32  | 5  | 12  | 23  | 12  | 0   | 22  | 7   | 42  | 340    |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 17  | 24  | 69  | 15 | 7          | 34   | 12  | 0  | 17  | 14  | 13  | 0   | 16  | 7   | 26  | 267    |
| PM Sub-Totals                            | 75  | 119 | 277 | 50 | 15         | 220  | 86  | 22 | 76  | 68  | 52  | 0   | 106 | 34  | 148 | 1,343  |
| TOTALS                                   | 208 | 347 | 360 | 94 | 24         | 376  | 174 | 46 | 232 | 157 | 108 | 3   | 313 | 114 | 175 | 2,726  |

| OUTBOUND PEDESTRIANS (excluding M-10)    |     |     |     |     |     |     |     |    |     |     |     |     |     |     |     |        |
|------------------------------------------|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|--------|
| HOURL                                    | M1  | M2  | M3  | M4  | M5a | M5b | M6  | M7 | M8  | M9a | M9b | M10 | M11 | M12 | MF  | TOTALS |
| 7:00 - 8:00 AM                           | 2   | 1   | 13  | 2   | 6   | 5   | 4   | 1  | 4   | 3   | 2   | 0   | 2   | 1   | 17  | 59     |
| 8:00 - 9:00 AM                           | 4   | 14  | 24  | 8   | 13  | 35  | 15  | 6  | 6   | 8   | 4   | 2   | 5   | 1   | 47  | 187    |
| 9:00 - 10:00 AM                          | 9   | 8   | 20  | 11  | 7   | 16  | 15  | 7  | 4   | 8   | 3   | 0   | 8   | 1   | 28  | 142    |
| AM Sub-Totals                            | 14  | 23  | 56  | 20  | 26  | 56  | 33  | 13 | 14  | 18  | 9   | 2   | 14  | 2   | 92  | 387    |
|                                          |     |     |     |     |     |     |     |    |     |     |     |     |     |     |     |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 41  | 71  | 32  | 21  | 18  | 48  | 38  | 12 | 41  | 32  | 15  | 0   | 70  | 22  | 28  | 485    |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 41  | 75  | 45  | 17  | 9   | 63  | 23  | 11 | 64  | 32  | 15  | 3   | 62  | 17  | 32  | 501    |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 41  | 81  | 49  | 18  | 9   | 93  | 42  | 14 | 52  | 34  | 22  | 1   | 79  | 19  | 17  | 566    |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 48  | 71  | 59  | 18  | 8   | 56  | 24  | 2  | 52  | 20  | 18  | 2   | 58  | 13  | 17  | 460    |
| PM Sub-Totals                            | 169 | 297 | 184 | 73  | 43  | 258 | 127 | 38 | 208 | 117 | 69  | 5   | 268 | 69  | 94  | 2,012  |
| TOTALS                                   | 183 | 320 | 240 | 93  | 69  | 314 | 160 | 51 | 221 | 135 | 78  | 7   | 282 | 71  | 185 | 2,399  |
| 7 HOUR TOTALS                            | 391 | 667 | 600 | 187 | 93  | 690 | 334 | 96 | 453 | 291 | 185 | 9   | 595 | 185 | 360 | 5,124  |

AM and PM PEAK HOURS at manual stations (excluding M-10 volumes)

| INBOUND  | M1 | M2  | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
|----------|----|-----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|-------|
| AM       | 76 | 114 | 37 | 24 | 4   | 72  | 37 | 9  | 66 | 41  | 21  | 3   | 87  | 33  | 11 | 630   |
| PM       | 20 | 31  | 67 | 12 | 2   | 72  | 22 | 8  | 31 | 14  | 14  | 0   | 34  | 7   | 28 | 360   |
|          |    |     |    |    |     |     |    |    |    |     |     |     |     |     |    |       |
| OUTBOUND | M1 | M2  | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
| AM       | 4  | 14  | 24 | 8  | 13  | 35  | 15 | 6  | 6  | 8   | 4   | 2   | 5   | 1   | 47 | 187   |
| PM       | 41 | 81  | 49 | 18 | 9   | 93  | 42 | 14 | 52 | 34  | 22  | 1   | 79  | 19  | 17 | 566   |

BICYCLE SUMMARY

| INBOUND BICYCLES (excluding M-10)        |     |     |    |     | Peak Hours |     |    |    |    |     |     |     |     |     |    |        |
|------------------------------------------|-----|-----|----|-----|------------|-----|----|----|----|-----|-----|-----|-----|-----|----|--------|
| HOURL                                    | M1  | M2  | M3 | M4  | M5a        | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTALS |
| 7:00 - 8:00 AM                           | 34  | 18  | 9  | 11  | 1          | 9   | 5  | 3  | 8  | 1   | 2   | 1   | 5   | 0   | 1  | 105    |
| 8:00 - 9:00 AM                           | 127 | 86  | 15 | 63  | 7          | 61  | 35 | 5  | 33 | 8   | 8   | 5   | 10  | 3   | 6  | 463    |
| 9:00 - 10:00 AM                          | 121 | 65  | 9  | 43  | 1          | 69  | 30 | 6  | 21 | 5   | 3   | 0   | 14  | 4   | 1  | 389    |
| AM Sub-Totals                            | 282 | 169 | 32 | 116 | 8          | 139 | 70 | 14 | 61 | 13  | 13  | 5   | 29  | 7   | 7  | 957    |
|                                          |     |     |    |     |            |     |    |    |    |     |     |     |     |     |    |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 21  | 18  | 14 | 12  | 1          | 20  | 9  | 2  | 8  | 3   | 3   | 1   | 5.5 | 1.5 | 9  | 124    |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 21  | 17  | 11 | 13  | 1          | 15  | 7  | 6  | 9  | 3   | 3   | 1   | 3   | 1.5 | 10 | 118    |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 28  | 17  | 23 | 10  | 2          | 13  | 12 | 3  | 6  | 2   | 3   | 1   | 6   | 0   | 6  | 129    |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 16  | 14  | 16 | 11  | 2          | 16  | 2  | 3  | 6  | 2   | 4   | 0   | 4   | 1.5 | 4  | 100    |
| PM Sub-Totals                            | 85  | 66  | 63 | 46  | 5          | 64  | 30 | 13 | 28 | 10  | 13  | 2   | 19  | 5   | 28 | 470    |
| TOTALS                                   | 367 | 235 | 95 | 162 | 13         | 202 | 99 | 27 | 89 | 23  | 25  | 7   | 48  | 11  | 35 | 1,427  |

| OUTBOUND BICYCLES (excluding M-10)       |     |     |     |     |     |      |     |    |     |     |     |     |      |     |    |        |
|------------------------------------------|-----|-----|-----|-----|-----|------|-----|----|-----|-----|-----|-----|------|-----|----|--------|
| HOURL                                    | M1  | M2  | M3  | M4  | M5a | M5b  | M6  | M7 | M8  | M9a | M9b | M10 | M11  | M12 | MF | TOTALS |
| 7:00 - 8:00 AM                           | 7   | 1   | 6   | 1   | 1   | 2.5  | 5   | 1  | 5   | 1   | 0   | 0   | 0.5  | 0   | 6  | 33     |
| 8:00 - 9:00 AM                           | 15  | 4   | 10  | 2   | 4   | 7    | 11  | 5  | 2   | 1   | 0   | 0   | 1    | 0   | 30 | 90     |
| 9:00 - 10:00 AM                          | 11  | 3   | 6   | 6   | 3   | 4    | 6   | 7  | 4   | 1   | 0   | 0   | 2    | 0   | 4  | 55     |
| AM Sub-Totals                            | 32  | 8   | 22  | 9   | 8   | 14   | 21  | 12 | 10  | 2   | 0   | 0   | 4    | 0   | 39 | 177    |
|                                          |     |     |     |     |     |      |     |    |     |     |     |     |      |     |    |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 59  | 48  | 9   | 25  | 5   | 23.5 | 18  | 2  | 12  | 5   | 2   | 0   | 9.5  | 3.5 | 4  | 222    |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 77  | 45  | 9   | 25  | 3   | 34.5 | 24  | 6  | 14  | 2   | 10  | 1   | 10.5 | 1.5 | 9  | 267    |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 118 | 66  | 18  | 44  | 2   | 44   | 30  | 6  | 25  | 6   | 5   | 1   | 11   | 4   | 4  | 379    |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 91  | 44  | 17  | 26  | 1   | 35.5 | 26  | 2  | 28  | 7   | 2   | 1   | 11   | 3   | 3  | 295    |
| PM Sub-Totals                            | 344 | 202 | 52  | 120 | 10  | 138  | 98  | 16 | 77  | 19  | 18  | 3   | 42   | 12  | 19 | 1,162  |
| TOTALS                                   | 376 | 210 | 73  | 128 | 17  | 151  | 119 | 27 | 87  | 21  | 18  | 3   | 45   | 12  | 58 | 1,339  |
| 7 HOUR TOTALS                            | 743 | 444 | 168 | 290 | 30  | 353  | 218 | 54 | 175 | 43  | 43  | 10  | 93   | 23  | 93 | 2,766  |

AM and PM PEAK HOURS at manual stations (excluding M-10 volumes)

| INBOUND  | M1  | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
|----------|-----|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|-------|
| AM       | 127 | 86 | 15 | 63 | 7   | 61  | 35 | 5  | 33 | 8   | 8   | 5   | 10  | 3   | 6  | 463   |
| PM       | 28  | 17 | 23 | 10 | 2   | 13  | 12 | 3  | 6  | 2   | 3   | 1   | 6   | 0   | 6  | 129   |
|          |     |    |    |    |     |     |    |    |    |     |     |     |     |     |    |       |
| OUTBOUND | M1  | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
| AM       | 15  | 4  | 10 | 2  | 4   | 7   | 11 | 5  | 2  | 1   | 0   | 0   | 1   | 0   | 30 | 90    |
| PM       | 118 | 66 | 18 | 44 | 2   | 44  | 30 | 6  | 25 | 6   | 5   | 1   | 11  | 4   | 4  | 379   |

SKATEBOARD / ROLLERBLADE SUMMARY

INBOUND SKATEBOARDERS / ROLLERBLADERS (excluding M-10)

Peak Hours of Vehicles

| HOURL                                    | M1 | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTALS |
|------------------------------------------|----|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|--------|
| 7:00 - 8:00 AM                           | 0  | 0  | 0  | 0  | 0   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 1   | 0   | 0  | 1      |
| 8:00 - 9:00 AM                           | 1  | 1  | 1  | 0  | 1   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0  | 3      |
| 9:00 - 10:00 AM                          | 1  | 0  | 1  | 1  | 0   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 1   | 0   | 0  | 3      |
| AM Sub-Totals                            | 1  | 1  | 2  | 1  | 1   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 1   | 0   | 0  | 6      |
|                                          |    |    |    |    |     |     |    |    |    |     |     |     |     |     |    |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 1  | 1  | 2  | 0  | 0   | 0   | 1  | 0  | 0  | 0   | 1   | 0   | 0.5 | 0   | 1  | 6      |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 1  | 2  | 2  | 2  | 0   | 0   | 0  | 0  | 1  | 0   | 1   | 0   | 1   | 0   | 1  | 9      |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 0  | 0  | 1  | 0  | 0   | 0   | 1  | 0  | 1  | 0   | 1   | 0   | 2   | 0   | 0  | 4      |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 0  | 0  | 2  | 0  | 0   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 1   | 1   | 0  | 3      |
| PM Sub-Totals                            | 2  | 3  | 6  | 2  | 0   | 0   | 2  | 0  | 1  | 0   | 2   | 0   | 4   | 1   | 2  | 22     |
| TOTALS                                   | 3  | 3  | 7  | 3  | 1   | 0   | 2  | 0  | 1  | 0   | 2   | 0   | 5   | 1   | 2  | 27     |

OUTBOUND SKATEBOARDERS / ROLLERBLADERS (excluding M10)

| HOURL                                    | M1 | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTALS |
|------------------------------------------|----|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|--------|
| 7:00 - 8:00 AM                           | 0  | 0  | 0  | 0  | 0   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0  | 0      |
| 8:00 - 9:00 AM                           | 0  | 0  | 0  | 0  | 0   | 0   | 0  | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 1  | 1      |
| 9:00 - 10:00 AM                          | 0  | 0  | 1  | 0  | 0   | 0   | 0  | 0  | 1  | 0   | 0   | 0   | 0   | 0   | 0  | 2      |
| AM Sub-Totals                            | 0  | 0  | 1  | 0  | 0   | 0   | 0  | 0  | 1  | 0   | 0   | 0   | 0   | 0   | 1  | 2      |
|                                          |    |    |    |    |     |     |    |    |    |     |     |     |     |     |    |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 0  | 1  | 1  | 2  | 0   | 0   | 0  | 0  | 1  | 0   | 1   | 0   | 1   | 0   | 1  | 6      |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 2  | 2  | 1  | 1  | 0   | 0   | 1  | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 1  | 6      |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 1  | 2  | 2  | 0  | 0   | 0   | 1  | 0  | 1  | 0   | 0   | 1   | 2   | 0   | 0  | 8      |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 1  | 0  | 1  | 2  | 0   | 0   | 1  | 0  | 0  | 0   | 0   | 0   | 1   | 1   | 0  | 5      |
| PM Sub-Totals                            | 4  | 5  | 5  | 4  | 0   | 0   | 3  | 0  | 2  | 0   | 1   | 1   | 3   | 1   | 1  | 25     |
| TOTALS                                   | 4  | 5  | 6  | 4  | 0   | 0   | 3  | 0  | 2  | 0   | 1   | 1   | 3   | 1   | 2  | 27     |

7 HOUR TOTALS      7      8      13      6      1      0      4      0      3      0      2      1      8      1      3      54

AM and PM PEAK HOURS at manual stations

EXCLUDING M10 VOLUMES

| INBOUND | M1 | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
|---------|----|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|-------|
| AM      | 1  | 1  | 1  | 0  | 1   |     | 0  | 0  | 0  | 0   | 0   | 0   |     |     | 0  | 3     |
| PM      | 1  | 2  | 2  | 2  | 0   | 0   | 0  | 0  | 1  | 0   | 1   | 0   | 1   | 0   | 1  | 9     |

| OUTBOUND | M1 | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
|----------|----|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|-------|
| AM       | 0  | 0  | 1  | 0  | 0   | 0   | 0  | 0  | 1  | 0   | 0   | 0   | 0   | 0   | 0  | 2     |
| PM       | 1  | 2  | 2  | 0  | 0   | 0   | 1  | 0  | 1  | 0   | 0   | 1   | 2   | 0   | 0  | 8     |

VEHICLE SUMMARY (All vehicles excluding buses)

| INBOUND TOTAL VEHICLES (excluding M-10)  |       |     |     |       |     | Peak Hours of Vehicles |     |     |     |     |     |     |     |     |     |        |
|------------------------------------------|-------|-----|-----|-------|-----|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| HOURL                                    | M1    | M2  | M3  | M4    | M5a | M5b                    | M6  | M7  | M8  | M9a | M9b | M10 | M11 | M12 | MF  | TOTALS |
| 7:00 - 8:00 AM                           | 136   | 59  | 36  | 123   | 7   |                        | 98  | 56  | 49  | 2   | 47  | 10  |     |     | 10  | 621    |
| 8:00 - 9:00 AM                           | 485   | 268 | 65  | 477   | 24  |                        | 208 | 22  | 188 | 4   | 95  | 11  |     |     | 32  | 1,865  |
| 9:00 - 10:00 AM                          | 345   | 183 | 34  | 417   | 17  |                        | 163 | 16  | 106 | 6   | 51  | 1   |     |     | 23  | 1,360  |
| AM Sub-Totals                            | 966   | 510 | 135 | 1,017 | 47  |                        | 468 | 93  | 343 | 12  | 192 | 22  |     |     | 64  | 3,845  |
|                                          |       |     |     |       |     |                        |     |     |     |     |     |     |     |     |     |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 227   | 64  | 45  | 190   | 8   |                        | 98  | 12  | 107 | 4   | 45  | 3   |     |     | 31  | 829    |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 247   | 64  | 76  | 177   | 6   |                        | 93  | 13  | 125 | 2   | 30  | 2   |     |     | 44  | 874    |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 239   | 51  | 81  | 143   | 10  |                        | 67  | 10  | 106 | 1   | 34  | 1   |     |     | 48  | 788    |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 239   | 75  | 99  | 199   | 4   |                        | 92  | 3   | 83  | 1   | 29  | 1   |     |     | 41  | 862    |
| PM Sub-Totals                            | 952   | 253 | 300 | 708   | 27  |                        | 349 | 37  | 420 | 8   | 138 | 6   |     |     | 163 | 3,352  |
| TOTALS                                   | 1,918 | 763 | 434 | 1,724 | 74  |                        | 817 | 130 | 763 | 20  | 330 | 28  |     |     | 227 | 7,197  |

| OUTBOUND TOTAL VEHICLES (excluding M10)  |       |       |     |       |     |     |       |     |       |     |     |     |     |     |     |        |
|------------------------------------------|-------|-------|-----|-------|-----|-----|-------|-----|-------|-----|-----|-----|-----|-----|-----|--------|
| HOURL                                    | M1    | M2    | M3  | M4    | M5a | M5b | M6    | M7  | M8    | M9a | M9b | M10 | M11 | M12 | MF  | TOTALS |
| 7:00 - 8:00 AM                           | 70    | 8     | 26  | 16    | 1   |     | 19    | 8   | 47    | 1   | 14  | 4   |     |     | 22  | 230    |
| 8:00 - 9:00 AM                           | 232   | 26    | 97  | 75    | 5   |     | 36    | 8   | 142   | 1   | 24  | 1   |     |     | 46  | 690    |
| 9:00 - 10:00 AM                          | 170   | 31    | 40  | 85    | 4   |     | 47    | 8   | 87    | 4   | 29  | 2   |     |     | 25  | 529    |
| AM Sub-Totals                            | 472   | 65    | 162 | 176   | 10  |     | 102   | 23  | 276   | 6   | 67  | 6   |     |     | 92  | 1,448  |
|                                          |       |       |     |       |     |     |       |     |       |     |     |     |     |     |     |        |
| 2:00 - 3:00 PM (W)<br>2:30 - 3:30 PM (T) | 308   | 114   | 39  | 176   | 9   |     | 125   | 14  | 195   | 4   | 50  | 6   |     |     | 36  | 1,067  |
| 3:00 - 4:00 PM (W)<br>3:30 - 4:30 PM (T) | 324   | 116   | 62  | 201   | 11  |     | 149   | 39  | 212   | 2   | 62  | 12  |     |     | 36  | 1,212  |
| 4:00 - 5:00 PM (W)<br>4:30 - 5:30 PM (T) | 443   | 159   | 81  | 239   | 35  |     | 175   | 47  | 254   | 4   | 70  | 13  |     |     | 50  | 1,555  |
| 5:00 - 6:00 PM (W)<br>5:30 - 6:30 PM (T) | 358   | 98    | 99  | 190   | 18  |     | 142   | 7   | 214   | 4   | 42  | 1   |     |     | 40  | 1,210  |
| PM Sub-Totals                            | 1,433 | 487   | 280 | 805   | 73  |     | 590   | 107 | 874   | 14  | 223 | 31  |     |     | 162 | 5,044  |
| TOTALS                                   | 1,904 | 552   | 441 | 981   | 83  |     | 691   | 130 | 1,150 | 19  | 290 | 37  |     |     | 254 | 6,492  |
| 7 HOUR TOTALS                            | 3,822 | 1,314 | 875 | 2,705 | 156 |     | 1,508 | 260 | 1,912 | 39  | 619 | 65  |     |     | 481 | 13,689 |

AM and PM PEAK HOURS at manual stations (excluding M-10 volumes)

| INBOUND  | M1  | M2  | M3 | M4  | M5a | M5b | M6  | M7 | M8  | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
|----------|-----|-----|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|----|-------|
| AM       | 485 | 268 | 65 | 477 | 24  |     | 208 | 22 | 188 | 4   | 95  | 11  |     |     | 32 | 1,865 |
| PM       | 239 | 51  | 81 | 143 | 10  |     | 67  | 10 | 106 | 1   | 34  | 1   |     |     | 48 | 788   |
|          |     |     |    |     |     |     |     |    |     |     |     |     |     |     |    |       |
| OUTBOUND | M1  | M2  | M3 | M4  | M5a | M5b | M6  | M7 | M8  | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
| AM       | 232 | 26  | 97 | 75  | 5   |     | 36  | 8  | 142 | 1   | 24  | 1   |     |     | 46 | 690   |
| PM       | 443 | 159 | 81 | 239 | 35  |     | 175 | 47 | 254 | 4   | 70  | 13  |     |     | 50 | 1,555 |

AUTO PASSENGER SUMMARY

| INBOUND TOTAL PASSENGERS (excluding M-10) |     |    |    |     | Peak Hours of Vehicles |     |    |    |     |     |     |     |     |     |    |        |
|-------------------------------------------|-----|----|----|-----|------------------------|-----|----|----|-----|-----|-----|-----|-----|-----|----|--------|
| HOURL                                     | M1  | M2 | M3 | M4  | M5a                    | M5b | M6 | M7 | M8  | M9a | M9b | M10 | M11 | M12 | MF | TOTALS |
| 7:00 - 8:00 AM                            | 36  | 5  | 13 | 8   | 1                      |     | 21 | 2  | 19  | 1   | 7   | 10  |     |     | 2  | 113    |
| 8:00 - 9:00 AM                            | 177 | 46 | 28 | 76  | 1                      |     | 36 | 4  | 74  | 0   | 11  | 11  |     |     | 4  | 454    |
| 9:00 - 10:00 AM                           | 107 | 28 | 16 | 74  | 2                      |     | 26 | 1  | 40  | 2   | 5   | 1   |     |     | 3  | 300    |
| AM Sub-Totals                             | 319 | 78 | 56 | 157 | 4                      |     | 82 | 6  | 133 | 2   | 22  | 22  |     |     | 9  | 867    |
|                                           |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    |        |
| 2:00 - 3:00 PM (W)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 2:30 - 3:30 PM (T)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 3:00 - 4:00 PM (W)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 3:30 - 4:30 PM (T)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 4:00 - 5:00 PM (W)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 4:30 - 5:30 PM (T)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 5:00 - 6:00 PM (W)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| 5:30 - 6:30 PM (T)                        |     |    |    |     |                        |     |    |    |     |     |     |     |     |     |    | 0      |
| PM Sub-Totals                             | 0   | 0  | 0  | 0   | 0                      |     | 0  | 0  | 0   | 0   | 0   | 0   |     |     | 0  | 0      |
| TOTALS                                    | 319 | 78 | 56 | 157 | 4                      |     | 82 | 6  | 133 | 2   | 22  | 22  |     |     | 9  | 867    |

| OUTBOUND TOTAL PASSENGERS (excluding M10) |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    |        |
|-------------------------------------------|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|----|--------|
| HOURL                                     | M1  | M2  | M3  | M4  | M5a | M5b | M6  | M7 | M8  | M9a | M9b | M10 | M11 | M12 | MF | TOTALS |
| 7:00 - 8:00 AM                            |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    | 0      |
| 8:00 - 9:00 AM                            |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    | 0      |
| 9:00 - 10:00 AM                           |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    | 0      |
| AM Sub-Totals                             | 0   | 0   | 0   | 0   | 0   |     | 0   | 0  | 0   | 0   | 0   | 0   |     |     | 0  | 0      |
|                                           |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    |        |
| 2:00 - 3:00 PM (W)                        | 67  | 23  | 15  | 50  | 2   |     | 22  | 3  | 59  | 1   | 13  | 6   |     |     | 10 | 262    |
| 2:30 - 3:30 PM (T)                        |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    |        |
| 3:00 - 4:00 PM (W)                        | 68  | 22  | 34  | 65  | 3   |     | 32  | 5  | 75  | 1   | 14  | 12  |     |     | 13 | 329    |
| 3:30 - 4:30 PM (T)                        |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    |        |
| 4:00 - 5:00 PM (W)                        | 104 | 33  | 38  | 68  | 3   |     | 43  | 7  | 92  | 1   | 18  | 13  |     |     | 24 | 427    |
| 4:30 - 5:30 PM (T)                        |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    |        |
| 5:00 - 6:00 PM (W)                        | 100 | 24  | 40  | 49  | 5   |     | 42  | 2  | 75  | 1   | 14  | 1   |     |     | 25 | 374    |
| 5:30 - 6:30 PM (T)                        |     |     |     |     |     |     |     |    |     |     |     |     |     |     |    |        |
| PM Sub-Totals                             | 338 | 102 | 126 | 231 | 11  |     | 138 | 15 | 300 | 2   | 58  | 31  |     |     | 72 | 1,391  |
| TOTALS                                    | 338 | 102 | 126 | 231 | 11  |     | 138 | 15 | 300 | 2   | 58  | 31  |     |     | 72 | 1,391  |
| 7 HOUR TOTALS                             | 657 | 180 | 182 | 388 | 15  |     | 220 | 21 | 433 | 4   | 80  | 53  |     |     | 81 | 2,258  |

AM and PM PEAK HOURS at manual stations EXCLUDING M10 VOLUMES

| INBOUND  | M1  | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
|----------|-----|----|----|----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|-------|
| AM       | 177 | 46 | 28 | 76 | 1   |     | 36 | 4  | 74 | 0   | 11  | 11  |     |     | 4  | 454   |
| PM       | 0   | 0  | 0  | 0  | 0   |     | 0  | 0  | 0  | 0   | 0   | 0   |     |     | 0  | 0     |
|          |     |    |    |    |     |     |    |    |    |     |     |     |     |     |    |       |
| OUTBOUND | M1  | M2 | M3 | M4 | M5a | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | MF | TOTAL |
| AM       | 0   | 0  | 0  | 0  | 0   |     | 0  | 0  | 0  | 0   | 0   | 0   |     |     | 0  | 0     |
| PM       | 104 | 33 | 38 | 68 | 3   |     | 43 | 7  | 92 | 1   | 18  | 13  |     |     | 24 | 427   |





# APPENDIX C

Transit Passenger Count Data  
BC Transit



| BC TRANSIT PASSENGER ACTIVITY AT THE UNIVERSITY OF VICTORIA - AVERAGE 2012 FALL WEEKDA' |            |       |            |       |             |       |             |       |                        |       |             |       |                     |       |                     |       |                       |       |                       |       |             |       |             |       |             |       |             |       |             |       |        |       |    |
|-----------------------------------------------------------------------------------------|------------|-------|------------|-------|-------------|-------|-------------|-------|------------------------|-------|-------------|-------|---------------------|-------|---------------------|-------|-----------------------|-------|-----------------------|-------|-------------|-------|-------------|-------|-------------|-------|-------------|-------|-------------|-------|--------|-------|----|
| ARRIVE                                                                                  |            |       |            |       |             |       |             |       |                        |       |             |       |                     |       |                     |       |                       |       |                       |       |             |       |             |       |             |       |             |       |             |       |        |       |    |
| Time                                                                                    | # 4 - UVic |       | # 7 - UVic |       | # 11 - UVic |       | # 12 - UVic |       | # 13 - Univer. Heights |       | # 14 - UVic |       | # 15 - UVic Express |       | # 16 - UVic Express |       | # 17 - School Special |       | # 18 - School Special |       | # 26 - UVic |       | # 29 - UVic |       | # 33 - UVic |       | # 39 - UVic |       | # 51 - UVic |       | TOTALS |       |    |
|                                                                                         | Rides      | Trips | Rides      | Trips | Rides       | Trips | Rides       | Trips | Rides                  | Trips | Rides       | Trips | Rides               | Trips | Rides               | Trips | Rides                 | Trips | Rides                 | Trips | Rides       | Trips | Rides       | Trips | Rides       | Trips | Rides       | Trips | Rides       | Trips | Rides  | Trips |    |
| 500                                                                                     |            |       |            |       |             |       |             |       |                        |       |             |       |                     |       |                     |       |                       |       |                       |       |             |       |             |       |             |       |             |       |             |       | 0      | 0     |    |
| 600                                                                                     | 7          | 3     | 2          | 2     | 4           | 5     | 12          | 1     |                        |       | 12          | 6     |                     |       |                     |       |                       |       |                       |       |             | 4     | 4           |       |             |       |             | 10    | 1           | 45    | 2      | 96    | 24 |
| 700                                                                                     | 51         | 6     | 39         | 4     | 28          | 7     | 19          | 1     |                        |       | 56          | 9     |                     |       | 25                  | 3     |                       |       |                       |       |             | 94    | 6           |       |             | 70    | 2           | 13    | 4           | 59    | 1      | 492   | 52 |
| 800                                                                                     | 140        | 11    | 99         | 5     | 61          | 5     | 38          | 2     |                        |       | 212         | 10    |                     |       | 73                  | 6     | 10                    | 1     | 7                     | 1     |             | 216   | 4           | 49    | 2           | 24    | 3           | 129   | 5           | 12    | 1      | 1,239 | 64 |
| 900                                                                                     | 241        | 10    | 77         | 4     | 51          | 3     | 60          | 2     | 2                      | 1     | 249         | 10    |                     |       | 155                 | 6     |                       |       |                       |       |             | 160   | 3           |       |             |       |             | 105   | 2           | 18    | 1      | 1,275 | 48 |
| 1000                                                                                    | 151        | 6     | 47         | 4     | 60          | 3     | 34          | 2     | 2                      | 1     | 175         | 7     |                     |       | 36                  | 2     |                       |       |                       |       |             | 94    | 2           |       |             |       |             |       |             |       |        | 676   | 30 |
| 1100                                                                                    | 104        | 6     | 44         | 4     | 34          | 4     | 25          | 2     | 1                      | 1     | 208         | 6     |                     |       | 35                  | 3     |                       |       |                       |       |             | 62    | 3           |       |             |       |             | 38    | 2           |       |        | 601   | 33 |
| 1200                                                                                    | 100        | 5     | 40         | 4     | 25          | 3     | 33          | 2     | 1                      | 1     | 150         | 6     |                     |       | 69                  | 4     |                       |       |                       |       |             | 137   | 2           |       |             |       |             | 38    | 3           |       |        | 663   | 33 |
| 1300                                                                                    | 113        | 7     | 35         | 4     | 83          | 3     | 15          | 2     | 1                      | 1     | 150         | 6     |                     |       | 40                  | 4     |                       |       |                       |       |             | 86    | 3           |       |             |       |             | 27    | 2           |       |        | 609   | 34 |
| 1400                                                                                    | 84         | 6     | 37         | 4     | 29          | 4     | 24          | 2     | 1                      | 1     | 215         | 7     |                     |       | 31                  | 5     |                       |       |                       |       |             | 99    | 2           |       |             |       |             | 19    | 2           |       |        | 580   | 36 |
| 1500                                                                                    | 107        | 6     | 21         | 4     | 77          | 6     | 11          | 2     | 1                      | 1     | 202         | 6     |                     |       | 74                  | 9     |                       |       |                       |       |             | 40    | 3           |       |             |       |             | 17    | 2           |       |        | 609   | 41 |
| 1600                                                                                    | 112        | 6     | 26         | 4     | 87          | 6     | 9           | 2     | 1                      | 1     | 200         | 6     |                     |       | 46                  | 6     |                       |       |                       |       |             | 90    | 2           |       |             |       |             | 12    | 2           | 6     | 2      | 603   | 40 |
| 1700                                                                                    | 136        | 6     | 17         | 3     | 78          | 3     |             |       |                        |       | 194         | 6     |                     |       | 28                  | 4     |                       |       |                       |       |             | 50    | 3           |       |             |       |             | 22    | 1           |       |        | 562   | 28 |
| 1800                                                                                    | 186        | 4     | 34         | 4     | 39          | 3     |             |       |                        |       | 218         | 4     |                     |       | 10                  | 2     |                       |       |                       |       |             | 65    | 3           |       |             |       |             | 13    | 1           |       |        | 564   | 21 |
| 1900                                                                                    | 40         | 4     | 9          | 3     | 20          | 3     |             |       |                        |       | 89          | 4     |                     |       | 7                   | 2     |                       |       |                       |       |             | 51    | 1           |       |             |       |             | 9     | 1           |       |        | 224   | 18 |
| 2000                                                                                    | 67         | 4     | 18         | 3     | 20          | 3     |             |       |                        |       | 53          | 4     |                     |       | 5                   | 2     |                       |       |                       |       |             | 35    | 2           |       |             |       |             |       |             |       |        | 198   | 18 |
| 2100                                                                                    | 69         | 4     | 25         | 2     | 30          | 3     |             |       |                        |       | 42          | 4     |                     |       |                     |       |                       |       |                       |       |             | 63    | 2           |       |             |       |             | 3     | 1           |       |        | 232   | 16 |
| 2200                                                                                    | 25         | 2     | 29         | 2     | 15          | 2     |             |       |                        |       | 64          | 3     |                     |       |                     |       |                       |       |                       |       |             | 25    | 1           |       |             |       |             |       |             |       |        | 158   | 10 |
| 2300                                                                                    | 31         | 2     | 5          | 2     | 12          | 2     |             |       |                        |       | 40          | 1     |                     |       |                     |       |                       |       |                       |       |             | 13    | 2           |       |             |       |             |       |             |       |        | 101   | 9  |
| 2400                                                                                    | 36         | 1     |            |       |             |       |             |       |                        |       | 49          | 1     |                     |       |                     |       |                       |       |                       |       |             |       |             |       |             |       |             |       |             |       |        | 85    | 2  |
| 2500                                                                                    |            |       |            |       |             |       |             |       |                        |       |             |       |                     |       |                     |       |                       |       |                       |       |             |       |             |       |             |       |             |       |             |       | 0      | 0     |    |
| TOTALS                                                                                  | 1,797      | 99    | 604        | 62    | 753         | 68    | 280         | 20    | 8                      | 8     | 2,578       | 106   | 745                 | 66    | 661                 | 35    | 10                    | 1     | 7                     | 1     | 1,385       | 48    | 49          | 2     | 94          | 5     | 455         | 29    | 140         | 7     | 9,569  | 557   |    |

**BC TRANSIT PASSENGER ACTIVITY AT THE UNIVERSITY OF VICTORIA - AVERAGE 2012 FALL WEEKDA'**

**LEAVE**

| Time   | #4 - Downtown |       | #7 - Downtown |       | #11 - Tillamook Mall |       | #12 - University Heights |       | #13 - Ten Mile Point |       | #14 - Vic General |       | #15 - Downtown |       | #16 - Uptown Express |       |       |       |       |       | #26 - Dockyard |       |       |       |       |       | #39 - Royal Roads |       | #51 - Langford |       | TOTALS |       |     |
|--------|---------------|-------|---------------|-------|----------------------|-------|--------------------------|-------|----------------------|-------|-------------------|-------|----------------|-------|----------------------|-------|-------|-------|-------|-------|----------------|-------|-------|-------|-------|-------|-------------------|-------|----------------|-------|--------|-------|-----|
|        | Rides         | Trips | Rides         | Trips | Rides                | Trips | Rides                    | Trips | Rides                | Trips | Rides             | Trips | Rides          | Trips | Rides                | Trips | Rides | Trips | Rides | Trips | Rides          | Trips | Rides | Trips | Rides | Trips | Rides             | Trips | Rides          | Trips |        |       |     |
| 500    | 1             | 1     |               |       |                      |       |                          |       |                      |       | 1                 | 1     |                |       |                      |       |       |       |       |       |                |       |       |       |       |       |                   |       |                | 2     | 2      |       |     |
| 600    | 7             | 3     | 2             | 1     | 2                    | 5     |                          |       |                      |       | 7                 | 6     |                |       |                      |       |       |       |       |       |                | 4     | 3     |       |       | 2     | 1                 |       |                | 25    | 19     |       |     |
| 700    | 22            | 5     | 14            | 4     | 11                   | 6     | 6                        | 2     |                      |       | 15                | 6     | 13             | 7     | 11                   | 1     |       |       |       |       |                | 10    | 3     |       |       | 19    | 4                 | 8     | 1              | 129   | 39     |       |     |
| 800    | 53            | 5     | 21            | 4     | 42                   | 4     | 5                        | 2     |                      |       | 39                | 7     | 28             | 5     | 16                   | 2     |       |       |       |       |                | 17    | 3     |       |       | 21    | 3                 |       |                | 242   | 35     |       |     |
| 900    | 29            | 4     | 26            | 4     | 12                   | 3     | 6                        | 2     | 2                    | 1     | 44                | 7     | 9              | 2     | 23                   | 3     |       |       |       |       |                | 26    | 3     |       |       | 24    | 1                 |       |                | 201   | 30     |       |     |
| 1000   | 48            | 5     | 27            | 4     | 13                   | 4     | 6                        | 1     | 1                    | 1     | 43                | 6     | 20             | 2     | 36                   | 2     |       |       |       |       |                | 58    | 3     |       |       | 4     | 2                 |       |                | 256   | 30     |       |     |
| 1100   | 83            | 5     | 57            | 4     | 26                   | 3     | 20                       | 2     | 3                    | 1     | 91                | 6     | 32             | 2     | 56                   | 3     |       |       |       |       |                | 43    | 2     |       |       | 6     | 2                 |       |                | 417   | 30     |       |     |
| 1200   | 108           | 7     | 51            | 4     | 37                   | 3     | 9                        | 2     | 2                    | 1     | 116               | 6     | 37             | 3     | 57                   | 3     |       |       |       |       |                | 48    | 3     |       |       | 26    | 2                 |       |                | 491   | 34     |       |     |
| 1300   | 137           | 7     | 57            | 4     | 36                   | 4     | 29                       | 2     | 1                    | 1     | 145               | 6     | 61             | 5     | 54                   | 2     |       |       |       |       |                | 58    | 2     |       |       | 21    | 2                 |       |                | 599   | 35     |       |     |
| 1400   | 164           | 6     | 72            | 4     | 63                   | 6     | 28                       | 2     | 2                    | 1     | 160               | 6     | 121            | 8     | 101                  | 4     |       |       |       |       |                | 113   | 4     |       |       | 34    | 3                 |       |                | 859   | 44     |       |     |
| 1500   | 175           | 8     | 84            | 4     | 58                   | 7     | 27                       | 2     | 1                    | 1     | 144               | 6     | 112            | 6     | 131                  | 8     |       |       |       |       |                | 58    | 3     |       |       | 71    | 3                 | 31    | 2              | 893   | 50     |       |     |
| 1600   | 187           | 5     | 107           | 4     | 69                   | 6     | 33                       | 2     | 3                    | 1     | 183               | 6     | 160            | 6     | 98                   | 5     |       |       |       |       |                | 51    | 3     |       |       | 21    | 2                 | 44    | 2              | 957   | 42     |       |     |
| 1700   | 190           | 6     | 69            | 3     | 60                   | 3     | 14                       | 1     |                      |       | 223               | 6     | 88             | 4     | 72                   | 3     |       |       |       |       |                | 103   | 3     |       |       | 54    | 2                 | 23    | 1              | 897   | 32     |       |     |
| 1800   | 98            | 4     | 56            | 3     | 47                   | 3     |                          |       |                      |       | 145               | 5     | 79             | 2     | 24                   | 1     |       |       |       |       |                | 74    | 3     |       |       | 50    | 2                 |       |                | 574   | 23     |       |     |
| 1900   | 74            | 4     | 35            | 3     | 20                   | 3     |                          |       |                      |       | 67                | 4     | 26             | 2     |                      |       |       |       |       |       |                | 52    | 2     |       |       |       |                   |       |                | 274   | 18     |       |     |
| 2000   | 73            | 4     | 43            | 2     | 38                   | 3     |                          |       |                      |       | 84                | 4     | 18             | 2     |                      |       |       |       |       |       |                | 32    | 1     |       |       | 9     | 1                 |       |                | 297   | 17     |       |     |
| 2100   | 69            | 4     | 32            | 3     | 17                   | 3     |                          |       |                      |       | 73                | 4     | 11             | 1     |                      |       |       |       |       |       |                | 46    | 2     |       |       | 8     | 1                 |       |                | 256   | 18     |       |     |
| 2200   | 41            | 2     | 14            | 2     | 17                   | 3     |                          |       |                      |       | 61                | 3     |                |       |                      |       |       |       |       |       |                | 36    | 2     |       |       |       |                   |       |                | 168   | 12     |       |     |
| 2300   | 23            | 2     | 8             | 1     | 8                    | 1     |                          |       |                      |       | 25                | 2     |                |       |                      |       |       |       |       |       |                | 22    | 1     |       |       |       |                   |       |                | 85    | 7      |       |     |
| 2400   | 7             | 1     |               |       |                      |       |                          |       |                      |       |                   |       |                |       |                      |       |       |       |       |       |                |       |       |       |       |       |                   |       |                | 7     | 1      |       |     |
| 2500   |               |       |               |       |                      |       |                          |       |                      |       |                   |       |                |       |                      |       |       |       |       |       |                |       |       |       |       |       |                   |       |                | 0     | 0      |       |     |
| TOTALS | 1,590         | 88    | 777           | 58    | 575                  | 70    | 184                      | 20    | 13                   | 8     | 1,666             | 97    | 817            | 57    | 680                  | 37    | 0     | 0     | 0     | 0     | 0              | 851   | 46    | 0     | 0     | 0     | 0                 | 370   | 31             | 105   | 6      | 7,628 | 518 |

**BC TRANSIT PASSENGER ACTIVITY AT THE UNIVERSITY OF VICTORIA - AVERAGE 2012 FALL WEEKDA'**

**TOTAL**

| Time          | # 4 - UVic<br>#4 - Downtown<br>Rides Trips | # 7 - UVic<br>#7 - Downtown<br>Rides Trips | # 11 - UVic<br>#11 - Tillicum<br>Mall<br>Rides Trips | # 12 - UVic<br>#12 - University<br>Heights<br>Rides Trips | # 13 - Univer.<br>Heights<br>#13 - Ten Mile<br>Point<br>Rides Trips | # 14 - UVic<br>#14 - Vic<br>General<br>Rides Trips | # 15 - UVic<br>Express<br>Downtown<br>#15 -<br>Rides Trips | # 16 - UVic<br>Express<br>#16 - Uptown<br>Express<br>Rides Trips | # 17 - School<br>Special<br>Rides Trips | # 18 - School<br>Special<br>Rides Trips | # 26 - UVic<br>#26 - Dockyard<br>Rides Trips | # 29 - UVic<br>Rides Trips | # 33 - UVic<br>Rides Trips | # 39 - UVic<br>#39 - Royal<br>Roads<br>Rides Trips | # 51 - UVic<br>#51 - Langford<br>Rides Trips | TOTALS<br>Rides Trips |
|---------------|--------------------------------------------|--------------------------------------------|------------------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------|-----------------------------------------|----------------------------------------------|----------------------------|----------------------------|----------------------------------------------------|----------------------------------------------|-----------------------|
| 500           | 1 1                                        | 0 0                                        | 0 0                                                  | 0 0                                                       | 0 0                                                                 | 1 1                                                | 0 0                                                        | 0 0                                                              | 0 0                                     | 0 0                                     | 0 0                                          | 0 0                        | 0 0                        | 0 0                                                | 0 0                                          | 2 2                   |
| 600           | 14 6                                       | 4 3                                        | 7 10                                                 | 12 1                                                      | 0 0                                                                 | 18 12                                              | 0 0                                                        | 0 0                                                              | 0 0                                     | 0 0                                     | 9 7                                          | 0 0                        | 0 0                        | 12 2                                               | 45 2                                         | 121 43                |
| 700           | 73 11                                      | 52 8                                       | 39 13                                                | 24 3                                                      | 0 0                                                                 | 72 15                                              | 53 16                                                      | 36 4                                                             | 0 0                                     | 0 0                                     | 104 9                                        | 0 0                        | 70 2                       | 32 8                                               | 67 2                                         | 621 91                |
| 800           | 192 16                                     | 120 9                                      | 103 9                                                | 44 4                                                      | 0 0                                                                 | 252 17                                             | 197 13                                                     | 89 8                                                             | 10 1                                    | 7 1                                     | 233 7                                        | 49 2                       | 24 3                       | 149 8                                              | 12 1                                         | 1,481 99              |
| 900           | 271 14                                     | 104 8                                      | 62 6                                                 | 66 4                                                      | 3 2                                                                 | 293 17                                             | 165 8                                                      | 179 9                                                            | 0 0                                     | 0 0                                     | 186 6                                        | 0 0                        | 0 0                        | 129 3                                              | 18 1                                         | 1,476 78              |
| 1000          | 199 11                                     | 74 8                                       | 73 7                                                 | 40 3                                                      | 2 2                                                                 | 218 13                                             | 56 4                                                       | 113 5                                                            | 0 0                                     | 0 0                                     | 152 5                                        | 0 0                        | 0 0                        | 4 2                                                | 0 0                                          | 931 60                |
| 1100          | 187 11                                     | 101 8                                      | 60 7                                                 | 45 4                                                      | 3 2                                                                 | 299 12                                             | 67 5                                                       | 107 5                                                            | 0 0                                     | 0 0                                     | 105 5                                        | 0 0                        | 0 0                        | 44 4                                               | 0 0                                          | 1,018 63              |
| 1200          | 208 12                                     | 91 8                                       | 62 6                                                 | 42 4                                                      | 3 2                                                                 | 267 12                                             | 106 7                                                      | 127 6                                                            | 0 0                                     | 0 0                                     | 185 5                                        | 0 0                        | 0 0                        | 64 5                                               | 0 0                                          | 1,154 67              |
| 1300          | 250 14                                     | 92 8                                       | 119 7                                                | 44 4                                                      | 2 2                                                                 | 295 12                                             | 101 9                                                      | 113 4                                                            | 0 0                                     | 0 0                                     | 145 5                                        | 0 0                        | 0 0                        | 48 4                                               | 0 0                                          | 1,208 69              |
| 1400          | 248 12                                     | 109 8                                      | 92 10                                                | 53 4                                                      | 3 2                                                                 | 375 13                                             | 152 13                                                     | 142 7                                                            | 0 0                                     | 0 0                                     | 212 6                                        | 0 0                        | 0 0                        | 53 5                                               | 0 0                                          | 1,439 80              |
| 1500          | 282 14                                     | 106 8                                      | 135 13                                               | 39 4                                                      | 2 2                                                                 | 346 12                                             | 186 15                                                     | 190 10                                                           | 0 0                                     | 0 0                                     | 98 6                                         | 0 0                        | 0 0                        | 89 5                                               | 31 2                                         | 1,503 91              |
| 1600          | 299 11                                     | 134 8                                      | 156 12                                               | 42 4                                                      | 4 2                                                                 | 384 12                                             | 206 12                                                     | 112 8                                                            | 0 0                                     | 0 0                                     | 141 5                                        | 0 0                        | 0 0                        | 33 4                                               | 50 4                                         | 1,560 82              |
| 1700          | 326 12                                     | 86 6                                       | 138 6                                                | 14 1                                                      | 0 0                                                                 | 416 12                                             | 117 8                                                      | 110 5                                                            | 0 0                                     | 0 0                                     | 153 6                                        | 0 0                        | 0 0                        | 77 3                                               | 23 1                                         | 1,459 60              |
| 1800          | 284 8                                      | 90 7                                       | 85 6                                                 | 0 0                                                       | 0 0                                                                 | 363 9                                              | 89 4                                                       | 24 1                                                             | 0 0                                     | 0 0                                     | 139 6                                        | 0 0                        | 0 0                        | 63 3                                               | 0 0                                          | 1,138 44              |
| 1900          | 114 8                                      | 44 6                                       | 40 6                                                 | 0 0                                                       | 0 0                                                                 | 156 8                                              | 33 4                                                       | 0 0                                                              | 0 0                                     | 0 0                                     | 103 3                                        | 0 0                        | 0 0                        | 9 1                                                | 0 0                                          | 499 36                |
| 2000          | 140 8                                      | 61 5                                       | 58 6                                                 | 0 0                                                       | 0 0                                                                 | 137 8                                              | 23 4                                                       | 0 0                                                              | 0 0                                     | 0 0                                     | 67 3                                         | 0 0                        | 0 0                        | 9 1                                                | 0 0                                          | 495 35                |
| 2100          | 138 8                                      | 57 5                                       | 47 6                                                 | 0 0                                                       | 0 0                                                                 | 115 8                                              | 11 1                                                       | 0 0                                                              | 0 0                                     | 0 0                                     | 109 4                                        | 0 0                        | 0 0                        | 11 2                                               | 0 0                                          | 488 34                |
| 2200          | 65 4                                       | 44 4                                       | 32 5                                                 | 0 0                                                       | 0 0                                                                 | 124 6                                              | 0 0                                                        | 0 0                                                              | 0 0                                     | 0 0                                     | 61 3                                         | 0 0                        | 0 0                        | 0 0                                                | 0 0                                          | 326 22                |
| 2300          | 53 4                                       | 13 3                                       | 20 3                                                 | 0 0                                                       | 0 0                                                                 | 65 3                                               | 0 0                                                        | 0 0                                                              | 0 0                                     | 0 0                                     | 35 3                                         | 0 0                        | 0 0                        | 0 0                                                | 0 0                                          | 186 16                |
| 2400          | 43 2                                       | 0 0                                        | 0 0                                                  | 0 0                                                       | 0 0                                                                 | 49 1                                               | 0 0                                                        | 0 0                                                              | 0 0                                     | 0 0                                     | 0 0                                          | 0 0                        | 0 0                        | 0 0                                                | 0 0                                          | 92 3                  |
| 2500          | 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 0                        | 0 0                                                | 0 0                                          | 0 0                   |
| <b>TOTALS</b> | <b>3,387 187</b>                           | <b>1,381 120</b>                           | <b>1,328 138</b>                                     | <b>465 40</b>                                             | <b>22 16</b>                                                        | <b>4,245 203</b>                                   | <b>1,562 123</b>                                           | <b>1,341 72</b>                                                  | <b>10 1</b>                             | <b>7 1</b>                              | <b>2,236 94</b>                              | <b>49 2</b>                | <b>94 5</b>                | <b>825 60</b>                                      | <b>245 13</b>                                | <b>17,197 1,075</b>   |

