



January 10, 2017

Project No. 5070.06

Mike Wilson, Director
University of Victoria, Campus Planning and Sustainability
PO Box 1700 STN CSC
Victoria, BC V8P 5C2

Dear Mike:

**Re: UVic 2016 Traffic Survey
Revised Final Report**

Bunt & Associates was retained by the Office of Campus Planning & Sustainability, University of Victoria (UVic) in the Fall of 2016 to conduct a comprehensive survey of current traffic access patterns to and from the University for a typical weekday. Bunt has been collecting and documenting UVic travel data biannually since 1996. The structure of this 2016 report follows the structure of our previous 2014 report.

The 2016 survey trends are very consistent with 2014 findings. The mode split of passengers in vehicles increased slightly over 2014, which was offset by a slight decrease in walking mode split. Cycling and vehicle driving mode splits remained consistent with 2014 findings. The weather a mix of cloud and rain during the two day survey program, with wet mornings. The rainy weather likely suppressed walking and cycling mode splits. This wet weather is similar to the 2014 survey weather conditions.

Yours truly,
Bunt & Associates

A handwritten signature in black ink, appearing to read "Jason Potter".

Jason Potter, M.Sc., PTP
Senior Transportation Planner

1. BACKGROUND

Bunt & Associates was retained by the Office of Campus Planning & Sustainability, University of Victoria in the Fall of 2016 to conduct a comprehensive survey of current traffic access patterns to and from the University for a typical weekday.

UVic conducted its first comprehensive travel mode study in 1996. Since that time, the portion of people choosing to travel to campus by means other than the single occupancy vehicle has increased by almost 18%. This increase is the result of a number of successful Transportation Demand Management (TDM) programs including the student UPass program, an employee subsidized bus pass option, improved cycling amenities and a partnership with the Modo Car Share.

With an ever increasing student and staff population the University must continue to encourage non-single occupant vehicle use in order to maintain and ideally improve its modal splits towards more sustainable modes of transportation.

The University continues to work with BC Transit and neighbouring municipalities to improve transit service and access by bicycle to campus via dedicated bike paths.

UVic is a bicycle-friendly campus with over 3,000 bike parking spaces, covered bicycle shelters, electric bike charging stations, bike lockers, clothing storage lockers, shower and change room facilities and a bicycle centre bike hub centrally located in the University Centre building.

The University's Sustainability Action Plan for Campus Operations 2014-2019¹ includes the following two major goals:

Goal 1: Increase the use of transit, cycling, walking and carpooling to 70% of the transportation modal split by 2019.

Goal 2: Improve the sustainability of the campus fleet by reducing fuel consumption by 10% through staff training and gradual replacement of vehicles with the most fuel-efficient versions on the market.

¹ <https://www.uvic.ca/sustainability/commitments/policy/index.php>

2. METHODOLOGY

The 2016 survey methodology was consistent with that followed for the 2014 survey with two exceptions: two new manual count stations were added and three previous positions were consolidated into one position. New locations titles M-5c and M-5d reflect the new development of Centre for Athletics, Recreation and Special Abilities (CARSA) Building. Three previous count locations at the Ian Stewart Complex were consolidated into one position. These changes are illustrated on **Exhibit 1 – Location Plan and Count Station Map**.

The 2016 UVic Campus Traffic Survey included three types of traffic counts:

- Automatic Tube Counts – 5 locations for two-way 24-Hour Automatic Tube Count (ATC) data from October 16 to October 30, 2016 by Transtech Data Services;
- Transit Counts - Arriving / Departing Passenger Counts recorded by automatic counters on the BC Transit bus fleet by BC Transit; and
- Manual Counts – 21 locations for Peak Period Manual Observations including vehicles, vehicle passengers, cyclists, pedestrians, and skateboarders/ roller-bladers. The surveys were conducted Wednesday October 19, 2016 from 0700 – 1000 and 1400 – 1800 hours and on Thursday October 20, 2016 from 0700 – 1000 and 1400 – 1800 hours.

To enable a consistent basis for comparison, the traffic and transit data requirements of the 2016 Campus Traffic Survey replicates the methodology and analysis reported in our 2014, survey and are consistent with the 2012, 2010, 2008, 2006, 2004, 2000 and 1996 Campus Traffic surveys.

The undertaking of the 2016 Traffic Survey involves the recruitment of traffic observers to undertake the manual traffic surveys. Bunt attempts to hire students from UVic whenever possible to undertake the survey and supplements them with personnel we use for our project related surveys. There are 26 field crew staff required (some count locations require two count staff), all of whom were trained on-site. The inbound AM and outbound PM vehicle counts include a record of vehicle occupancy (i.e. number of persons per vehicle) for comparative analysis with previous study observations. Pedestrian, cyclist, skateboarder and roller-blader volumes are also collected during the manual traffic surveys.

Automatic Traffic Recorder (ATR) Surveys are conducted on five principal access roads / driveways to the University – University Drive, West Campus Gate, McGill Road, Finnerty Road and Gabriola Road. The data is collected by TransTech Data Services and the raw data is provided in an Excel worksheet format.

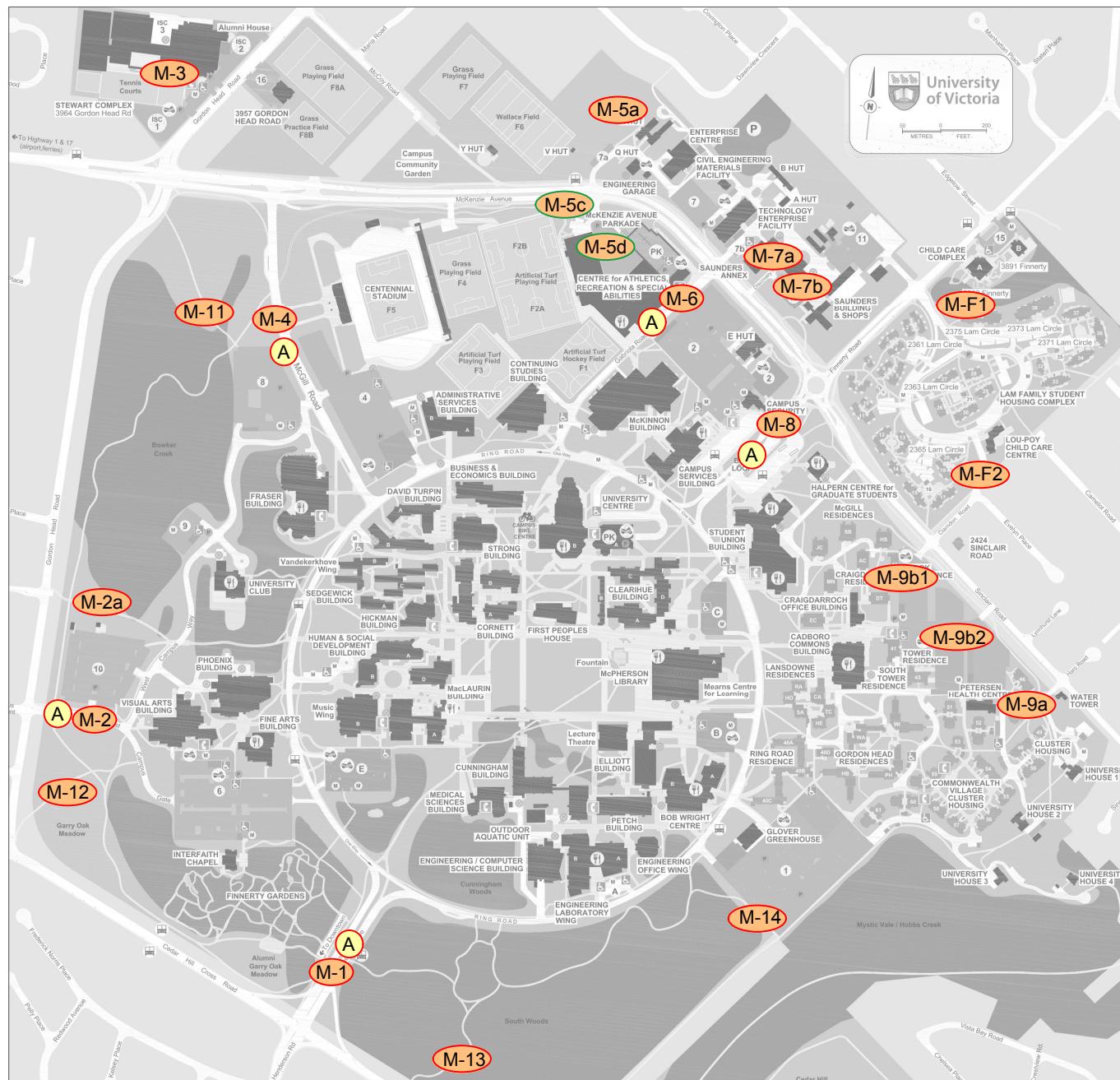
While the ATR data provides an overview of hourly traffic volumes, the manual survey data provides a more disaggregated view of the data in terms of person trips to and from the UVic Campus by mode and time of day. The comparative analysis of this data with previous studies provides a basis

for evaluation of the effectiveness of UVic TDM programs and their overall transportation strategy over a consistent and well documented time-line.

BC Transit provides a record of all inbound and outbound transit ridership for the University Campus based on route specific data throughout September and October. This data is acquired using BC Transit's Automated Passenger Counter (APC) equipped busses that service the routes accessing the UVic Campus. BC Transit is in the process on installing new APC equipment, however the new system is not yet in place and therefore the technology used in 2016 is consistent with previous years.

Once the data entry of the manual surveys, ATR data and Transit data is complete, factoring is used to estimate cyclist and pedestrian movements outside of the manual count periods. These factors are based on the weekday traffic profiles derived from the ATC data.

In addition to the datasets discussed above, the District of Saanich and CRD also collect information and data regarding transportation patterns surrounding UVic. While those datasets are not analyzed in this report those datasets could be used by UVic to supplement this report.



- A Automatic Count Station (5)
- M Manual Count Stations (21)
- M New Count Station

Note: Manual count stations / letters are not linear as some previous stations have been removed over past years due to campus development.

Exhibit 1 Location Plan and Count Station Map

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UVic 2016 Traffic Survey
December 2016
Scale NTS

3. SURVEY RESULTS

Summarized data is provided in the following Appendices:

- Appendix A – Manual Count Data
- Appendix B – BC Transit Data
- Appendix C - ATR Data

3.1 Automobile Drivers

A comparison between the manually counted 2000 to 2016 traffic volumes (a combined total of the AM and PM periods for all driveways) is shown in the following **Table 1**.

Table 1: Observed Driveway Traffic Volumes (Peak 7 hours)

| Travel Direction | 2000 Survey | 2004 Survey | 2006 Survey | 2008 Survey | 2010 Survey | 2012 Survey | 2014 Survey | 2016 Survey |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Inbound | 8,010 | 6,598 | 6,197 | 6,683 | 7,187 | 7,197 | 6,835 | 7,145 |
| Outbound | 7,006 | 6,732 | 6,534 | 6,087 | 6,702 | 6,492 | 6,126 | 6,719 |
| Total | 15,016 | 13,330 | 12,731 | 12,770 | 13,889 | 13,689 | 12,960 | 13,864 |

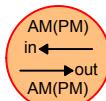
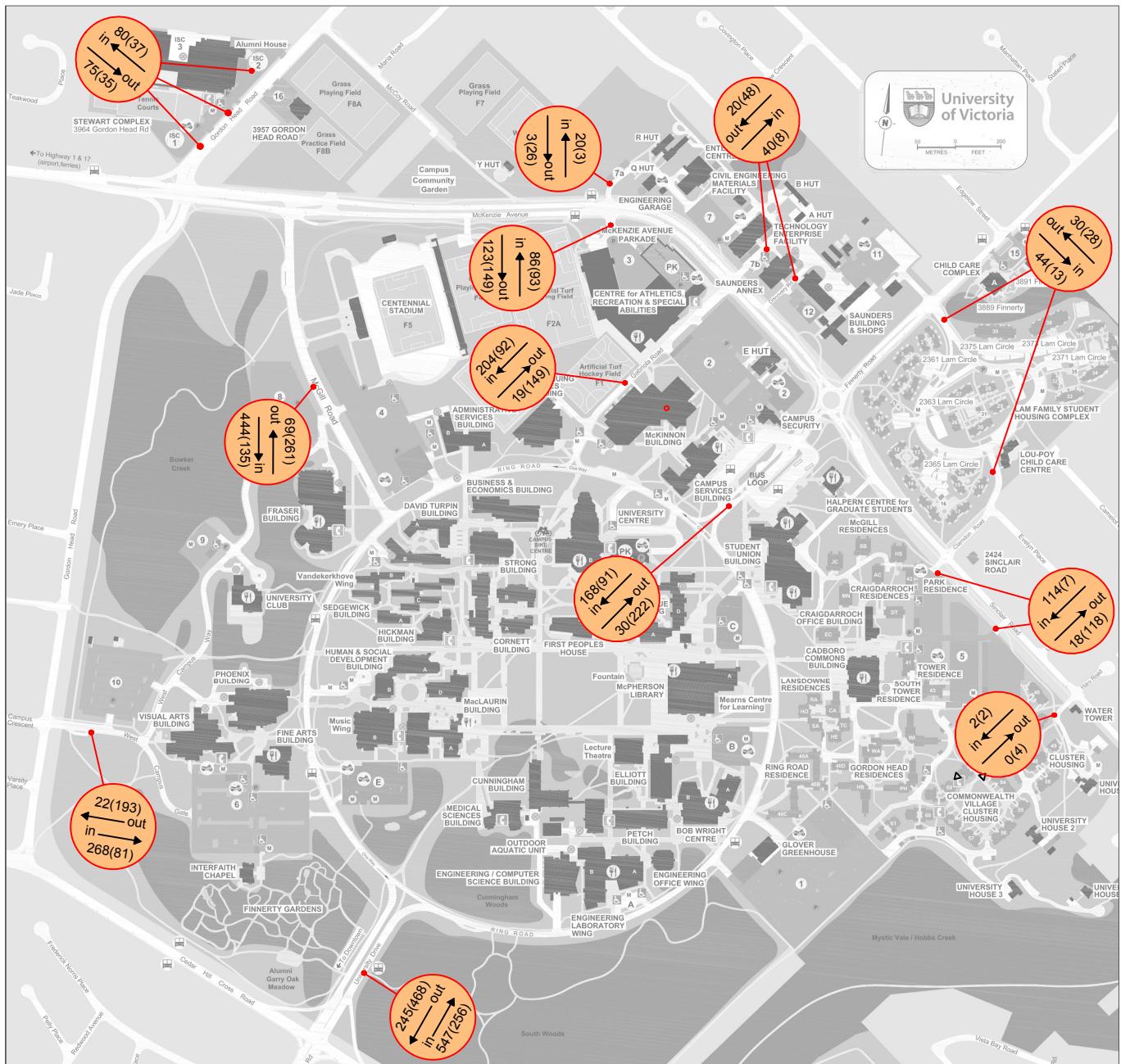
Note: Volumes are averaged over the two days of manual counts for each year.

Table 1 reflects the increase in the average peak 7 hour period volumes recorded during the manual surveys. For the observed traffic counts, the overall increase from 2014 to 2016 is approximately 904 vehicles or approximately 7%. This also represents an approximate return to 2010 and 2012 traffic volumes.

3.2 Peak Hour Vehicle Traffic

A summary of the AM and PM peak hours (averaged over the two days of manual counts) is illustrated in the following **Exhibit 2**. 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), West Campus Road (M-2), Gabriola Road (M-6) and Finnerty Road (M-8) at 30%, 19%, 11%, 8% and 7% respectively. The pattern is similar during the PM peak hour from 4:00 to 5:00 PM with heaviest two-way volumes are on University Drive (M-1), McGill Road (M-4), Finnerty Road (M-8), West Campus Road (M-2) and then Gabriola Road (M-6) at 29%, 16%, 12%, 11% and 10% respectively, of all vehicular traffic entering or leaving the campus.

Overall, during the 2016 AM and PM peak hours combined there were approximately 500 more vehicle trips (inbound and outbound total) observed compared to those in 2014.



AM peak hour 08:00 - 09:00

Total inbound traffic = 1982 vehicles
Total outbound traffic = 643 vehicles

PM peak hour 16:00 - 17:00

Total inbound traffic = 826 vehicles
Total outbound traffic = 1698 vehicles

Exhibit 2 Peak Hour Vehicle Traffic

3.3 Transit Passengers

BC Transit's summary of average weekday transit passengers in September to November from 2004 to 2016 is provided in **Table 2**.

Table 2: Transit Passenger Summary 2000-2016

| Travel Direction | 2000 Survey | 2004 Survey | 2006 Survey | 2008 Survey | 2010 Survey | 2012 Survey | 2014 Survey | 2016 Survey |
|------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Inbound | 4,860 | 8,194 | 7,885 | 9,426 | 8,805 | 9,569 | 7,892 | 8,381 |
| Outbound | 5,054 | 6,694 | 7,550 | 8,546 | 8,314 | 7,628 | 8,134 | 8,634 |
| Total | 9,914 | 14,888 | 15,435 | 17,972 | 17,119 | 17,197 | 16,026 | 17,015 |

As shown in Table 2, in 2016 there was an increase transit ridership by approximately 1,000 total two-way trips over the 2014 results (a 6% increase). 2016 transit ridership was shown to return to 2010 and 2012 levels of ridership after a drop on 2014.

In terms of bus frequency, an average of 1,131 inbound and outbound bus trips are made throughout the typical weekday which is up from 1,102 in 2014 (2.6% increase). There were 96 peak hour two-way trips during the 2016 AM peak hours and 91 two-way trips during the 2016 PM peak hour. This increases from a total of 175 total AM and PM peak hour trips in 2014.

The approximate distribution of transit trips at UVic is shown in **Exhibit 3**. Of the routes serving the University Campus, the most heavily used route in 2014 is the #4 (UVic / Downtown) route, accounting for 17.8% of all trips to and from the campus. The next most popular route is the #14 (Vic General / UVic) route with 17.7%, then the #15x (UVic / Esquimalt) with 16.6% of all trips. In 2016, these three routes carried 52% of all trips to and from the campus during an average Fall weekday. The #14 route showed the most increase in passengers from 2014 to 2016.

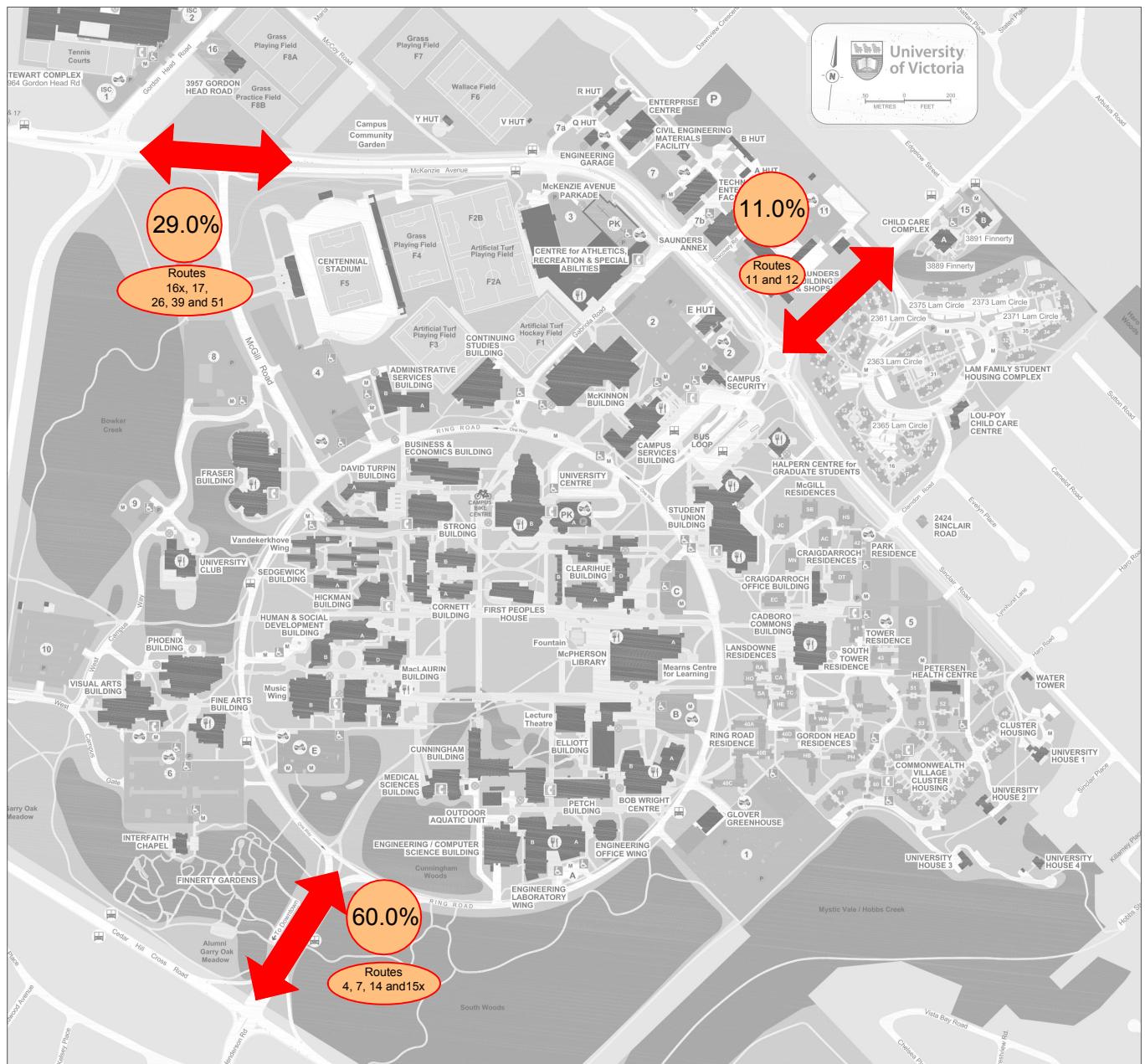


Exhibit 3

Transit Passenger Directional Distribution

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UVic 2016 Traffic Survey
December 2016 Scale NTS

3.4 Cyclists

A summary of the total inbound and outbound cycling trips at the University from 7:00 AM to 10:00 PM is summarized in **Exhibit 4**.

The most heavily used driveway for cycling trips is University Drive (M-1) accounting for approximately 25.7%, followed by West Campus Gate Trail (M-2a) at 14.5% then the new Vikes Way /Centre for Athletics Recreation and Special Abilities building location (M-5d) at 12.7%. Gabriola Road's (M-6) usage decreased from 16.3% in 2014 to 11% in 2016 which likely reflects the new campus access point at Vikes Way. McKenzie Avenue multi-use pathway (M-11) use continued to decline, in 2012 it was 12.6%, then 6.1% in 2014, now down to just 4.3% of cyclists.

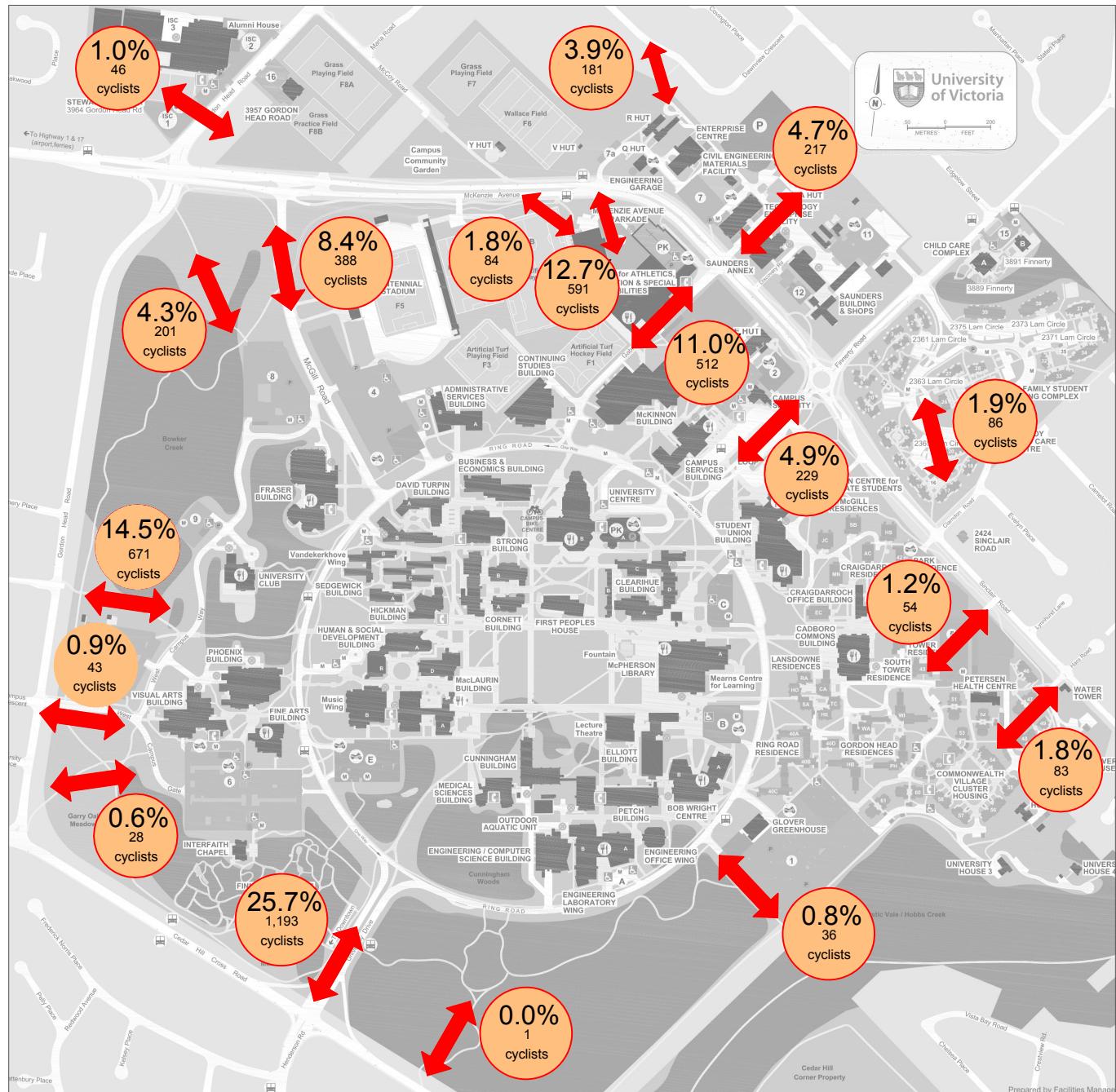
Approximately 4,713 bicycle trips were made between 7:00 AM and 10:00 PM. This is increase of approximately 356 trips from the 4,357 cycling trips in 2014. As in previous years, more inbound cyclists were recorded over outbound cyclists, this imbalance that may be due to cyclists still being on campus at 10:00 PM, cyclists using transit or other means for their outbound trip or since the adjustment factor is calculated using automatic vehicle count data then it is considered likely that a higher proportional percentage of cyclists exit campus during the extrapolated data 10 AM to 2PM time period, either to return again during the afternoon manual count period or remain off-campus. This increasing imbalance (419 in 2014 and now 533 in 2016) suggests the cycling mode split may in fact be slightly higher than that obtained using current methods.

3.5 Pedestrians

A summary of the total inbound and outbound pedestrian trips at the University from 7:00 AM to 10:00 PM is summarized in **Exhibit 5**.

The number of daily pedestrian trips to / from the University is estimated at approximately 8,816 consisting of 5,190 inbound and 3,626 outbound trips. This represents a slight increase (136 pedestrian trips) over the 8,680 daily trips calculated in 2014.

The highest percentage of pedestrians was recorded at McKenzie Avenue multi-use pathway with 12.8 followed by the West Campus Gate Trail (M-2a) at 11.4%, followed by Gabriola Road at 10.4%.

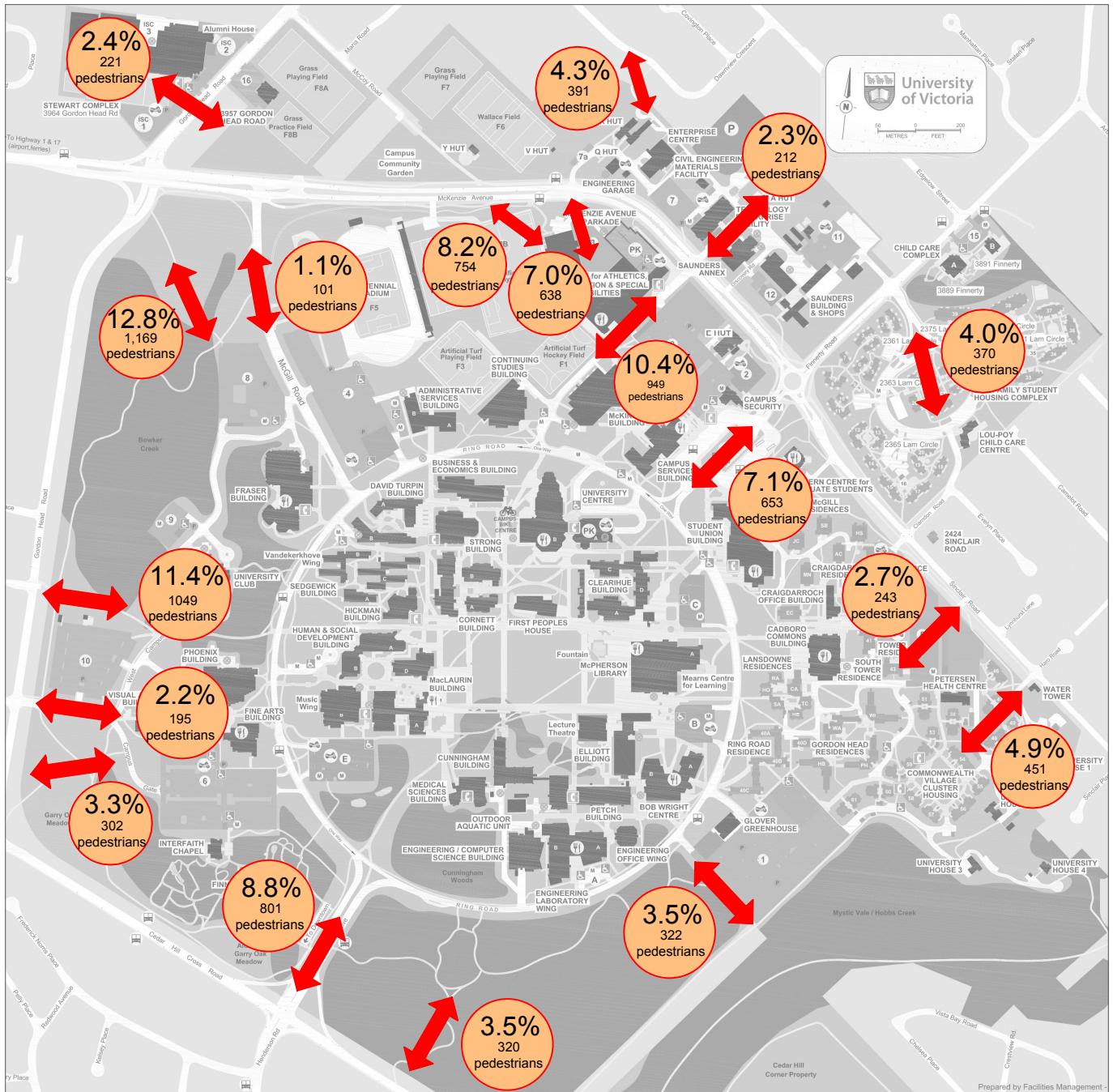


Daily Cyclist Traffic (07:00 - 22:00)
 Inbound: 2,584
 Outbound: 2,059
 Total: 4,643

Exhibit 4 Cyclist Access Patterns

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Daily Pedestrian Traffic (07:00 - 22:00)
 Inbound: 5,190
 Outbound: 3,626
 Total: 8,816

Exhibit 5 Pedestrian Access Patterns

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UVic 2016 Traffic Survey
 December 2016
 Scale NTS

4. TRAVEL MODE SUMMARY

The findings of the 2016 surveys reflect the change in the University's mode split since 1996. The shifts in travel modes over the past 20 years have been very encouraging, especially in the context of a quick growing University. The following **Table 3** provides a summary of the modal split for 2016 and a comparison to previous year's survey results.

Table 3: Modal Split Summary

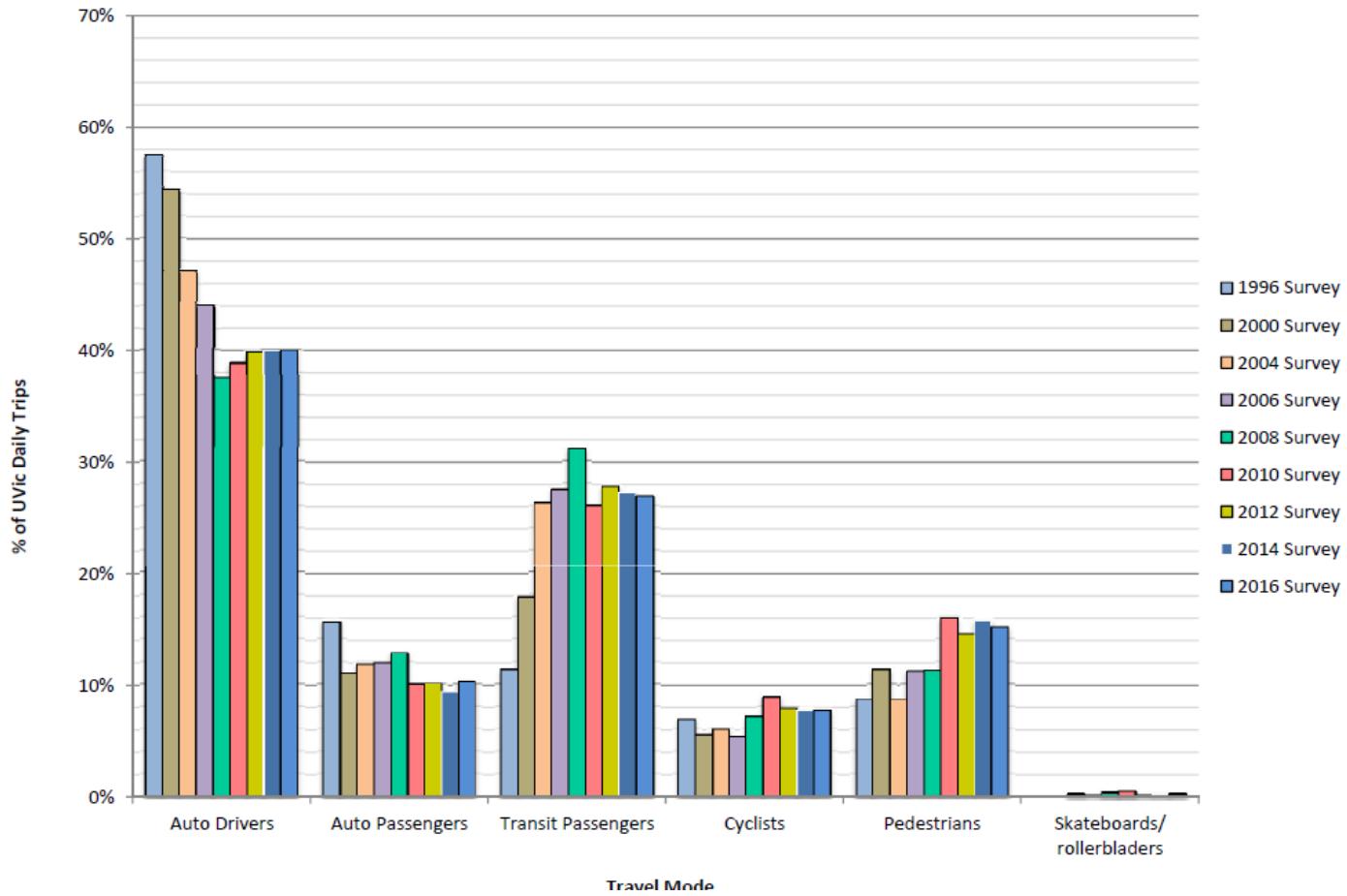
| Travel Mode | 1996 Survey | 2000 Survey | 2004 Survey | 2006 Survey | 2008 Survey | 2010 Survey | 2012 Survey | 2014 Survey | 2016 Survey |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Auto Drivers | 57.5% | 54.4% | 47.1% | 44.1% | 37.5% | 38.8% | 39.8% | 39.9% | 39.9% |
| Auto Passengers | 15.6% | 11.0% | 11.8% | 11.9% | 12.8% | 10.0% | 10.1% | 9.3% | 10.3% |
| Transit Passengers | 11.3% | 17.8% | 26.2% | 27.4% | 31.0% | 26.0% | 27.7% | 27.1% | 26.8% |
| Cyclists | 6.9% | 5.5% | 6.0% | 5.3% | 7.1% | 8.9% | 7.9% | 7.7% | 7.7% |
| Pedestrians | 8.7% | 11.3% | 8.7% | 11.2% | 11.2% | 15.9% | 14.5% | 15.7% | 15.1% |
| Skateboards/ Rollerbladers | 0.0% | 0.0% | 0.2% | 0.1% | 0.3% | 0.4% | 0.1% | 0.2% | 0.2% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

The mode split has stabilized over the last four surveys and changes for the most part were minor. Highlights from the 2016 dataset are:

- The percentage of automobiles drivers in 2016 (39.9%) is the same as it was in 2014.
- The total number of automobile passengers rebounded from the 2014 survey back to and exceeding 2012 levels.
- The transit passenger data shows a further decrease in mode split from 2014 and 2012 levels suggesting potential for future increase.
- The mode share for cyclists is 7.7% in 2014, this is the same rate as found in 2014.
- The mode split of pedestrians decreased slightly from 2014.
- Skateboarders and roller-bladers mode split mirrored the 2014 rate of 0.2% mode split.

The following **Figure 1 – Travel Mode Summary Chart** graphically illustrates those results shown in Table 3.

Figure 1 - Travel Mode Summary Chart



As shown in Figure 1, the mode split percentages in 2016 are very consistent with 2014. Key changes are an increase in auto passengers and a slight decrease in pedestrians and transit passengers. Auto drivers and cyclists remained the same.

5. CONCLUSIONS

The travel mode trends are very similar to the 2014 survey results. Fluctuations from year to year are to be expected depending on weather conditions and day to day campus activity variations. The overall conclusion from the 2016 results is that there has been no significant change in the modal share for travel to and from campus compared to 2014.

Total average weekday daily two-way trips were 60,543; this represents a substantial 6.9% increase from the 56,641 total two-way trips recorded in 2014.

During the two survey days in 2016 the campus had a total of 28.4mm of precipitation. In 2014 during the two count days there were 22.4 mm of precipitation. The Thursday in 2016 had 22.9 versus 5.5 on Wednesday. The weather's impact on a vehicle and cyclist comparison shows approximately 1,500 more vehicles on the wet Thursday with fewer cyclists (minus 150). This trend and the increased precipitation during the 2016 survey period suggests higher non-vehicle mode splits are likely during drier weather condition days.

The University's Sustainability Action Plan's goal to increase the use of transit, cycling, walking and carpooling to 70% of the transportation modal split by 2019 (currently over 60%) can be achieved with the actions described in the Plan and by monitoring the progress relative to the goals.

2016

PEDESTRIAN SUMMARY

APPENDIX A

INBOUND PEDESTRIANS

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|-----|-----|----|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|----|--------|
| 7:00 - 8:00 AM | 24 | 20 | 1 | 3 | 12 | 16 | 6 | 17 | 5 | 15 | 18 | 6 | | 22 | 5 | 5 | 5 | 1 | 177 |
| 8:00 - 9:00 AM | 116 | 148 | 18 | 16 | 37 | 72 | 52 | 80 | 15 | 51 | 31 | 24 | | 147 | 28 | 35 | 14 | 14 | 893 |
| 9:00 - 10:00 AM | 112 | 106 | 14 | 10 | 30 | 46 | 49 | 50 | 11 | 28 | 43 | 17 | | 143 | 41 | 32 | 13 | 6 | 746 |
| AM Sub-Totals | 251 | 273 | 33 | 29 | 79 | 133 | 106 | 146 | 30 | 94 | 92 | 46 | | 311 | 74 | 71 | 31 | 21 | 1,815 |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 32 | 49 | 6 | 3 | 2 | 39 | 17 | 38 | 14 | 36 | 11 | 6 | | 36 | 11 | 18 | 12 | 17 | 344 |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 29 | 33 | 11 | 3 | 12 | 51 | 25 | 27 | 6 | 22 | 19 | 1 | | 23 | 7 | 13 | 9 | 15 | 302 |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 23 | 36 | 14 | 1 | 9 | 34 | 50 | 41 | 4 | 26 | 17 | 9 | | 21 | 8 | 7 | 9 | 17 | 324 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 37 | 18 | 18 | 2 | 6 | 39 | 36 | 38 | 3 | 19 | 13 | 6 | | 21 | 5 | 8 | 15 | 16 | 296 |
| PM Sub-Totals | 121 | 135 | 49 | 9 | 29 | 162 | 127 | 143 | 26 | 102 | 60 | 22 | | 100 | 30 | 45 | 44 | 64 | 1,265 |
| TOTALS | 372 | 408 | 82 | 37 | 108 | 295 | 232 | 289 | 56 | 196 | 152 | 67 | | 411 | 104 | 116 | 75 | 85 | 3,080 |

OUTBOUND PEDESTRIANS

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--------|
| 7:00 - 8:00 AM | 2 | 1 | 2 | 1 | 3 | 6 | 6 | 12 | 2 | 9 | 2 | 0 | | 2 | 0 | 1 | 7 | 8 | 62 |
| 8:00 - 9:00 AM | 3 | 4 | 6 | 1 | 2 | 18 | 12 | 50 | 10 | 24 | 2 | 6 | | 7 | 0 | 2 | 10 | 41 | 194 |
| 9:00 - 10:00 AM | 7 | 9 | 5 | 1 | 3 | 8 | 11 | 41 | 8 | 17 | 5 | 1 | | 14 | 5 | 9 | 12 | 9 | 162 |
| AM Sub-Totals | 11 | 14 | 13 | 3 | 8 | 31 | 29 | 103 | 20 | 49 | 8 | 7 | | 23 | 5 | 11 | 28 | 58 | 417 |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 19 | 76 | 3 | 3 | 18 | 16 | 26 | 26 | 11 | 30 | 30 | 17 | | 55 | 18 | 13 | 32 | 6 | 396 |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 25 | 82 | 5 | 8 | 41 | 46 | 26 | 28 | 9 | 26 | 33 | 14 | | 68 | 16 | 21 | 18 | 18 | 482 |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 31 | 101 | 12 | 4 | 37 | 21 | 21 | 40 | 17 | 36 | 28 | 18 | | 80 | 25 | 11 | 16 | 19 | 513 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 16 | 75 | 15 | 5 | 25 | 37 | 43 | 33 | 7 | 37 | 22 | 23 | | 59 | 13 | 17 | 15 | 9 | 445 |
| PM Sub-Totals | 90 | 333 | 34 | 20 | 120 | 119 | 115 | 126 | 43 | 128 | 113 | 72 | | 261 | 72 | 61 | 81 | 52 | 1,835 |
| TOTALS | 101 | 347 | 47 | 22 | 128 | 150 | 144 | 228 | 62 | 177 | 121 | 79 | | 284 | 77 | 72 | 109 | 109 | 2,252 |
| 7 HOUR TOTALS | 473 | 754 | 129 | 59 | 236 | 444 | 376 | 517 | 118 | 372 | 272 | 146 | | 694 | 181 | 188 | 183 | 194 | 5,332 |

AM and PM PEAK HOURS at manual stations

| INBOUND | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTAL |
|---------|-----|-----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 116 | 148 | 18 | 16 | 37 | 72 | 52 | 80 | 15 | 51 | 31 | 24 | | 147 | 28 | 35 | 14 | 14 | 893 |
| PM | 32 | 49 | 6 | 3 | 2 | 39 | 17 | 38 | 14 | 36 | 11 | 6 | | 36 | 11 | 18 | 12 | 17 | 344 |

| OUTBOUND | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTAL |
|----------|----|-----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 3 | 4 | 6 | 1 | 2 | 18 | 12 | 50 | 10 | 24 | 2 | 6 | | 7 | 0 | 2 | 10 | 41 | 194 |
| PM | 31 | 101 | 12 | 4 | 37 | 21 | 21 | 40 | 17 | 36 | 28 | 18 | | 80 | 25 | 11 | 16 | 19 | 513 |

TWO-WAY AM and PM SHIFT TOTALS at manual stations

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 - 10:00 AM | 262 | 287 | 46 | 31 | 87 | 164 | 134 | 248 | 50 | 143 | 100 | 53 | | 334 | 79 | 82 | 59 | 78 | 2,232 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 211 | 468 | 83 | 28 | 149 | 280 | 242 | 269 | 69 | 230 | 173 | 93 | | 361 | 102 | 106 | 125 | 116 | 3,100 |
| TOTALS | 473 | 754 | 129 | 59 | 236 | 444 | 376 | 517 | 118 | 372 | 272 | 146 | | 694 | 181 | 188 | 183 | 194 | 5,332 |

BICYCLE SUMMARY
APPENDIX A
INBOUND BICYCLES (excluding M-10)

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|------------|------------|-----------|------------|-----------|-----------|------------|------------|-----------|-----------|-----------|-----------|-----|-----------|----------|----------|-----------|-----------|--------------|
| 7:00 - 8:00 AM | 33 | 12 | 1 | 29 | 6 | 2 | 6 | 9 | 6 | 9 | 4 | 1 | | 1 | 1 | 0 | 1 | 1 | 111 |
| 8:00 - 9:00 AM | 147 | 101 | 10 | 18 | 24 | 6 | 68 | 41 | 5 | 19 | 5 | 5 | | 24 | 2 | 1 | 6 | 5 | 410 |
| 9:00 - 10:00 AM | 103 | 62 | 2 | 52 | 17 | 6 | 61 | 31 | 6 | 18 | 6 | 4 | | 20 | 4 | 0 | 8 | 1 | 331 |
| AM Sub-Totals | 282 | 174 | 12 | 99 | 47 | 13 | 135 | 81 | 17 | 45 | 14 | 10 | | 45 | 7 | 1 | 15 | 6 | 852 |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 19 | 20 | 2 | 10 | 2 | 4 | 22 | 21 | 6 | 10 | 2 | 1 | | 9 | 1 | 0 | 1 | 6 | 106 |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 20 | 20 | 1 | 5 | 5 | 9 | 29 | 12 | 6 | 5 | 4 | 0 | | 9 | 2 | 0 | 0 | 5 | 91 |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 22 | 16 | 2 | 6 | 2 | 3 | 30 | 21 | 12 | 4 | 3 | 2 | | 4 | 0 | 0 | 0 | 2 | 94 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 22 | 18 | 1 | 6 | 2 | 7 | 38 | 19 | 10 | 5 | 5 | 2 | | 4 | 0 | 0 | 0 | 1 | 92 |
| PM Sub-Totals | 83 | 74 | 4 | 26 | 11 | 22 | 118 | 72 | 34 | 24 | 13 | 4 | | 25 | 3 | 0 | 1 | 12 | 383 |
| TOTALS | 365 | 248 | 16 | 125 | 57 | 35 | 253 | 153 | 51 | 69 | 27 | 14 | | 70 | 9 | 1 | 16 | 18 | 1,234 |

OUTBOUND BICYCLES (excluding M-10)

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|------------|------------|-----------|------------|------------|-----------|------------|------------|------------|------------|-----------|-----------|--|------------|-----------|----------|-----------|-----------|--------------|
| 7:00 - 8:00 AM | 9 | 0 | 0 | 2 | 2 | 1 | 3 | 4 | 4 | 5 | 0 | 1 | | 2 | 0 | 0 | 1 | 3 | 30 |
| 8:00 - 9:00 AM | 15 | 4 | 4 | 1 | 2 | 2 | 7 | 17 | 20 | 6 | 1 | 2 | | 1 | 0 | 0 | 1 | 12 | 83 |
| 9:00 - 10:00 AM | 14 | 7 | 1 | 8 | 3 | 3 | 7 | 22 | 12 | 3 | 2 | 2 | | 1 | 0 | 0 | 0 | 1 | 72 |
| AM Sub-Totals | 38 | 10 | 4 | 10 | 6 | 5 | 17 | 43 | 35 | 14 | 3 | 4 | | 4 | 0 | 0 | 1 | 16 | 185 |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 41 | 30 | 1 | 21 | 5 | 3 | 17 | 20 | 6 | 10 | 5 | 4 | | 10 | 4 | 0 | 1 | 2 | 156 |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 63 | 34 | 1 | 32 | 17 | 1 | 15 | 17 | 5 | 11 | 5 | 2 | | 10 | 1 | 0 | 1 | 4 | 200 |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 104 | 67 | 2 | 14 | 15 | 1 | 12 | 32 | 11 | 15 | 5 | 3 | | 14 | 2 | 0 | 2 | 3 | 285 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 94 | 42 | 2 | 29 | 6 | 5 | 38 | 25 | 6 | 15 | 6 | 7 | | 15 | 2 | 0 | 3 | 2 | 249 |
| PM Sub-Totals | 300 | 172 | 6 | 95 | 43 | 9 | 81 | 93 | 27 | 50 | 21 | 14 | | 48 | 8 | 0 | 6 | 10 | 889 |
| TOTALS | 338 | 182 | 10 | 105 | 49 | 14 | 97 | 135 | 62 | 63 | 23 | 18 | | 51 | 8 | 0 | 7 | 26 | 1,074 |
| 7 HOUR TOTALS | 703 | 429 | 25 | 230 | 106 | 49 | 350 | 288 | 112 | 132 | 50 | 31 | | 121 | 17 | 1 | 22 | 44 | 2,308 |

AM and PM PEAK HOURS at manual stations

| INBOUND | M1 | M2 | M3 | M4 | M5a | M5b | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTAL |
|---------|-----|-----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 147 | 101 | 10 | 18 | 24 | 6 | 68 | 41 | 5 | 19 | 5 | 5 | 0 | 24 | 2 | 1 | 6 | 5 | 410 |
| PM | 19 | 20 | 2 | 10 | 2 | 4 | 22 | 21 | 6 | 10 | 2 | 1 | 0 | 9 | 1 | 0 | 1 | 6 | 106 |

| OUTBOUND | M1 | M2 | M3 | M4 | M5a | M5b | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTAL |
|----------|-----|----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 15 | 4 | 4 | 1 | 2 | 2 | | 17 | 20 | 6 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 12 | 83 |
| PM | 104 | 67 | 2 | 14 | 15 | 1 | 12 | 32 | 11 | 15 | 5 | 3 | 0 | 14 | 2 | 0 | 2 | 3 | 285 |

TWO-WAY AM and PM SHIFT TOTALS at manual stations

| HOUR | M1 | M2 | M3 | M4 | M5a | M5b | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|------------|------------|-----------|------------|------------|-----------|------------|------------|------------|------------|-----------|-----------|----------|------------|-----------|----------|-----------|-----------|--------------|
| 7:00 - 10:00 AM | 320 | 184 | 16 | 109 | 53 | 18 | 151 | 124 | 52 | 59 | 17 | 13 | 0 | 49 | 7 | 1 | 16 | 22 | 1,036 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 383 | 245 | 10 | 121 | 54 | 31 | 199 | 165 | 61 | 73 | 33 | 18 | 0 | 72 | 11 | 0 | 6 | 22 | 1,272 |
| TOTALS | 703 | 429 | 25 | 230 | 106 | 49 | 350 | 288 | 112 | 132 | 50 | 31 | 0 | 121 | 17 | 1 | 22 | 44 | 2,308 |

SKATEBOARD / ROLLERBLADE SUMMARY
APPENDIX A
INBOUND SKATEBOARDERS / ROLLERBLADERS

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|----|----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|--------|
| 7:00 - 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:00 - 9:00 AM | 1 | 1 | 4 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | |
| 9:00 - 10:00 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | |
| AM Sub-Totals | 2 | 3 | 4 | 2 | 0 | | | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 16 | |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 6 | |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| PM Sub-Totals | 2 | 3 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 6 | 19 | |
| TOTALS | 4 | 5 | 5 | 2 | 0 | 4 | 1 | 3 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 6 | 34 | |

OUTBOUND SKATEBOARDERS / ROLLERBLADERS

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|----|----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|--------|
| 7:00 - 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | |
| 8:00 - 9:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | |
| 9:00 - 10:00 AM | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| AM Sub-Totals | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| PM Sub-Totals | 3 | 5 | 2 | 1 | 0 | 3 | 3 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | |
| TOTALS | 3 | 7 | 4 | 2 | 0 | 4 | 3 | 2 | 1 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 29 | |

7 HOUR TOTALS 7 12 9 4 0 8 4 4 1 3 1 0 0 7 1 0 0 6 63

AM and PM PEAK HOURS at manual stations

| INBOUND | M1 | M2 | M3 | M4 | M5a | | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTAL |
|---------|----|----|----|----|-----|--|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 1 | 1 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | |
| PM | 1 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 6 | |

| OUTBOUND | M1 | M2 | M3 | M4 | M5a | | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTAL |
|----------|----|----|----|----|-----|--|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 0 | 1 | 2 | 0 | 0 | | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | |
| PM | 1 | 2 | 1 | 1 | 0 | | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |

TWO-WAY AM and PM SHIFT TOTALS at manual stations

| HOUR | M1 | M2 | M3 | M4 | M5a | | M5b | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | M13 | M14 | MF | TOTALS |
|--|----|----|----|----|-----|--|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|--------|
| 7:00 - 10:00 AM | 2 | 4 | 6 | 3 | 0 | | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 25 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 5 | 8 | 3 | 1 | 0 | | 4 | 1 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 31 |
| TOTALS | 7 | 12 | 9 | 4 | 0 | | 4 | 4 | 1 | 3 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 6 | 56 |

VEHICLE SUMMARY (All vehicles excluding buses)
APPENDIX A
INBOUND TOTAL VEHICLES (excluding M-10)

| HOUR | Peak Hours of Vehicles | | | | | | | | | | | | | | | | | TOTALS | |
|--|------------------------|------------|------------|--------------|-----------|----------|------------|------------|------------|------------|-----------|------------|----------|----------|----------|----------|----------|------------|--------------|
| | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | |
| 7:00 - 8:00 AM | 174 | 70 | 18 | 139 | 5 | 0 | 37 | 101 | 46 | 63 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 24 | 704 |
| 8:00 - 9:00 AM | 547 | 268 | 80 | 444 | 20 | 0 | 86 | 204 | 40 | 168 | 2 | 114 | 0 | 0 | 0 | 0 | 0 | 44 | 2,012 |
| 9:00 - 10:00 AM | 330 | 218 | 17 | 327 | 15 | 0 | 126 | 76 | 32 | 89 | 5 | 81 | 0 | 0 | 0 | 0 | 0 | 29 | 1,343 |
| AM Sub-Totals | 1,051 | 555 | 114 | 909 | 39 | 0 | 248 | 381 | 118 | 320 | 6 | 225 | 0 | 0 | 0 | 0 | 0 | 96 | 4,059 |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 187 | 75 | 17 | 163 | 1 | 0 | 76 | 72 | 12 | 73 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 12 | 708 |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 215 | 60 | 42 | 113 | 2 | 0 | 71 | 85 | 15 | 86 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 14 | 726 |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 256 | 81 | 37 | 135 | 3 | 0 | 93 | 92 | 8 | 91 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 15 | 826 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 251 | 45 | 54 | 142 | 3 | 0 | 81 | 124 | 5 | 83 | 7 | 22 | 0 | 0 | 0 | 0 | 0 | 14 | 828 |
| PM Sub-Totals | 908 | 260 | 149 | 553 | 9 | 0 | 319 | 372 | 39 | 333 | 13 | 80 | 0 | 0 | 0 | 0 | 0 | 55 | 3,087 |
| TOTALS | 1,958 | 814 | 263 | 1,462 | 48 | 0 | 567 | 753 | 157 | 652 | 19 | 305 | 0 | 0 | 0 | 0 | 0 | 150 | 7,145 |

OUTBOUND TOTAL VEHICLES (excluding M10)

| HOUR | Peak Hours of Vehicles | | | | | | | | | | | | | | | | | TOTALS | |
|--|------------------------|--------------|------------|--------------|------------|----------|--------------|--------------|------------|--------------|-----------|------------|----------|----------|----------|----------|----------|------------|---------------|
| | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | |
| 7:00 - 8:00 AM | 73 | 8 | 21 | 31 | 1 | 0 | 57 | 15 | 14 | 65 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 16 | 311 |
| 8:00 - 9:00 AM | 245 | 22 | 75 | 69 | 3 | 0 | 123 | 19 | 20 | 30 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 30 | 653 |
| 9:00 - 10:00 AM | 135 | 30 | 14 | 81 | 3 | 0 | 146 | 68 | 14 | 99 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 13 | 615 |
| AM Sub-Totals | 453 | 60 | 109 | 181 | 6 | 0 | 325 | 102 | 48 | 193 | 2 | 44 | 0 | 0 | 0 | 0 | 0 | 59 | 1,579 |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) 2:30 - 3:30 PM (T) | 279 | 130 | 13 | 158 | 6 | 0 | 100 | 94 | 29 | 136 | 5 | 70 | 0 | 0 | 0 | 0 | 0 | 27 | 1,045 |
| 3:00 - 4:00 PM (W) 3:30 - 4:30 PM (T) | 302 | 141 | 30 | 182 | 10 | 0 | 102 | 99 | 32 | 155 | 2 | 78 | 0 | 0 | 0 | 0 | 0 | 36 | 1,165 |
| 4:00 - 5:00 PM (W) 4:30 - 5:30 PM (T) | 468 | 193 | 35 | 261 | 25 | 0 | 149 | 149 | 48 | 222 | 4 | 118 | 0 | 0 | 0 | 0 | 0 | 28 | 1,698 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 333 | 120 | 62 | 206 | 14 | 0 | 101 | 104 | 22 | 201 | 5 | 62 | 0 | 0 | 0 | 0 | 0 | 38 | 1,265 |
| PM Sub-Totals | 1,380 | 584 | 140 | 806 | 54 | 0 | 451 | 445 | 131 | 713 | 15 | 328 | 0 | 0 | 0 | 0 | 0 | 128 | 5,172 |
| TOTALS | 1,833 | 643 | 249 | 987 | 60 | 0 | 776 | 547 | 179 | 905 | 16 | 372 | 0 | 0 | 0 | 0 | 0 | 187 | 6,750 |
| 7 HOUR TOTALS | 3,791 | 1,457 | 511 | 2,448 | 108 | 0 | 1,343 | 1,299 | 335 | 1,557 | 35 | 677 | 0 | | | | | 337 | 13,895 |

AM and PM PEAK HOURS at manual stations

| INBOUND | Peak Hours of Vehicles | | | | | | | | | | | | | | | | | TOTAL | |
|-----------|------------------------|------------|-----------|------------|-----------|----------|------------|------------|-----------|------------|----------|------------|----------|----------|----------|----------|----------|-----------|--------------|
| | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | |
| AM | 547 | 268 | 80 | 444 | 20 | 0 | 86 | 204 | 40 | 168 | 2 | 114 | 0 | 0 | 0 | 0 | 0 | 44 | 2,012 |
| PM | 251 | 45 | 54 | 142 | 3 | 0 | 81 | 124 | 5 | 83 | 7 | 22 | 0 | 0 | 0 | 0 | 0 | 14 | 828 |
| OUTBOUND | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | TOTAL |
| AM | 245 | 22 | 75 | 69 | 3 | 0 | 123 | 19 | 20 | 30 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 30 | 653 |
| PM | 468 | 193 | 35 | 261 | 25 | 0 | 149 | 149 | 48 | 222 | 4 | 118 | 0 | 0 | 0 | 0 | 0 | 28 | 1,698 |

TWO-WAY AM and PM SHIFT TOTALS at manual stations

| HOUR | Peak Hours of Vehicles | | | | | | | | | | | | | | | | | TOTALS | |
|--|------------------------|--------------|------------|--------------|------------|----------|--------------|--------------|------------|--------------|-----------|------------|----------|----------|----------|----------|----------|------------|---------------|
| | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | |
| 7:00 - 10:00 AM | 1,503 | 614 | 223 | 1,090 | 45 | 0 | 573 | 482 | 166 | 512 | 8 | 269 | 0 | 0 | 0 | 0 | 0 | 154 | 5,637 |
| 5:00 - 6:00 PM (W) 5:30 - 6:30 PM (T) | 2,288 | 843 | 289 | 1,359 | 63 | 0 | 770 | 817 | 170 | 1,045 | 27 | 408 | 0 | 0 | 0 | 0 | 0 | 183 | 8,258 |
| TOTALS | 3,791 | 1,457 | 511 | 2,448 | 108 | 0 | 1,343 | 1,299 | 335 | 1,557 | 35 | 677 | 0 | 0 | 0 | 0 | 0 | 337 | 13,895 |

AUTO PASSENGER SUMMARY

APPENDIX A

INBOUND TOTAL PASSENGERS (excluding M-10)

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | TOTALS |
|----------------------|------------|-----------|-----------|------------|----------|----------|-----------|-----------|-----------|-----------|----------|-----------|----------|-----|-----|-----|-----|----------|--------------|
| 7:00 - 8:00 AM | 41 | 8 | 8 | 14 | 0 | 0 | 2 | 8 | 3 | 13 | 0 | 5 | | | | | | 1 | 101 |
| 8:00 - 9:00 AM | 186 | 44 | 82 | 213 | 1 | 0 | 15 | 32 | 7 | 38 | 0 | 16 | | | | | | 2 | 633 |
| 9:00 - 10:00 AM | 103 | 32 | 2 | 68 | 1 | 0 | 14 | 14 | 2 | 23 | 1 | 9 | | | | | | 1 | 268 |
| AM Sub-Totals | 330 | 84 | 92 | 294 | 1 | 0 | 31 | 53 | 12 | 74 | 1 | 29 | | | | | | 3 | 1,001 |
| | | | | | | | | | | | | | | | | | | | |
| 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 | 0 |
| TOTALS | 330 | 84 | 92 | 294 | 1 | 0 | 31 | 53 | 12 | 74 | 1 | 29 | 0 | | | | | 3 | 1,001 |

OUTBOUND TOTAL PASSENGERS (excluding M10)

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | 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 |
| | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM (W) | 73 | 16 | 3 | 24 | 1 | 0 | 20 | 22 | 3 | 38 | 1 | 0 | | | | | | 2 | 199 |
| 2:30 - 3:30 PM (T) | | | | | | | | | | | | | | | | | | | |
| 3:00 - 4:00 PM (W) | 90 | 26 | 24 | 38 | 1 | 0 | 13 | 27 | 4 | 54 | 1 | 2 | | | | | | 4 | 281 |
| 3:30 - 4:30 PM (T) | | | | | | | | | | | | | | | | | | | |
| 4:00 - 5:00 PM (W) | 163 | 30 | 14 | 56 | 2 | 0 | 16 | 34 | 4 | 69 | 1 | 0 | | | | | | 2 | 389 |
| 4:30 - 5:30 PM (T) | | | | | | | | | | | | | | | | | | 7 | 419 |
| PM Sub-Totals | 447 | 98 | 95 | 184 | 4 | 0 | 74 | 119 | 14 | 235 | 4 | 2 | 0 | | | | | 14 | 1,288 |
| TOTALS | 447 | 98 | 95 | 184 | 4 | 0 | 74 | 119 | 14 | 235 | 4 | 2 | 0 | | | | | 14 | 1,288 |
| 7 HOUR TOTALS | 777 | 182 | 187 | 477 | 5 | 0 | 105 | 172 | 26 | 308 | 5 | 31 | 0 | | | | | 17 | 2,289 |

AM and PM PEAK HOURS at manual stations

| INBOUND | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | TOTAL |
|---------|-----|----|----|-----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 186 | 44 | 82 | 213 | 1 | 0 | 15 | 32 | 7 | 38 | 0 | 16 | 0 | | | | | 2 | 633 |
| PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 | 0 |

| OUTBOUND | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | TOTAL |
|----------|-----|----|----|----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-------|
| AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 | 0 |
| PM | 163 | 30 | 14 | 56 | 2 | 0 | 16 | 34 | 4 | 69 | 1 | 0 | 0 | | | | | 2 | 389 |

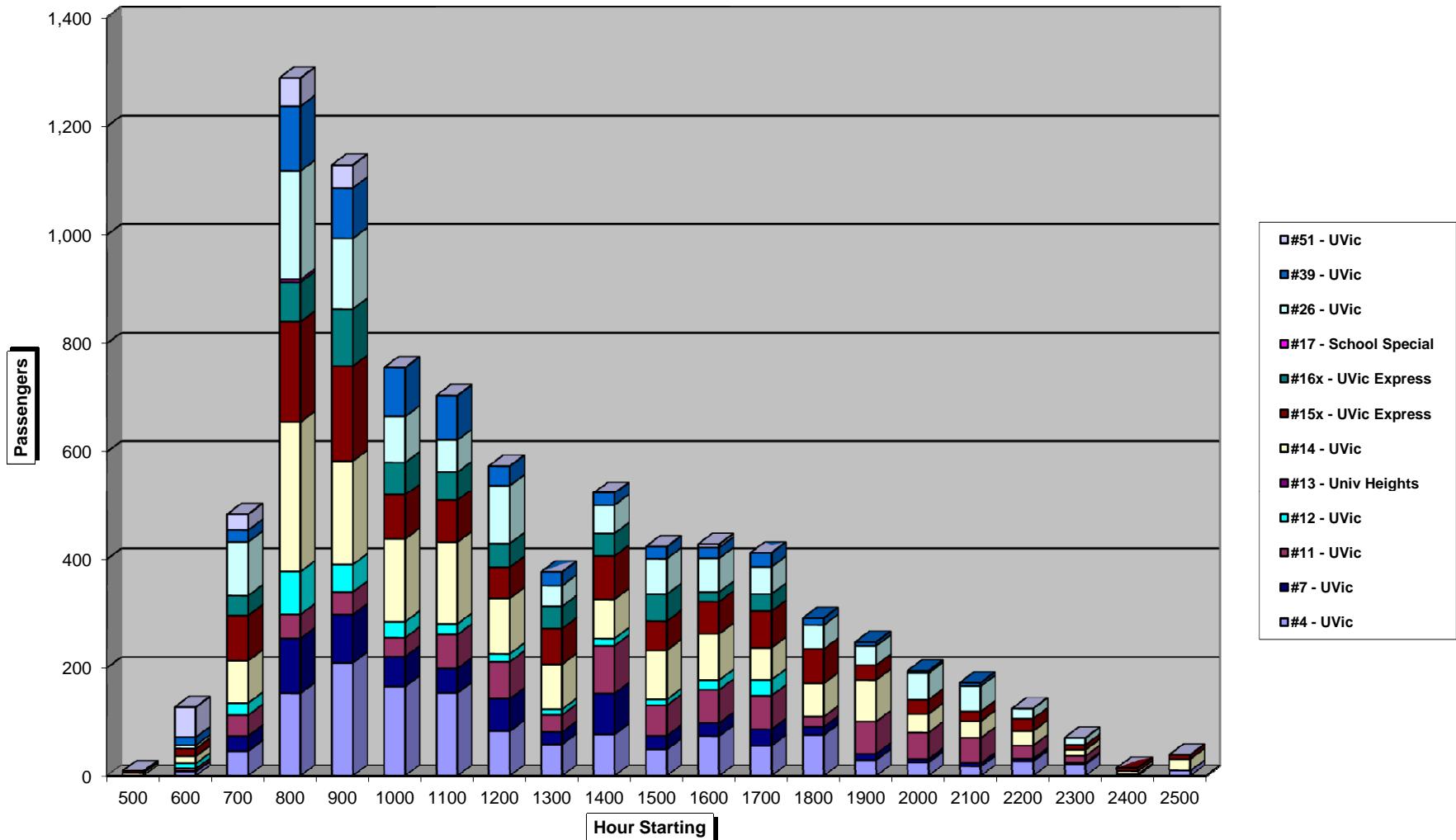
TWO-WAY AM and PM SHIFT TOTALS at manual stations

| HOUR | M1 | M2 | M3 | M4 | M5a | M5c | M5d | M6 | M7 | M8 | M9a | M9b | M10 | M11 | M12 | m13 | m14 | MF | TOTALS |
|--------------------|------------|------------|------------|------------|----------|----------|------------|------------|-----------|------------|----------|-----------|----------|-----|-----|-----|-----|-----------|--------------|
| 7:00 - 10:00 AM | 330 | 84 | 92 | 294 | 1 | 0 | 31 | 53 | 12 | 74 | 1 | 29 | 0 | | | | | 3 | 1,001 |
| 5:00 - 6:00 PM (W) | 447 | 98 | 95 | 184 | 4 | 0 | 74 | 119 | 14 | 235 | 4 | 2 | 0 | | | | | 14 | 1,288 |
| TOTALS | 777 | 182 | 187 | 477 | 5 | 0 | 105 | 172 | 26 | 308 | 5 | 31 | 0 | | | | | 17 | 2,289 |

BC Transit Passenger Activity at UVic_Fall 2016_last updated 20161212_v2.xlsx Arrive

| | | | | | | | | | | APPENDIX B | | | | |
|---------------|--------------|------------|------------|------------|--------------------|--------------|---------------------|---------------------|----------------------|--------------|------------|------------|--------------|--|
| Arr - Time | #4 - UVic | #7 - UVic | #11 - UVic | #12 - UVic | #13 - Univ Heights | #14 - UVic | #15x - UVic Express | #16x - UVic Express | #17 - School Special | #26 - UVic | #39 - UVic | #51 - UVic | Total | |
| 500 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 600 | 8 | 1 | 5 | 10 | 0 | 13 | 14 | 0 | 0 | 6 | 15 | 55 | 128 | |
| 700 | 47 | 28 | 38 | 22 | 0 | 78 | 83 | 36 | 0 | 99 | 22 | 29 | 483 | |
| 800 | 153 | 101 | 44 | 79 | 0 | 278 | 185 | 73 | 5 | 200 | 119 | 52 | 1,289 | |
| 900 | 209 | 89 | 42 | 50 | 0 | 193 | 175 | 105 | 0 | 130 | 93 | 42 | 1,129 | |
| 1000 | 166 | 55 | 35 | 29 | 0 | 152 | 82 | 61 | 0 | 85 | 90 | 0 | 755 | |
| 1100 | 154 | 45 | 62 | 20 | 0 | 151 | 77 | 54 | 0 | 59 | 82 | 0 | 704 | |
| 1200 | 84 | 60 | 68 | 15 | 0 | 102 | 57 | 44 | 0 | 109 | 36 | 0 | 574 | |
| 1300 | 59 | 23 | 31 | 11 | 0 | 83 | 66 | 41 | 0 | 38 | 25 | 0 | 377 | |
| 1400 | 78 | 75 | 88 | 13 | 0 | 72 | 80 | 42 | 0 | 52 | 24 | 0 | 524 | |
| 1500 | 50 | 25 | 56 | 11 | 0 | 90 | 54 | 50 | 0 | 66 | 22 | 0 | 423 | |
| 1600 | 75 | 24 | 61 | 18 | 0 | 85 | 59 | 18 | 0 | 62 | 20 | 6 | 428 | |
| 1700 | 57 | 30 | 62 | 29 | 0 | 59 | 68 | 32 | 0 | 50 | 26 | 0 | 412 | |
| 1800 | 77 | 15 | 19 | 0 | 0 | 61 | 64 | 0 | 0 | 44 | 12 | 0 | 292 | |
| 1900 | 30 | 11 | 59 | 0 | 0 | 77 | 27 | 0 | 0 | 35 | 7 | 0 | 247 | |
| 2000 | 26 | 6 | 49 | 0 | 0 | 34 | 26 | 0 | 0 | 49 | 4 | 0 | 194 | |
| 2100 | 18 | 6 | 47 | 0 | 0 | 31 | 18 | 0 | 0 | 47 | 6 | 0 | 173 | |
| 2200 | 28 | 5 | 24 | 0 | 0 | 27 | 23 | 0 | 0 | 19 | 0 | 0 | 125 | |
| 2300 | 22 | 3 | 13 | 0 | 0 | 11 | 9 | 0 | 0 | 13 | 0 | 0 | 71 | |
| 2400 | 3 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 2500 | 10 | 0 | 0 | 0 | 0 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | |
| TOTALS | 1,353 | 601 | 804 | 308 | 0 | 1,631 | 1,185 | 554 | 5 | 1,163 | 602 | 184 | 8,390 | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

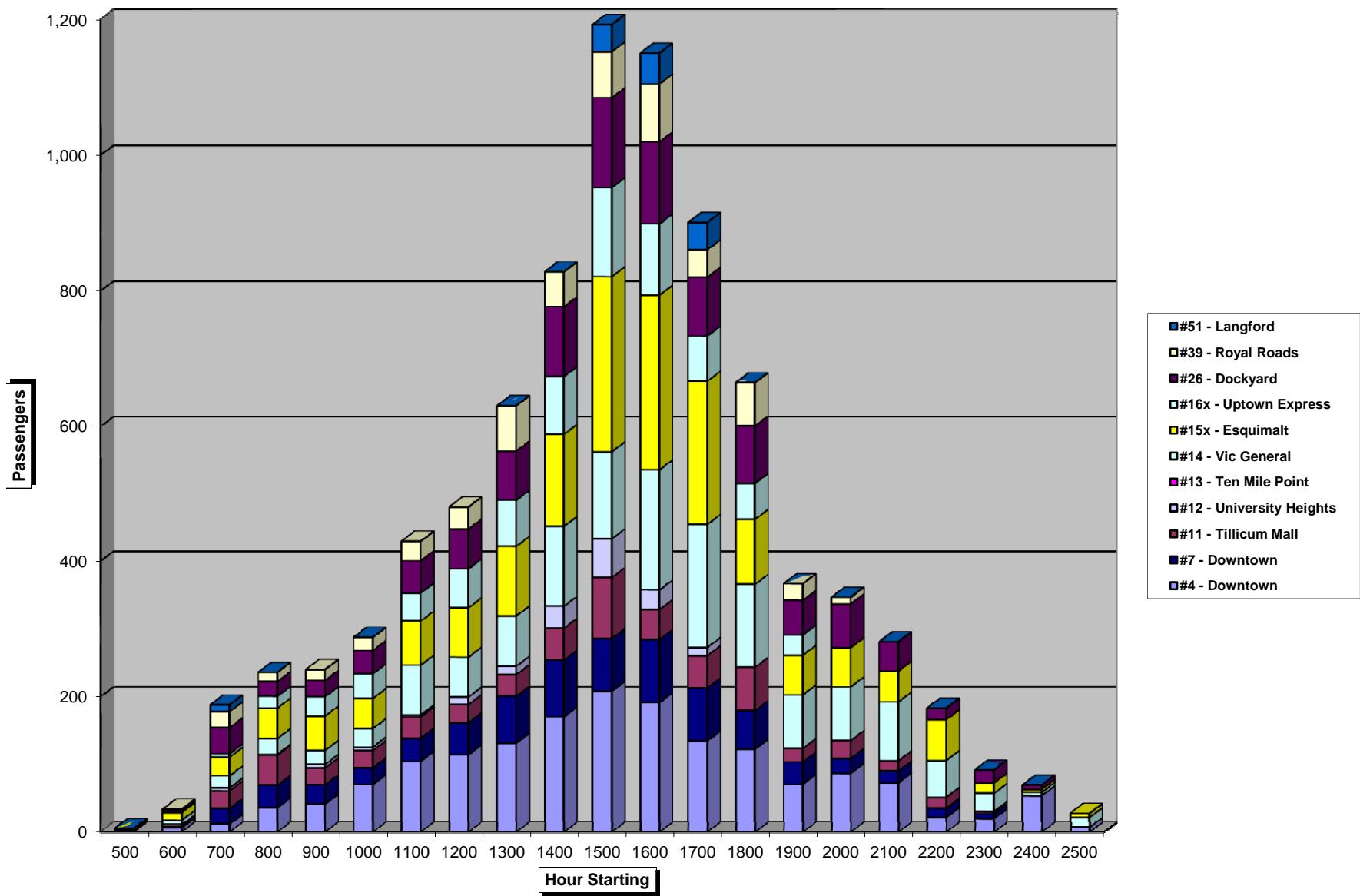
ARRIVE PASSENGERS - UVIC
(FALL 2016 AVG. PER WEEKDAY)



BC Transit Passenger Activity at UVic_Fall 2016_last updated 20161212_v2.xlsx Leave

| Lve - Time | #4 - Downtown | #7 - Downtown | #11 - Tillicum Mall | #12 - University Heights | #13 - Ten Mile Point | #14 - Vic General | #15x - Esquimalt | #16x - Uptown Express | #26 - Dockyard | #39 - Royal Roads | #51 - Langford | Total |
|---------------|---------------|---------------|---------------------|--------------------------|----------------------|-------------------|------------------|-----------------------|----------------|-------------------|----------------|--------------|
| 500 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| 600 | 6 | 2 | 3 | 0 | 0 | 7 | 12 | 0 | 3 | 1 | 0 | 34 |
| 700 | 12 | 23 | 26 | 4 | 0 | 18 | 28 | 5 | 38 | 24 | 10 | 188 |
| 800 | 36 | 33 | 44 | 1 | 0 | 23 | 45 | 18 | 22 | 13 | 0 | 236 |
| 900 | 42 | 28 | 25 | 5 | 0 | 21 | 51 | 29 | 24 | 16 | 0 | 240 |
| 1000 | 71 | 25 | 25 | 5 | 0 | 27 | 44 | 36 | 34 | 19 | 0 | 288 |
| 1100 | 105 | 34 | 31 | 3 | 0 | 73 | 65 | 41 | 48 | 28 | 0 | 429 |
| 1200 | 115 | 47 | 27 | 11 | 0 | 59 | 73 | 57 | 59 | 32 | 0 | 480 |
| 1300 | 131 | 69 | 32 | 12 | 0 | 74 | 103 | 68 | 74 | 67 | 0 | 631 |
| 1400 | 170 | 84 | 47 | 33 | 0 | 118 | 138 | 85 | 103 | 51 | 0 | 828 |
| 1500 | 208 | 78 | 90 | 57 | 0 | 130 | 258 | 131 | 133 | 68 | 40 | 1,193 |
| 1600 | 192 | 93 | 44 | 29 | 0 | 177 | 259 | 105 | 121 | 85 | 45 | 1,150 |
| 1700 | 135 | 78 | 48 | 12 | 0 | 181 | 213 | 67 | 87 | 40 | 40 | 901 |
| 1800 | 123 | 57 | 64 | 0 | 0 | 122 | 96 | 53 | 87 | 64 | 0 | 665 |
| 1900 | 71 | 33 | 20 | 0 | 0 | 79 | 58 | 30 | 51 | 25 | 0 | 367 |
| 2000 | 87 | 22 | 26 | 0 | 0 | 79 | 58 | 0 | 65 | 10 | 0 | 346 |
| 2100 | 73 | 18 | 15 | 0 | 0 | 87 | 45 | 0 | 43 | 0 | 0 | 281 |
| 2200 | 22 | 14 | 16 | 0 | 0 | 54 | 60 | 0 | 17 | 0 | 0 | 183 |
| 2300 | 20 | 7 | 3 | 0 | 0 | 27 | 15 | 0 | 19 | 0 | 0 | 92 |
| 2400 | 54 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 6 | 0 | 0 | 70 |
| 2500 | 8 | 0 | 0 | 0 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 28 |
| TOTALS | 1,682 | 745 | 587 | 173 | 0 | 1,378 | 1,632 | 724 | 1,034 | 543 | 135 | 8,634 |

**LEAVE PASSENGERS - UVIC
(FALL 2016 AVG. PER WEEKDAY)**

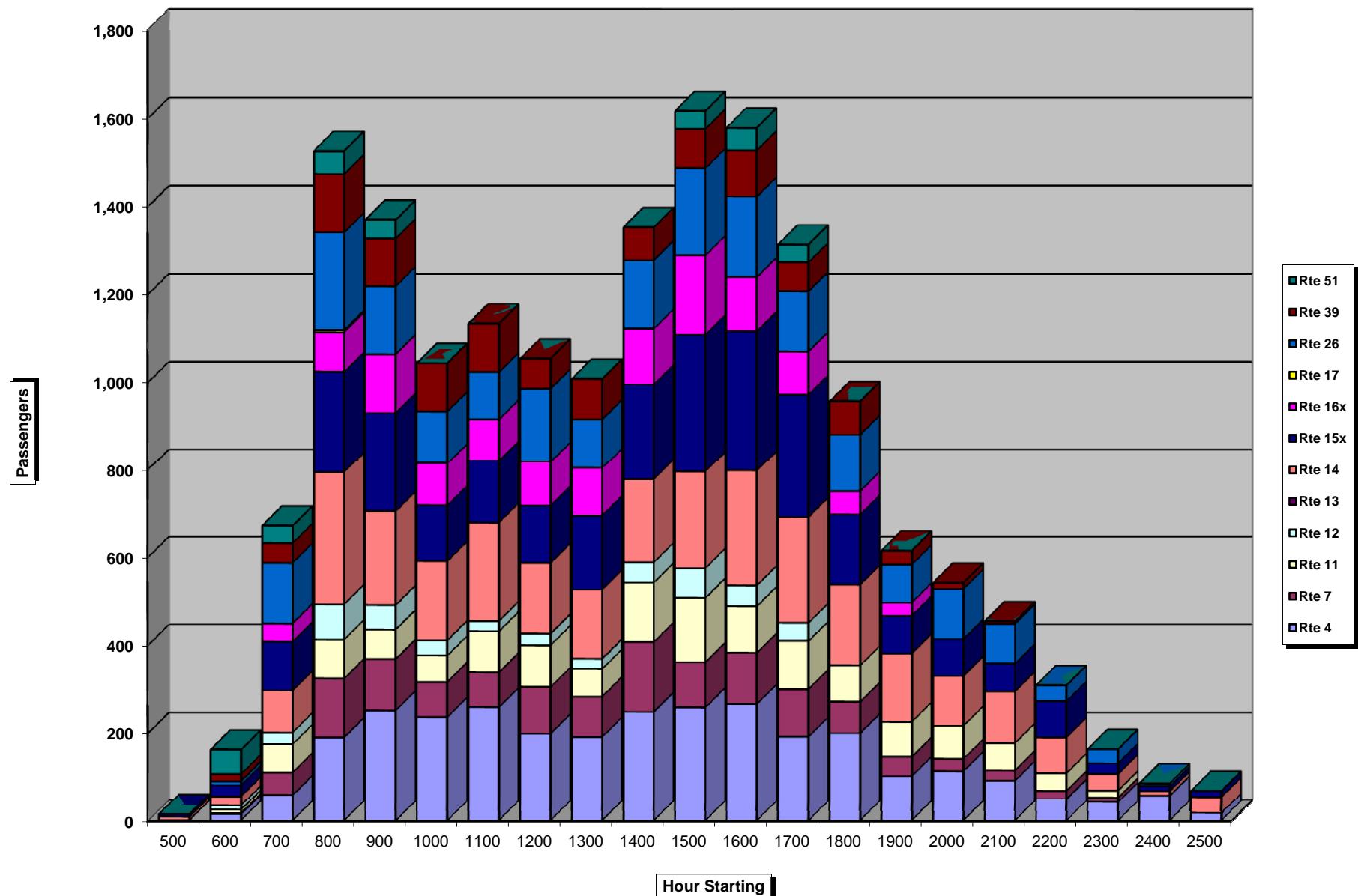


BC Transit Passenger Activity at UVic_Fall 2016_last updated 20161212_v2.xlsx Arr-Lve Summary

BC Transit Passenger Activity at UVic_Fall 2016_last updated 20161212_v2.xlsx Arr-Lve Summary

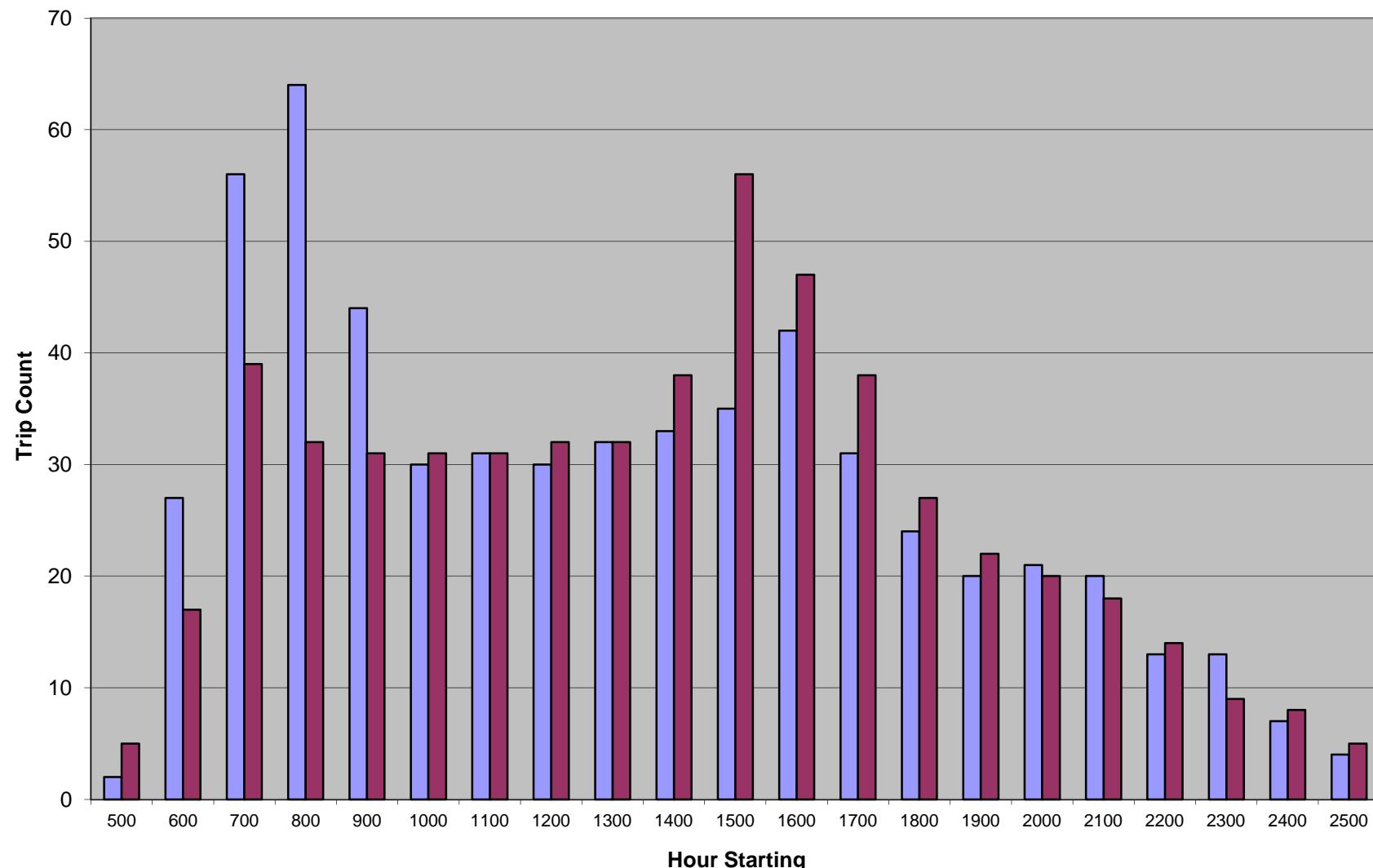
| TOTALS | 1,681 | 93 | 745 | 57 | 587 | 71 | 173 | 18 | 0 | 4 | 1,378 | 92 | 1,632 | 94 | 724 | 39 | 0 | 0 | 1,034 | 49 | 543 | 29 | 135 | 6 | |
|--------|---------------------|---------------|---------------------|-------------------------|----------------------|-------------------|------------------|-----------------------|----------------------|----------------|-------------------|----------------|---------------------|-------|---------------------|-------|----------------------|-------|------------|-------|------------|-------|------------|-------|---|
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | = Estimate | | | | | | | | | | | | | | | | | | | | | | | | |
| | = No data available | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time | #4 - UVic | | #7 - UVic | | #11 - UVic | | #12 - UVic | | #13 - Univ Heights | | #14 - UVic | | #15x - UVic Express | | #16x - UVic Express | | #17 - School Special | | #26 - UVic | | #39 - UVic | | #51 - UVic | | |
| | #4 - Downtown | #7 - Downtown | #11 - Tillicum Mall | #12 - University Height | #13 - Ten Mile Point | #14 - Vic General | #15x - Esquimalt | #16x - Uptown Express | #17 - School Special | #26 - Dockyard | #39 - Royal Roads | #51 - Langford | | | | | | | | | | | | | |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 600 | 14 | 6 | 3 | 3 | 9 | 9 | 10 | 1 | 0 | 0 | 20 | 8 | 26 | 8 | 0 | 4 | 0 | 0 | 9 | 5 | 16 | 2 | 55 | 2 | |
| 700 | 59 | 16 | 51 | 9 | 64 | 9 | 27 | 3 | 0 | 0 | 96 | 17 | 111 | 15 | 41 | 7 | 0 | 0 | 137 | 9 | 45 | 10 | 39 | 2 | |
| 800 | 190 | 16 | 134 | 9 | 89 | 9 | 80 | 7 | 0 | 0 | 301 | 17 | 230 | 13 | 90 | 7 | 5 | 1 | 222 | 9 | 133 | 6 | 52 | 1 | |
| 900 | 251 | 16 | 117 | 8 | 67 | 8 | 55 | 4 | 0 | 2 | 214 | 8 | 226 | 8 | 134 | 6 | 0 | 0 | 154 | 6 | 109 | 6 | 42 | 1 | |
| 1000 | 236 | 12 | 80 | 8 | 60 | 8 | 34 | 2 | 0 | 0 | 180 | 8 | 127 | 8 | 97 | 6 | 0 | 0 | 119 | 6 | 109 | 3 | 0 | 0 | |
| 1100 | 259 | 12 | 79 | 8 | 93 | 8 | 23 | 2 | 0 | 0 | 224 | 8 | 142 | 8 | 95 | 6 | 0 | 0 | 107 | 6 | 110 | 4 | 0 | 0 | |
| 1200 | 198 | 13 | 107 | 8 | 95 | 8 | 26 | 2 | 0 | 0 | 161 | 8 | 130 | 8 | 101 | 6 | 0 | 0 | 168 | 5 | 68 | 4 | 0 | 0 | |
| 1300 | 191 | 12 | 92 | 8 | 63 | 9 | 23 | 2 | 0 | 0 | 157 | 8 | 168 | 8 | 109 | 6 | 0 | 0 | 112 | 8 | 92 | 3 | 0 | 0 | |
| 1400 | 248 | 13 | 159 | 8 | 135 | 8 | 46 | 5 | 0 | 2 | 190 | 9 | 217 | 9 | 127 | 6 | 0 | 0 | 155 | 6 | 75 | 4 | 0 | 0 | |
| 1500 | 258 | 13 | 103 | 8 | 146 | 13 | 68 | 4 | 0 | 2 | 220 | 14 | 312 | 12 | 181 | 11 | 0 | 0 | 198 | 9 | 90 | 5 | 40 | 2 | |
| 1600 | 266 | 13 | 116 | 8 | 106 | 12 | 47 | 7 | 0 | 0 | 262 | 15 | 318 | 14 | 123 | 5 | 0 | 0 | 183 | 6 | 105 | 3 | 51 | 4 | |
| 1700 | 192 | 10 | 108 | 7 | 110 | 8 | 41 | 2 | 0 | 2 | 240 | 11 | 280 | 12 | 98 | 3 | 0 | 0 | 137 | 7 | 66 | 4 | 40 | 1 | |
| 1800 | 199 | 9 | 72 | 7 | 83 | 6 | 0 | 0 | 0 | 0 | 184 | 8 | 159 | 9 | 53 | 3 | 0 | 0 | 131 | 6 | 76 | 3 | 0 | 0 | |
| 1900 | 102 | 8 | 44 | 6 | 79 | 6 | 0 | 0 | 0 | 0 | 156 | 8 | 86 | 8 | 30 | 1 | 0 | 0 | 87 | 3 | 31 | 2 | 0 | 0 | |
| 2000 | 113 | 9 | 28 | 5 | 75 | 6 | 0 | 0 | 0 | 0 | 113 | 8 | 84 | 8 | 0 | 0 | 0 | 0 | 114 | 3 | 14 | 2 | 0 | 0 | |
| 2100 | 91 | 7 | 24 | 4 | 62 | 6 | 0 | 0 | 0 | 0 | 117 | 8 | 63 | 8 | 0 | 0 | 0 | 0 | 90 | 4 | 6 | 1 | 0 | 0 | |
| 2200 | 50 | 4 | 19 | 4 | 40 | 4 | 0 | 0 | 0 | 0 | 81 | 7 | 83 | 6 | 0 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | |
| 2300 | 43 | 4 | 10 | 3 | 16 | 3 | 0 | 0 | 0 | 0 | 38 | 4 | 24 | 5 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | |
| 2400 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 11 | 4 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | |
| 2500 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTALS | 3,035 | 202 | 1,346 | 121 | 1,392 | 140 | 480 | 41 | 0 | 8 | 3,009 | 184 | 2,818 | 178 | 1,279 | 77 | 5 | 1 | 2,196 | 104 | 1,145 | 62 | 319 | 13 | |

UVIC TOTAL RIDES ARRIVE AND LEAVE
(FALL 2016 AVG. PER WEEKDAY)



Count of Trips by Hour

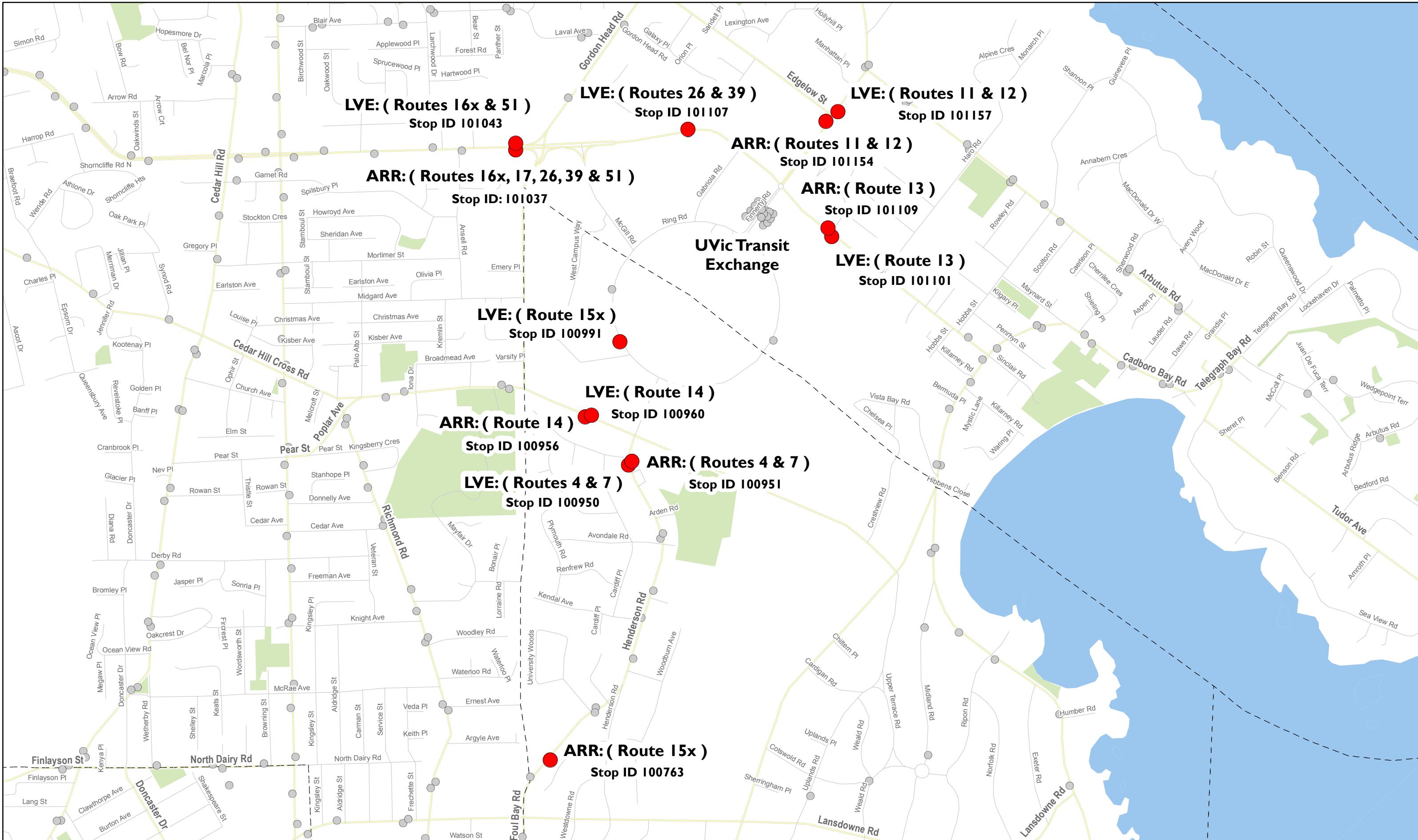
BC Transit - Victoria
By Hour Arrive/Leave Transit Trip Count at UVic
Average Per Weekday -- September to November 2016 Period



| | ARRIVE | | | | LEAVE | | |
|---|----------|---|--|---|----------|---|---|
| | Route No | Q-Stop No | Arrive counts (to UVic) taken after bus leaving transit stop | | Route No | Q-Stop No | Leave counts (from UVic) taken after bus leaving transit stop |
| 4 | 100951 | NB_Henderson_NS_Frederick Norris | | 4 | 100950 | SB_Henderson_NS_Murdoch | |
| 7 | 100951 | NB_Henderson_NS_Frederick Norris | | 7 | 100950 | SB_Henderson_NS_Murdoch | |
| 11 | 101154 | SB_Finnerty_FS_Edgelow | | 11 | 101157 | NB_Finnerty_FS_Edgelow | |
| 12 | 101154 | Finnerty Farside Edgelow ** | | 12 | 101157 | NB_Finnerty_FS_Edgelow ** | |
| 13 | 101109 | WB_Sinclair_FS_Clarndon *** | | 13 | 101101 | EB_Sinclair_FS_Clarndon *** | |
| 14 | 100956 | EB_2000_BLOCK_Cedar Hill Cross | | 14 | 100960 | WB_2000_BLOCK_Cedar Hill Cross | |
| 15x | 100763 | NB_Foul Bay FS Camosun College Main Ent | | 15x | 100991 | SB_Ring NS West Campus at UVIC-Fine Arts | |
| 16x | 101037 | EB_McKenzie_NS_Gordon Head | | 16x | 101043 | WB_Mckenzie_FS_Gordon Head | |
| 17 | 101037 | EB_McKenzie_NS_Gordon Head | | 17 | - | N/A - No depart trips from UVic | |
| 26 | 101037 | EB_McKenzie_NS_Gordon Head | | 26 | 101107 | WB_2160 block McKenzie | |
| 39 | 101037 | EB_McKenzie_NS_Gordon Head | | 39 | 101107 | WB_2160 block McKenzie | |
| 51 | 101037 | EB_McKenzie_NS_Gordon Head | | 51 | 101043 | WB_Mckenzie_FS_Gordon Head | |
| 76x | - | Sunday only service rte - Not included in the count | | 76x | - | Friday only service rte - Not included in the count | |
| Note: | | | | Note: | | | |
| ** Service by Community bus | | | | ** Service by Community bus | | | |
| *** Service by mix of both regular conventional bus & Community bus | | | | *** Service by mix of both regular conventional bus & Community bus | | | |
| Route 33: Route cancelled and srvice combined with #15x | | | | | | | |

Fall 2016 UVic Traffic Survey

Transit Passenger Count Stop Locations



APPENDIX C

FINNERTY ROAD (south of McKenzie Avenue / Sinclair Road)

ENTERING - SOUTHBOUND (from McKenzie Avenue / Sinclair Road)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 3 | 7 | 4 | 12 | 9 | 17 | 15 | 67 | 10 | 35 | 7 |
| 1 - 2 | 2 | 0 | 3 | 1 | 2 | 14 | 13 | 35 | 5 | 8 | 2 |
| 2 - 3 | 1 | 2 | 1 | 2 | 3 | 6 | 9 | 24 | 3 | 9 | 2 |
| 3 - 4 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 8 | 1 | 3 | 1 |
| 4 - 5 | 2 | 4 | 1 | 2 | 2 | 0 | 2 | 13 | 2 | 11 | 2 |
| 5 - 6 | 8 | 5 | 5 | 6 | 8 | 8 | 3 | 43 | 6 | 32 | 6 |
| 6 - 7 | 46 | 43 | 46 | 48 | 46 | 11 | 3 | 243 | 35 | 229 | 46 |
| 7 - 8 | 98 | 94 | 104 | 99 | 91 | 26 | 11 | 523 | 75 | 486 | 97 |
| 8 - 9 | 227 | 205 | 221 | 244 | 215 | 62 | 34 | 1,208 | 173 | 1,112 | 222 |
| 9 - 10 | 165 | 153 | 155 | 134 | 155 | 82 | 40 | 884 | 126 | 762 | 152 |
| 10 - 11 | 96 | 107 | 107 | 101 | 118 | 61 | 52 | 642 | 92 | 529 | 106 |
| 11 - 12 | 94 | 103 | 91 | 116 | 129 | 75 | 58 | 666 | 95 | 533 | 107 |
| 12 - 13 | 105 | 127 | 125 | 118 | 150 | 95 | 88 | 808 | 115 | 625 | 125 |
| 13 - 14 | 104 | 111 | 130 | 106 | 114 | 71 | 111 | 747 | 107 | 565 | 113 |
| 14 - 15 | 119 | 132 | 129 | 131 | 150 | 72 | 105 | 838 | 120 | 661 | 132 |
| 15 - 16 | 134 | 143 | 126 | 156 | 151 | 73 | 78 | 861 | 123 | 710 | 142 |
| 16 - 17 | 126 | 155 | 147 | 151 | 134 | 86 | 93 | 892 | 127 | 713 | 143 |
| 17 - 18 | 110 | 113 | 120 | 143 | 138 | 98 | 75 | 797 | 114 | 624 | 125 |
| 18 - 19 | 96 | 101 | 90 | 119 | 84 | 77 | 48 | 615 | 88 | 490 | 98 |
| 19 - 20 | 68 | 54 | 62 | 67 | 71 | 149 | 43 | 514 | 73 | 322 | 64 |
| 20 - 21 | 39 | 51 | 53 | 55 | 58 | 32 | 35 | 323 | 46 | 256 | 51 |
| 21 - 22 | 38 | 34 | 40 | 45 | 38 | 42 | 32 | 269 | 38 | 195 | 39 |
| 22 - 23 | 20 | 24 | 19 | 18 | 25 | 49 | 16 | 171 | 24 | 106 | 21 |
| 23 - 24 | 19 | 18 | 16 | 20 | 21 | 24 | 10 | 128 | 18 | 94 | 19 |
| 24 hr total | 1720 | 1786 | 1797 | 1894 | 1913 | 1232 | 977 | 11,319 | 1,617 | 9,110 | 1,822 |
| 7:00 - 19:00 total | 1474 | 1330 | 1335 | 1356 | 1407 | 703 | 670 | 8,275 | 1,182 | 6,902 | 1,380 |
| 7:00 - 22:00 total | 1619 | 1683 | 1700 | 1785 | 1796 | 1101 | 903 | 10,587 | 1,512 | 8,583 | 1,717 |

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 | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 9 | 21 | 11 | 20 | 23 | 24 | 27 | 135 | 19 | 84 | 17 |
| 1 - 2 | 6 | 2 | 7 | 9 | 12 | 27 | 21 | 84 | 12 | 36 | 7 |
| 2 - 3 | 2 | 3 | 7 | 8 | 7 | 17 | 24 | 68 | 10 | 27 | 5 |
| 3 - 4 | 0 | 3 | 6 | 3 | 1 | 2 | 13 | 28 | 4 | 13 | 3 |
| 4 - 5 | 1 | 3 | 2 | 6 | 2 | 5 | 2 | 21 | 3 | 14 | 3 |
| 5 - 6 | 4 | 6 | 8 | 9 | 6 | 4 | 4 | 41 | 6 | 33 | 7 |
| 6 - 7 | 23 | 18 | 26 | 22 | 20 | 7 | 3 | 119 | 17 | 109 | 22 |
| 7 - 8 | 79 | 87 | 83 | 96 | 77 | 23 | 11 | 456 | 65 | 422 | 84 |
| 8 - 9 | 194 | 162 | 189 | 195 | 168 | 47 | 34 | 989 | 141 | 908 | 182 |
| 9 - 10 | 131 | 154 | 160 | 134 | 152 | 64 | 35 | 830 | 119 | 731 | 146 |
| 10 - 11 | 107 | 135 | 113 | 122 | 119 | 88 | 59 | 743 | 106 | 596 | 119 |
| 11 - 12 | 170 | 148 | 167 | 180 | 176 | 97 | 90 | 1,028 | 147 | 841 | 168 |
| 12 - 13 | 115 | 133 | 136 | 142 | 179 | 139 | 127 | 971 | 139 | 705 | 141 |
| 13 - 14 | 149 | 171 | 166 | 152 | 174 | 116 | 124 | 1,052 | 150 | 812 | 162 |
| 14 - 15 | 178 | 153 | 146 | 186 | 199 | 97 | 150 | 1,109 | 158 | 862 | 172 |
| 15 - 16 | 190 | 225 | 181 | 211 | 224 | 113 | 133 | 1,277 | 182 | 1,031 | 206 |
| 16 - 17 | 226 | 246 | 224 | 237 | 228 | 130 | 141 | 1,432 | 205 | 1,161 | 232 |
| 17 - 18 | 208 | 232 | 199 | 223 | 198 | 125 | 153 | 1,338 | 191 | 1,060 | 212 |
| 18 - 19 | 160 | 149 | 130 | 174 | 143 | 112 | 106 | 974 | 139 | 756 | 151 |
| 19 - 20 | 135 | 116 | 107 | 131 | 119 | 95 | 105 | 808 | 115 | 608 | 122 |
| 20 - 21 | 94 | 110 | 114 | 92 | 123 | 63 | 91 | 687 | 98 | 533 | 107 |
| 21 - 22 | 93 | 93 | 106 | 100 | 118 | 64 | 66 | 640 | 91 | 510 | 102 |
| 22 - 23 | 62 | 66 | 74 | 66 | 59 | 70 | 60 | 457 | 65 | 327 | 65 |
| 23 - 24 | 34 | 41 | 28 | 37 | 45 | 32 | 37 | 254 | 36 | 185 | 37 |
| 24 hr total | 2370 | 2477 | 2390 | 2555 | 2572 | 1561 | 1616 | 15,541 | 2,220 | 12,364 | 2,473 |
| 7:00 - 19:00 total | 1907 | 1614 | 1565 | 1655 | 1696 | 914 | 904 | 10,255 | 1,465 | 8,437 | 1,687 |
| 7:00 - 22:00 total | 2229 | 2314 | 2221 | 2375 | 2397 | 1373 | 1425 | 14,334 | 2,048 | 11,536 | 2,307 |

Average Weekday Peak Hour:

16:00 - 17:00

GABRIOLA ROAD (south of McKenzie Avenue)

ENTERING - SOUTHBOUND (from McKenzie Avenue)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 1 | 1 | 1 | 0 | 1 | 7 | 2 | 13 | 2 | 4 | 1 |
| 1 - 2 | 1 | 3 | 0 | 1 | 2 | 4 | 1 | 12 | 2 | 7 | 1 |
| 2 - 3 | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 7 | 1 | 4 | 1 |
| 3 - 4 | 1 | 3 | 1 | 4 | 1 | 1 | 0 | 11 | 2 | 10 | 2 |
| 4 - 5 | 2 | 1 | 3 | 3 | 3 | 2 | 1 | 15 | 2 | 12 | 2 |
| 5 - 6 | 10 | 21 | 6 | 23 | 7 | 19 | 4 | 90 | 13 | 67 | 13 |
| 6 - 7 | 55 | 39 | 45 | 54 | 39 | 11 | 6 | 249 | 36 | 232 | 46 |
| 7 - 8 | 111 | 138 | 98 | 135 | 104 | 28 | 18 | 632 | 90 | 586 | 117 |
| 8 - 9 | 220 | 208 | 223 | 234 | 199 | 95 | 91 | 1,270 | 181 | 1,084 | 217 |
| 9 - 10 | 97 | 89 | 101 | 105 | 81 | 147 | 67 | 687 | 98 | 473 | 95 |
| 10 - 11 | 81 | 90 | 85 | 74 | 78 | 117 | 139 | 664 | 95 | 408 | 82 |
| 11 - 12 | 71 | 76 | 83 | 87 | 101 | 104 | 127 | 649 | 93 | 418 | 84 |
| 12 - 13 | 92 | 83 | 85 | 92 | 107 | 83 | 115 | 657 | 94 | 459 | 92 |
| 13 - 14 | 74 | 94 | 94 | 79 | 93 | 73 | 205 | 712 | 102 | 434 | 87 |
| 14 - 15 | 96 | 75 | 84 | 83 | 100 | 87 | 147 | 672 | 96 | 438 | 88 |
| 15 - 16 | 120 | 83 | 108 | 104 | 101 | 53 | 84 | 653 | 93 | 516 | 103 |
| 16 - 17 | 102 | 98 | 109 | 96 | 93 | 57 | 84 | 639 | 91 | 498 | 100 |
| 17 - 18 | 109 | 146 | 134 | 135 | 110 | 45 | 81 | 760 | 109 | 634 | 127 |
| 18 - 19 | 144 | 155 | 145 | 150 | 106 | 53 | 65 | 818 | 117 | 700 | 140 |
| 19 - 20 | 102 | 103 | 92 | 130 | 83 | 152 | 74 | 736 | 105 | 510 | 102 |
| 20 - 21 | 71 | 75 | 85 | 81 | 54 | 17 | 21 | 404 | 58 | 366 | 73 |
| 21 - 22 | 54 | 47 | 48 | 33 | 29 | 5 | 9 | 225 | 32 | 211 | 42 |
| 22 - 23 | 11 | 7 | 11 | 16 | 14 | 7 | 3 | 69 | 10 | 59 | 12 |
| 23 - 24 | 2 | 6 | 5 | 3 | 3 | 3 | 0 | 22 | 3 | 19 | 4 |
| 24 hr total | 1628 | 1642 | 1647 | 1722 | 1510 | 1171 | 1346 | 10,666 | 1,524 | 8,149 | 1,630 |
| 7:00 - 19:00 total | 1317 | 1034 | 1070 | 1089 | 1057 | 844 | 1077 | 7,488 | 1,070 | 5,567 | 1,113 |
| 7:00 - 22:00 total | 1544 | 1560 | 1574 | 1618 | 1439 | 1116 | 1327 | 10,178 | 1,454 | 7,735 | 1,547 |

Average Weekday Peak Hour:

8:00 - 9:00

GABRIOLA ROAD (south of McKenzie Avenue)

EXITING - NORTHBOUND (towards McKenzie Avenue)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 0 | 2 | 3 | 5 | 0 | 10 | 5 | 25 | 4 | 10 | 2 |
| 1 - 2 | 3 | 4 | 2 | 0 | 2 | 6 | 9 | 26 | 4 | 11 | 2 |
| 2 - 3 | 0 | 2 | 1 | 2 | 3 | 3 | 2 | 13 | 2 | 8 | 2 |
| 3 - 4 | 0 | 1 | 1 | 2 | 1 | 3 | 1 | 9 | 1 | 5 | 1 |
| 4 - 5 | 2 | 0 | 2 | 1 | 1 | 2 | 0 | 8 | 1 | 6 | 1 |
| 5 - 6 | 8 | 18 | 5 | 18 | 7 | 19 | 2 | 77 | 11 | 56 | 11 |
| 6 - 7 | 24 | 6 | 15 | 14 | 14 | 5 | 3 | 81 | 12 | 73 | 15 |
| 7 - 8 | 40 | 30 | 33 | 51 | 35 | 16 | 9 | 214 | 31 | 189 | 38 |
| 8 - 9 | 76 | 80 | 86 | 123 | 55 | 45 | 27 | 492 | 70 | 420 | 84 |
| 9 - 10 | 90 | 98 | 96 | 88 | 89 | 87 | 49 | 597 | 85 | 461 | 92 |
| 10 - 11 | 68 | 79 | 75 | 79 | 69 | 75 | 86 | 531 | 76 | 370 | 74 |
| 11 - 12 | 96 | 88 | 72 | 93 | 111 | 110 | 75 | 645 | 92 | 460 | 92 |
| 12 - 13 | 78 | 84 | 82 | 87 | 98 | 129 | 117 | 675 | 96 | 429 | 86 |
| 13 - 14 | 93 | 86 | 98 | 87 | 94 | 78 | 134 | 670 | 96 | 458 | 92 |
| 14 - 15 | 111 | 94 | 120 | 104 | 128 | 75 | 167 | 799 | 114 | 557 | 111 |
| 15 - 16 | 122 | 115 | 115 | 123 | 121 | 77 | 98 | 771 | 110 | 596 | 119 |
| 16 - 17 | 151 | 146 | 181 | 165 | 148 | 96 | 138 | 1,025 | 146 | 791 | 158 |
| 17 - 18 | 155 | 133 | 134 | 102 | 129 | 77 | 119 | 849 | 121 | 653 | 131 |
| 18 - 19 | 122 | 116 | 116 | 128 | 113 | 73 | 91 | 759 | 108 | 595 | 119 |
| 19 - 20 | 87 | 117 | 96 | 133 | 79 | 82 | 58 | 652 | 93 | 512 | 102 |
| 20 - 21 | 95 | 99 | 116 | 142 | 94 | 37 | 100 | 683 | 98 | 546 | 109 |
| 21 - 22 | 117 | 142 | 120 | 124 | 57 | 18 | 50 | 628 | 90 | 560 | 112 |
| 22 - 23 | 75 | 64 | 75 | 50 | 50 | 178 | 13 | 505 | 72 | 314 | 63 |
| 23 - 24 | 32 | 30 | 30 | 33 | 15 | 4 | 8 | 152 | 22 | 140 | 28 |
| 24 hr total | 1645 | 1634 | 1674 | 1754 | 1513 | 1305 | 1361 | 10,886 | 1,555 | 8,220 | 1,644 |
| 7:00 - 19:00 total | 1202 | 900 | 958 | 1000 | 948 | 788 | 900 | 6,696 | 957 | 5,008 | 1,002 |
| 7:00 - 22:00 total | 1501 | 1507 | 1540 | 1629 | 1420 | 1075 | 1318 | 9,990 | 1,427 | 7,597 | 1,519 |

Average Weekday Peak Hour:

16:00 - 17:00

McGILL ROAD (south of McKenzie Avenue)

ENTERING - SOUTHBOUND (from McKenzie Avenue)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 4 | 6 | 9 | 3 | 3 | 15 | 14 | 54 | 8 | 25 | 5 |
| 1 - 2 | 3 | 1 | 4 | 0 | 4 | 12 | 6 | 30 | 4 | 12 | 2 |
| 2 - 3 | 0 | 2 | 0 | 2 | 7 | 1 | 2 | 14 | 2 | 11 | 2 |
| 3 - 4 | 1 | 3 | 2 | 2 | 2 | 3 | 2 | 15 | 2 | 10 | 2 |
| 4 - 5 | 5 | 9 | 9 | 11 | 7 | 5 | 7 | 53 | 8 | 41 | 8 |
| 5 - 6 | 5 | 6 | 9 | 9 | 4 | 1 | 2 | 36 | 5 | 33 | 7 |
| 6 - 7 | 17 | 28 | 28 | 25 | 29 | 7 | 5 | 139 | 20 | 127 | 25 |
| 7 - 8 | 143 | 176 | 129 | 185 | 152 | 12 | 6 | 803 | 115 | 785 | 157 |
| 8 - 9 | 536 | 546 | 529 | 577 | 497 | 78 | 33 | 2,796 | 399 | 2,685 | 537 |
| 9 - 10 | 362 | 413 | 408 | 402 | 385 | 163 | 80 | 2,213 | 316 | 1,970 | 394 |
| 10 - 11 | 146 | 226 | 219 | 168 | 238 | 82 | 108 | 1,187 | 170 | 997 | 199 |
| 11 - 12 | 217 | 203 | 204 | 239 | 215 | 139 | 134 | 1,351 | 193 | 1,078 | 216 |
| 12 - 13 | 208 | 182 | 198 | 257 | 253 | 94 | 152 | 1,344 | 192 | 1,098 | 220 |
| 13 - 14 | 153 | 164 | 187 | 164 | 193 | 101 | 220 | 1,182 | 169 | 861 | 172 |
| 14 - 15 | 191 | 167 | 149 | 204 | 158 | 76 | 193 | 1,138 | 163 | 869 | 174 |
| 15 - 16 | 197 | 160 | 151 | 182 | 144 | 52 | 117 | 1,003 | 143 | 834 | 167 |
| 16 - 17 | 179 | 196 | 184 | 187 | 167 | 84 | 115 | 1,112 | 159 | 913 | 183 |
| 17 - 18 | 165 | 176 | 190 | 173 | 141 | 82 | 90 | 1,017 | 145 | 845 | 169 |
| 18 - 19 | 144 | 203 | 159 | 211 | 142 | 67 | 70 | 996 | 142 | 859 | 172 |
| 19 - 20 | 74 | 80 | 88 | 83 | 102 | 99 | 68 | 594 | 85 | 427 | 85 |
| 20 - 21 | 63 | 66 | 57 | 67 | 55 | 25 | 40 | 373 | 53 | 308 | 62 |
| 21 - 22 | 35 | 49 | 32 | 36 | 43 | 23 | 34 | 252 | 36 | 195 | 39 |
| 22 - 23 | 11 | 19 | 21 | 23 | 24 | 22 | 12 | 132 | 19 | 98 | 20 |
| 23 - 24 | 15 | 8 | 8 | 11 | 20 | 16 | 6 | 84 | 12 | 62 | 12 |
| 24 hr total | 2874 | 3089 | 2974 | 3221 | 2985 | 1259 | 1516 | 17,918 | 2,560 | 15,143 | 3,029 |
| 7:00 - 19:00 total | 2641 | 2433 | 2358 | 2565 | 2402 | 881 | 1158 | 14,438 | 2,063 | 12,399 | 2,480 |
| 7:00 - 22:00 total | 2813 | 3007 | 2884 | 3135 | 2885 | 1177 | 1460 | 17,361 | 2,480 | 14,724 | 2,945 |

Average Weekday Peak Hour:

8:00 - 9:00

McGILL ROAD (south of McKenzie Avenue)

EXITING - NORTHBOUND (towards McKenzie Avenue)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 5 | 17 | 3 | 9 | 9 | 6 | 9 | 58 | 8 | 43 | 9 |
| 1 - 2 | 3 | 2 | 2 | 1 | 2 | 14 | 6 | 30 | 4 | 10 | 2 |
| 2 - 3 | 1 | 1 | 2 | 3 | 3 | 6 | 4 | 20 | 3 | 10 | 2 |
| 3 - 4 | 2 | 1 | 0 | 0 | 4 | 2 | 3 | 12 | 2 | 7 | 1 |
| 4 - 5 | 1 | 1 | 0 | 3 | 2 | 0 | 3 | 10 | 1 | 7 | 1 |
| 5 - 6 | 0 | 4 | 3 | 5 | 3 | 3 | 3 | 21 | 3 | 15 | 3 |
| 6 - 7 | 6 | 6 | 7 | 4 | 5 | 2 | 3 | 33 | 5 | 28 | 6 |
| 7 - 8 | 24 | 47 | 19 | 58 | 25 | 4 | 1 | 178 | 25 | 173 | 35 |
| 8 - 9 | 127 | 120 | 133 | 128 | 107 | 27 | 20 | 662 | 95 | 615 | 123 |
| 9 - 10 | 121 | 142 | 120 | 140 | 120 | 69 | 16 | 728 | 104 | 643 | 129 |
| 10 - 11 | 75 | 111 | 121 | 76 | 123 | 45 | 40 | 591 | 84 | 506 | 101 |
| 11 - 12 | 162 | 162 | 142 | 147 | 155 | 77 | 54 | 899 | 128 | 768 | 154 |
| 12 - 13 | 137 | 169 | 141 | 156 | 192 | 85 | 70 | 950 | 136 | 795 | 159 |
| 13 - 14 | 131 | 147 | 165 | 130 | 203 | 55 | 70 | 901 | 129 | 776 | 155 |
| 14 - 15 | 213 | 181 | 187 | 204 | 242 | 48 | 54 | 1,129 | 161 | 1,027 | 205 |
| 15 - 16 | 197 | 191 | 193 | 229 | 219 | 55 | 85 | 1,169 | 167 | 1,029 | 206 |
| 16 - 17 | 288 | 307 | 322 | 323 | 252 | 50 | 248 | 1,790 | 256 | 1,492 | 298 |
| 17 - 18 | 264 | 226 | 224 | 236 | 156 | 78 | 116 | 1,300 | 186 | 1,106 | 221 |
| 18 - 19 | 158 | 158 | 167 | 179 | 103 | 62 | 124 | 951 | 136 | 765 | 153 |
| 19 - 20 | 128 | 110 | 124 | 132 | 87 | 43 | 82 | 706 | 101 | 581 | 116 |
| 20 - 21 | 78 | 162 | 147 | 114 | 74 | 33 | 39 | 647 | 92 | 575 | 115 |
| 21 - 22 | 114 | 110 | 83 | 126 | 118 | 27 | 41 | 619 | 88 | 551 | 110 |
| 22 - 23 | 27 | 42 | 38 | 44 | 24 | 75 | 22 | 272 | 39 | 175 | 35 |
| 23 - 24 | 22 | 21 | 20 | 10 | 16 | 20 | 17 | 126 | 18 | 89 | 18 |
| 24 hr total | 2284 | 2438 | 2363 | 2457 | 2244 | 886 | 1130 | 13,802 | 1,972 | 11,786 | 2,357 |
| 7:00 - 19:00 total | 1897 | 1577 | 1543 | 1591 | 1638 | 515 | 658 | 9,419 | 1,346 | 8,246 | 1,649 |
| 7:00 - 22:00 total | 2217 | 2343 | 2288 | 2378 | 2176 | 758 | 1060 | 13,220 | 1,889 | 11,402 | 2,280 |

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 | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 8 | 10 | 8 | 16 | 21 | 30 | 25 | 118 | 17 | 63 | 13 |
| 1 - 2 | 3 | 4 | 3 | 7 | 8 | 27 | 24 | 76 | 11 | 25 | 5 |
| 2 - 3 | 1 | 0 | 5 | 5 | 4 | 13 | 20 | 48 | 7 | 15 | 3 |
| 3 - 4 | 2 | 0 | 2 | 2 | 1 | 7 | 10 | 24 | 3 | 7 | 1 |
| 4 - 5 | 1 | 0 | 1 | 3 | 0 | 4 | 2 | 11 | 2 | 5 | 1 |
| 5 - 6 | 6 | 13 | 7 | 7 | 7 | 10 | 2 | 52 | 7 | 40 | 8 |
| 6 - 7 | 54 | 54 | 70 | 53 | 56 | 11 | 5 | 303 | 43 | 287 | 57 |
| 7 - 8 | 192 | 184 | 175 | 236 | 180 | 47 | 27 | 1,041 | 149 | 967 | 193 |
| 8 - 9 | 605 | 560 | 575 | 628 | 545 | 165 | 104 | 3,182 | 455 | 2,913 | 583 |
| 9 - 10 | 390 | 430 | 408 | 361 | 428 | 278 | 114 | 2,409 | 344 | 2,017 | 403 |
| 10 - 11 | 170 | 223 | 215 | 196 | 252 | 186 | 186 | 1,428 | 204 | 1,056 | 211 |
| 11 - 12 | 278 | 218 | 232 | 270 | 258 | 189 | 218 | 1,663 | 238 | 1,256 | 251 |
| 12 - 13 | 264 | 228 | 233 | 313 | 270 | 191 | 230 | 1,729 | 247 | 1,308 | 262 |
| 13 - 14 | 182 | 223 | 226 | 210 | 249 | 191 | 317 | 1,598 | 228 | 1,090 | 218 |
| 14 - 15 | 217 | 217 | 223 | 236 | 260 | 184 | 286 | 1,623 | 232 | 1,153 | 231 |
| 15 - 16 | 299 | 266 | 239 | 264 | 269 | 147 | 210 | 1,694 | 242 | 1,337 | 267 |
| 16 - 17 | 320 | 286 | 314 | 269 | 252 | 174 | 207 | 1,822 | 260 | 1,441 | 288 |
| 17 - 18 | 268 | 300 | 302 | 272 | 296 | 148 | 173 | 1,759 | 251 | 1,438 | 288 |
| 18 - 19 | 230 | 299 | 212 | 276 | 218 | 127 | 135 | 1,497 | 214 | 1,235 | 247 |
| 19 - 20 | 191 | 166 | 153 | 185 | 191 | 277 | 133 | 1,296 | 185 | 886 | 177 |
| 20 - 21 | 130 | 137 | 128 | 125 | 135 | 72 | 79 | 806 | 115 | 655 | 131 |
| 21 - 22 | 76 | 93 | 99 | 95 | 98 | 74 | 59 | 594 | 85 | 461 | 92 |
| 22 - 23 | 47 | 42 | 62 | 52 | 70 | 55 | 38 | 366 | 52 | 273 | 55 |
| 23 - 24 | 29 | 29 | 25 | 25 | 50 | 45 | 30 | 233 | 33 | 158 | 32 |
| 24 hr total | 3963 | 3982 | 3917 | 4106 | 4118 | 2652 | 2634 | 25,372 | 3,625 | 20,086 | 4,017 |
| 7:00 - 19:00 total | 3415 | 2835 | 2840 | 2983 | 2963 | 1752 | 1899 | 18,687 | 2,670 | 15,036 | 3,007 |
| 7:00 - 22:00 total | 3812 | 3830 | 3734 | 3936 | 3901 | 2450 | 2478 | 24,141 | 3,449 | 19,213 | 3,843 |

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 | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 15 | 29 | 24 | 25 | 38 | 47 | 45 | 223 | 32 | 131 | 26 |
| 1 - 2 | 10 | 6 | 12 | 5 | 7 | 32 | 29 | 101 | 14 | 40 | 8 |
| 2 - 3 | 2 | 7 | 5 | 10 | 16 | 16 | 13 | 69 | 10 | 40 | 8 |
| 3 - 4 | 0 | 2 | 5 | 1 | 0 | 4 | 3 | 15 | 2 | 8 | 2 |
| 4 - 5 | 2 | 5 | 3 | 3 | 4 | 2 | 0 | 19 | 3 | 17 | 3 |
| 5 - 6 | 5 | 5 | 5 | 5 | 6 | 5 | 1 | 32 | 5 | 26 | 5 |
| 6 - 7 | 26 | 39 | 35 | 35 | 35 | 6 | 8 | 184 | 26 | 170 | 34 |
| 7 - 8 | 103 | 111 | 103 | 118 | 89 | 33 | 18 | 575 | 82 | 524 | 105 |
| 8 - 9 | 300 | 290 | 286 | 342 | 300 | 87 | 46 | 1,651 | 236 | 1,518 | 304 |
| 9 - 10 | 210 | 211 | 213 | 201 | 224 | 150 | 64 | 1,273 | 182 | 1,059 | 212 |
| 10 - 11 | 150 | 189 | 213 | 188 | 206 | 169 | 123 | 1,238 | 177 | 946 | 189 |
| 11 - 12 | 273 | 236 | 217 | 262 | 290 | 207 | 159 | 1,644 | 235 | 1,278 | 256 |
| 12 - 13 | 246 | 292 | 315 | 272 | 394 | 219 | 161 | 1,899 | 271 | 1,519 | 304 |
| 13 - 14 | 243 | 270 | 303 | 288 | 347 | 184 | 175 | 1,810 | 259 | 1,451 | 290 |
| 14 - 15 | 353 | 291 | 277 | 377 | 417 | 162 | 188 | 2,065 | 295 | 1,715 | 343 |
| 15 - 16 | 364 | 371 | 369 | 434 | 456 | 174 | 232 | 2,400 | 343 | 1,994 | 399 |
| 16 - 17 | 566 | 605 | 597 | 583 | 518 | 185 | 384 | 3,438 | 491 | 2,869 | 574 |
| 17 - 18 | 441 | 434 | 437 | 450 | 437 | 167 | 240 | 2,606 | 372 | 2,199 | 440 |
| 18 - 19 | 316 | 327 | 301 | 313 | 235 | 171 | 188 | 1,851 | 264 | 1,492 | 298 |
| 19 - 20 | 246 | 207 | 230 | 205 | 140 | 106 | 129 | 1,263 | 180 | 1,028 | 206 |
| 20 - 21 | 171 | 215 | 198 | 221 | 185 | 101 | 104 | 1,195 | 171 | 990 | 198 |
| 21 - 22 | 181 | 261 | 177 | 217 | 163 | 100 | 123 | 1,222 | 175 | 999 | 200 |
| 22 - 23 | 81 | 121 | 94 | 99 | 61 | 269 | 70 | 795 | 114 | 456 | 91 |
| 23 - 24 | 44 | 58 | 60 | 42 | 47 | 63 | 40 | 354 | 51 | 251 | 50 |
| 24 hr total | 4348 | 4582 | 4479 | 4696 | 4615 | 2659 | 2543 | 27,922 | 3,989 | 22,720 | 4,544 |
| 7:00 - 19:00 total | 3565 | 2866 | 2893 | 3065 | 3241 | 1570 | 1550 | 18,750 | 2,679 | 15,630 | 3,126 |
| 7:00 - 22:00 total | 4163 | 4310 | 4236 | 4471 | 4401 | 2215 | 2334 | 26,130 | 3,733 | 21,581 | 4,316 |

Average Weekday Peak Hour:

16:00 - 17:00

WEST CAMPUS GATE (east of Gordon Head Road)

ENTERING - EASTBOUND (from Gordon Head Road)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 0 | 1 | 2 | 2 | 2 | 3 | 1 | 11 | 2 | 7 | 1 |
| 1 - 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 1 |
| 2 - 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 3 - 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 4 - 5 | 18 | 19 | 19 | 18 | 16 | 2 | 0 | 92 | 13 | 90 | 18 |
| 5 - 6 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 6 | 1 | 5 | 1 |
| 6 - 7 | 13 | 15 | 9 | 6 | 11 | 0 | 1 | 55 | 8 | 54 | 11 |
| 7 - 8 | 71 | 68 | 55 | 85 | 82 | 5 | 3 | 369 | 53 | 361 | 72 |
| 8 - 9 | 283 | 267 | 248 | 299 | 218 | 16 | 8 | 1,339 | 191 | 1,315 | 263 |
| 9 - 10 | 224 | 242 | 212 | 233 | 199 | 24 | 27 | 1,161 | 166 | 1,110 | 222 |
| 10 - 11 | 112 | 127 | 141 | 111 | 129 | 20 | 21 | 661 | 94 | 620 | 124 |
| 11 - 12 | 148 | 142 | 138 | 152 | 120 | 27 | 29 | 756 | 108 | 700 | 140 |
| 12 - 13 | 120 | 131 | 100 | 113 | 106 | 20 | 28 | 618 | 88 | 570 | 114 |
| 13 - 14 | 58 | 105 | 113 | 85 | 93 | 51 | 71 | 576 | 82 | 454 | 91 |
| 14 - 15 | 77 | 69 | 75 | 72 | 68 | 27 | 35 | 423 | 60 | 361 | 72 |
| 15 - 16 | 57 | 55 | 60 | 60 | 52 | 24 | 29 | 337 | 48 | 284 | 57 |
| 16 - 17 | 60 | 68 | 75 | 75 | 61 | 33 | 15 | 387 | 55 | 339 | 68 |
| 17 - 18 | 42 | 43 | 45 | 47 | 47 | 24 | 17 | 265 | 38 | 224 | 45 |
| 18 - 19 | 37 | 48 | 39 | 54 | 53 | 15 | 18 | 264 | 38 | 231 | 46 |
| 19 - 20 | 41 | 37 | 31 | 51 | 32 | 51 | 30 | 273 | 39 | 192 | 38 |
| 20 - 21 | 18 | 15 | 11 | 9 | 8 | 6 | 5 | 72 | 10 | 61 | 12 |
| 21 - 22 | 8 | 11 | 11 | 9 | 8 | 8 | 6 | 61 | 9 | 47 | 9 |
| 22 - 23 | 4 | 10 | 7 | 6 | 3 | 4 | 3 | 37 | 5 | 30 | 6 |
| 23 - 24 | 2 | 2 | 2 | 2 | 8 | 5 | 0 | 21 | 3 | 16 | 3 |
| 24 hr total | 1394 | 1476 | 1395 | 1493 | 1318 | 365 | 349 | 7,790 | 1,113 | 7,076 | 1,415 |
| 7:00 - 19:00 total | 1289 | 1274 | 1217 | 1285 | 1128 | 247 | 266 | 6,706 | 958 | 6,193 | 1,239 |
| 7:00 - 22:00 total | 1356 | 1428 | 1354 | 1455 | 1276 | 351 | 342 | 7,562 | 1,080 | 6,869 | 1,374 |

Average Weekday Peak Hour:

8:00 - 9:00

WEST CAMPUS GATE (east of Gordon Head Road)

EXITING - WESTBOUND (towards Gordon Head Road)

| Time Period | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Week Total | Week Average | Weekday Total | Weekday Average |
|--------------------|--------|--------|--------|--------|--------|--------|--------|------------|--------------|---------------|-----------------|
| | Oct 17 | Oct 18 | Oct 19 | Oct 20 | Oct 21 | Oct 22 | Oct 23 | | | | |
| 0 - 1 | 1 | 8 | 6 | 6 | 7 | 6 | 6 | 40 | 6 | 28 | 6 |
| 1 - 2 | 0 | 2 | 6 | 8 | 7 | 7 | 2 | 32 | 5 | 23 | 5 |
| 2 - 3 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 1 | 1 | 0 |
| 3 - 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 |
| 4 - 5 | 4 | 2 | 4 | 7 | 5 | 0 | 0 | 22 | 3 | 22 | 4 |
| 5 - 6 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 8 | 1 | 6 | 1 |
| 6 - 7 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 8 | 1 | 7 | 1 |
| 7 - 8 | 5 | 8 | 7 | 13 | 6 | 1 | 2 | 42 | 6 | 39 | 8 |
| 8 - 9 | 18 | 25 | 22 | 24 | 23 | 6 | 7 | 125 | 18 | 112 | 22 |
| 9 - 10 | 40 | 43 | 32 | 43 | 39 | 11 | 6 | 214 | 31 | 197 | 39 |
| 10 - 11 | 30 | 46 | 51 | 48 | 54 | 12 | 10 | 251 | 36 | 229 | 46 |
| 11 - 12 | 89 | 77 | 78 | 90 | 93 | 15 | 11 | 453 | 65 | 427 | 85 |
| 12 - 13 | 109 | 142 | 129 | 112 | 118 | 20 | 19 | 649 | 93 | 610 | 122 |
| 13 - 14 | 102 | 126 | 126 | 102 | 116 | 19 | 23 | 614 | 88 | 572 | 114 |
| 14 - 15 | 152 | 125 | 108 | 160 | 145 | 13 | 22 | 725 | 104 | 690 | 138 |
| 15 - 16 | 141 | 140 | 131 | 163 | 151 | 50 | 43 | 819 | 117 | 726 | 145 |
| 16 - 17 | 187 | 204 | 186 | 192 | 131 | 24 | 51 | 975 | 139 | 900 | 180 |
| 17 - 18 | 120 | 132 | 130 | 125 | 93 | 27 | 26 | 653 | 93 | 600 | 120 |
| 18 - 19 | 68 | 75 | 74 | 89 | 53 | 19 | 25 | 403 | 58 | 359 | 72 |
| 19 - 20 | 50 | 48 | 42 | 52 | 29 | 15 | 14 | 250 | 36 | 221 | 44 |
| 20 - 21 | 44 | 35 | 37 | 30 | 29 | 8 | 14 | 197 | 28 | 175 | 35 |
| 21 - 22 | 50 | 35 | 36 | 44 | 46 | 43 | 24 | 278 | 40 | 211 | 42 |
| 22 - 23 | 16 | 42 | 21 | 31 | 29 | 34 | 9 | 182 | 26 | 139 | 28 |
| 23 - 24 | 7 | 8 | 5 | 6 | 9 | 11 | 4 | 50 | 7 | 35 | 7 |
| 24 hr total | 1236 | 1325 | 1234 | 1348 | 1187 | 346 | 320 | 6,996 | 999 | 6,330 | 1,266 |
| 7:00 - 19:00 total | 1061 | 936 | 870 | 947 | 876 | 171 | 194 | 5,055 | 722 | 4,690 | 938 |
| 7:00 - 22:00 total | 1205 | 1261 | 1189 | 1287 | 1126 | 283 | 297 | 6,648 | 950 | 6,068 | 1,214 |

Average Weekday Peak Hour:

16:00 - 17:00