2004 CAMPUS TRAFFIC SURVEY
University of Victoria
Victoria, B.C.

Prepared for:	**University of Victoria**
Prepared by:	**Bunt & Associates Engineering Ltd.**
File:	**4070-04**
Date:	**December 10, 2004**

Table of Contents

List of Tables

List of Exhibits (contained in Appendix 1)

1 Introduction

In September 2004, Bunt & Associates Engineering Ltd. was retained by the University of Victoria (UVic), Department of Facilities Management, to conduct a comprehensive survey of current traffic access patterns to and from the University for a typical weekday condition.

The data requirements of the 2004 survey were to be closely modeled upon the reporting structure of similar traffic surveys conducted for the University in 1992, 1996 and 2000 by Bunt & Associates.

One of the primary purposes of the 2004 survey is to provide the university with an up to date snap shot of traffic and transportation patterns on campus to assist with implementation of the University's Transportation Demand Management strategy. The 2004 survey also acts as an update to the 2000 traffic survey which Bunt and Associates previously undertook.

The study will help to quantify changes in travel habits which have come about as a direct result of changes in policy and practice at UVic within the last four years. For example, annual parking charges have increased an average of 47.5% since 2000, while the cost of the UPass has risen 27% from $44 to $56 per semester.

Subsequent to the 2000 traffic survey, UVic commissioned a Transportation Demand Management (TDM) Study which examined ways in which the University can promote the use of alternative modes of transport to and from the campus, thus reducing reliance on the automobile. The University has prepared a TDM implementation strategy, to commence January 2005, and will be setting transportation targets based on data collected in this report.

The 2004 survey considers each of the following modes of traffic access to the University including:

- automobile drivers;
- automobile passengers;
- transit passengers;
- cyclists;
- pedestrians;
- skateboarding;
- rollerblading; and
- telecommuting

As with the 2000 survey, Bunt & Associates were assisted by Transtech Data Services (Mr. Sandy McMillan) for some of the traffic data and BC Transit (Mr. Mike Davis and Mr. Gerald Benjamin) for the transit data collection.

1.1 University Of Victoria: 2004 Status

Size of Campus and Facilities

The University of Victoria (UVic) presently has a total enrollment of approximately 18,301 students (November 2004). In addition, UVic employs 4,383 people through various appointments from tenured faculty to support staff (November 2004). These numbers are very similar to 2000.

In 2003 the University of Victoria completed its Campus Plan. The Campus Plan is intended to guide the physical growth of the campus for several years to come. The plan itself has three main goals supported by nine principles and 30 action items.

The Travel and Parking Goal aims to "reduce motor vehicle traffic to campus and to encourage the increased use of public transit, cycling and walking."

The following principles from the 2003 Campus Plan are directly related to transportation and parking:

Principle 5 – The University will manage development carefully respecting "smart growth" principles and practices as they may be adapted to the university context.

Principle 6 – The University commits to incorporate sustainable practices in the planning, construction, and operation of buildings and facilities.

Principle 7 – The University will continue to plan and design in a way that enhances social interaction at a human scale.

Principle 8 – The University is committed to open and universal access to its facilities while reducing dependence on single-occupant vehicles.

Principle 9 – The University recognizes the need to minimize surface parking and pursue alternatives.

Since 2000 there have been a number of new buildings constructed on the Gordon Head campus:

- Forest Biology Phytotron (on part of existing parking lot);
- Technology Enterprise Facility (on part of existing parking lot);
- Continuing Studies Building;
- Housing Project 2004 (additional 594 beds on campus in both dormitory and cluster style housing; one dormitory building was constructed on part of existing parking lot);
- Medical Sciences Building.

In addition to this an Engineering/Computer Science Building is currently under construction on an existing parking lot.

Despite this new construction, the basic configuration and operation of the driveway access and internal ring road system has not changed appreciably since 2000. There was, however, a new pedestrian drop off and short term parking lot constructed in front of the Engineering Lab Wing (12 stalls, 6 of which are for persons with a disability).

Parking Fees

At present, parking charges range from $192.60 per year for general parking ($37.45 per month), $337.05 per year for reserved staff parking, and $770.40 per year for premium parking in the parkade. These rates reflect an increase of approximately 47.5% over the past four years.

On a related note, the University also created a separate Residence Student Parking pass and parking zones to enable effective data collection of those living on campus who own vehicles.

Transit Service and Programs

BC transit provides fixed route bus services 365 days a year from 6:00 a.m. to midnight on most days. Due to budget cuts, since 2000 there have been service cuts on some BC Transit routes in the Victoria region. However, service to and from UVic have not followed this trend. Since 2000, 77 extra transit trips are made to UVIC during a weekday (not counting unscheduled overloads). In addition to the 12% increase in buses, there has also been an increase in capacity with the addition of some double deck buses. The budget cuts also meant that fares have risen since 2000. A single cash fare (adult and college) has increased from $1.75 to $2 for a one zone trip.

The following 12 bus routes go to the UVic Transit Exchange located on Finnerty Road.

• #4	Mt Tolmie	from downtown via Douglas, Hillside and Lansdowne
• #7	Foul Bay	from Oak Bay and Fairfeld via Foul Bay
• #11	Uplands	from downtown via Fort, Cadboro Bay and Arbutus
• #14	University	from downtown via Fort, Richmond and Cedar Hill X
• #17	Cedar Hill School	Limited service, AM
• #18	Cedar Hill School	Limited Service, AM
• #26	Crosstown	from Esquimalt via McKenzie to UVic
• #29	UVic	Gordon Head area to UVic (Monday-Friday only)
• #33	UVic	Monday to Friday, limited AM service only
• #39	UVic	from Royal Roads University to Camosun College interurban campus, Royal Oak Exchange to UVic (Monday-Friday only)
• #51	UVic	from CanWest Mall and Western Exchange to UVic (Monday-Friday only)
• #76	Swartz Bay	From UVic to Swatrz Bay Friday evenings and back on Sunday evenings only

The Universal Bus Pass (U-PASS) was implemented in 1999 and gives all UVic undergraduate and graduate students unlimited access on all Greater Victoria BC Transit routes anytime, anywhere during a semester. It costs $56 per semester, up 27% from four years ago (due to the previously mentioned budget cuts).

The semesterly fee is mandatory, similar to Athletics and Recreation fees. Any increases require a referendum by the student bodies. Co-op students may opt into this program. The only students exempt from this program are those registered solely in distance education programs, persons with a BC Bus Pass, or those with mobility disabilities which prevent them from using BC Transit or handy DART services.

The U-PASS program offers a large financial saving as BC Transit adult bus passes are presently $52 per month as compared to the $14 per month U-PASS.

Additionally, The University of Victoria is a partner in the ProPass Program, a payroll deducted transit pass for university employees run by BC Transit. This program offers employees an annual bus pass at a reduced monthly rate. Employees must sign up for the program at one year intervals. Participation in this program is relatively low across the Capital Region and approximately only 50 UVic employees are currently enrolled.

Cycling

There have been some significant additions to bicycle infrastructure in the past four years both on campus and in the broader community.

Specifically, there has been expansion of bike lanes and formalization of local connector routes in both Saanich and Oak Bay.

The following cycling related initiatives or infrastructure expansion has occurred on the UVic campus since 2000:

- Additional bike lockers (whole bike, clothing and gear);
- Additional clothing lockers inside academic buildings;
- Additional bike shelters;
- Additional showers/change rooms for cyclists;
- Compressed air hose access for cyclists;
- Covered bike parking in new buildings;
- Additional bike storage facilities in all new residence buildings;
- Creation of SPOKES Bike Bursary Program (student run program which aims to lend out refurbished bikes to students each academic year);
- Formal sponsorship and participation in Greater Victoria Bike to Work Week;
- Free Road Skills Cycling Courses for students, faculty and staff each year (spring and fall);
- Creation of Annual Cycling Awareness Week (aims to improve cyclist visibility on the road each fall);
- Creation of Reward-A-Cyclist Day hosted by the University Bicycle User's Committee.

Regional Growth and Transportation Infrastructure

It should also be noted that In 2004, The Capital Regional District (CRD) also completed its own Travel Choices Strategy which is an implementation component of the Regional Growth Strategy.

The Strategy establishes a long-term direction and a short term set of priorities for improving transportation options across the region. The University of Victoria will, undoubtedly, be impacted by the goals and actions outlined in the strategy:

1. Coordinate land use and transportation;
2. Encourage use of alternative modes;
3. Provide access to commercial activities;
4. Maintain a safe transportation system;
5. Keep transportation affordable;
6. Preserve options such as the LRT for the future.

The CRD Regional Growth Strategy has committed to the following transportation related targets:

- By 2026, achieve a minimum PM peak period region–wide transit mode share of 10% of trips;
- By 2026, achieve a minimum PM peak period mode share by non–auto modes of 40% for trips to, from and within the Metropolitan Core;
- By 2026, achieve a minimum region–wide transit mode share of 15% for journey–to–work trips;
- By 2026, achieve a minimum cycling mode–share of 10% within the Victoria Census Metropolitan Area for journey–to–work trips, and 15% for journey–to–work trips for residents of the combined areas of Victoria, Oak Bay, Esquimalt and urban Saanich.

2 Survey method

To simplify the study process and ensure consistency between the 2000 and 2004 traffic survey results, the traffic survey methodology used for the 2000 study was, where possible, replicated for 2004. As in 2000 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 count survey were used for the 2004 update:

- Driveway Counts – 24-Hour Automatic Tube Counts;
- Driveway Counts - Peak Period Manual Observations covering vehicles, cyclists and pedestrians;
- Transit Counts - Arriving/ Departing Passenger Counts recorded through automatic counters on a sample of the bus fleet.

The traffic survey locations used for the 2004 survey are summarized in **Exhibit 1**. (All Exhibits can be found in **Appendix 1.**) They are almost identical to those used in 2000. The one exception to this is where the University preferred to move the location of M-10 from Finnerty Road to the Ring Road by the Glover Greenhouse Building. It was felt that there was no longer traffic at the old M-10 location. Results from the new M-10 location are not designed to be included in the general results 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

Transtech Data Services established automatic tube count stations on the same three (3) driveways surveyed in the 2000 survey, i.e: University Drive, McGill Road, and the driveway leading in from Gordon Head Road. The automatic tube counts provided a continuous, hourly record of all inbound and outbound vehicle traffic on these three driveways for a one week period. Due to malfunctioning equipment early in the week, the week's worth of data ran from Thursday, October 21 to Wednesday, October 27. Weather conditions were generally cloudy through the week, although there was rain on Monday, October 25.

The primary purpose of the automatic tube counts was to provide some indication of the daily variation in total vehicle traffic activity at the University, as well as profiles of vehicle traffic activity through the course of an entire 24 hour day, including both peak and off-peak traffic periods.

A complete record of the automatic traffic count data is provided in **Appendix 2.**

2.2 Driveway Counts: Peak Period Manual Counts

As shown in Exhibit 1, a total of 12 manual traffic count locations were established at key driveway and parking lot entrances to the University. One count location (M-F)

was established at the Finnerty Road access to the David and Dorothy Lamb Family Student Housing Complex, and at the Clarndon Road access to this same facility.

As with the 1996 and 2000 survey, the manual counts were conducted over two consecutive weekdays (Wednesday, October 20, 2004 and Thursday, October 21, 2004) during both the morning (7:00 – 10:00 a.m.) and afternoon (2:00 – 6:00 p.m.) peak traffic periods at the University. The 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 in the AM peak and in outbound vehicles in 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 peak period manual traffic count data is provided in **Appendix 3.**

2.3 BC Transit Passenger Counts

In 1996 and 2000, BC Transit conducted inbound and outbound transit passenger counts over two days for the routes serving the University of Victoria. They did this at three transit count stations around the campus.

Since 2000, BC Transit have equipped approximately 17% of their bus fleet with GPS equipped automated passenger counters (known as APC buses) for their running time and passenger counting data gathering. For this survey, BC Transit was able to provide us with data relating to the number of people entering the UVic campus on a bus and the number of people leaving the campus on a bus. The supplied data covered the period September 7 to October 24 2004, with a heavy concentration of APC buses serving UVic routes on October 20 and October 21[1].

A complete record of the BC Transit passenger data is provided in **Appendix 4.**

[1] From a total of 29 APC equipped buses, 20 and 21 respectively served UVic oriented routes on the 20th and 21st October. On a typical fall weekday, 94 different buses typically serve the UVic campus. Therefore an average of 22% of the buses serving UVic on these two days were APC equipped.

3 Travel mode survey: results

3.1 Automobile Drivers

The volume of automobile traffic (automobile drivers) was recorded using both automatic tube counts on the three busiest driveways and manual observations during the morning and afternoon peak periods on all key driveways and parking entrances. A summary of the combined daily traffic (24hr inbound + outbound total) for the three automatic count stations is provided in **Table 1.** Included in Table 1, for comparison purposes, are the results from the 2000 and 1996 surveys.

Table 1: Combined daily traffic

		Monday			Tuesday			Wednesday			Thursday			Friday			Average weekday		
Count Location		1996	2000	2004	1996	2000	2004	1996	2000	2004	1996	2000	2004	1996	2000	2004	1996	2000	2004
University Drive	in	4756	4179	4353	4822	4323	4533	5039	4379	4567	5311	4425	4594	4691	4007	4147	4924	4263	4439
	out	5285	4635	4570	5128	4696	4515	5495	4719	4645	5620	4805	4803	4993	4161	4306	5304	4603	4568
West Campus Gate	in	1896	1425	1448	1718	1347	1460	1856	1552	1423	1758	1650	1384	1590	1325	1059	1764	1460	1355
	out	1794	1420	1304	1644	1388	1329	1810	1348	1267	1692	1452	1197	1499	1155	981	1688	1353	1216
McGill Road	in	4190	3513	3410	4158	3571	3590	4275	3509	3536	4307	3576	3489	3558	2969	3102	4098	3428	3425
	out	2633	2474	2286	2779	2429	2286	2721	2497	2450	2751	2491	2348	2399	2086	2029	2657	2395	2280
Totals	in	10842	9117	9211	10698	9241	9583	11170	9440	9526	11376	9651	9467	9839	8301	8308	10785	9150	9219
	out	9712	8529	8160	9551	8513	8130	10026	8564	8362	10063	8748	8348	8891	7402	7316	9649	8351	8063
	combined	20554	17646	17371	20249	17754	17713	21196	18004	17888	21439	18399	17815	18730	15703	15624	20434	17501	17282
% of average weekday		100.6	100.8	100.5	99.1	101.4	102.5	103.7	102.9	103.5	104.9	105.1	103.1	91.7	89.7	90.4	n/a	n/a	n/a

Overall, the average total weekday traffic (24 hour) recorded on the three driveways in 2004 was 17,282 vehicles, approximately just 1.3% lower than in 2000, but 18% lower than the 1996 total. The results of the automatic tube counts appear to indicate that overall vehicle traffic to the University has remained approximately the same when compared to 2000 levels. Another comparison between 2000 and 2004 levels of vehicle traffic was also conducted. This comparison considers the manual count data recorded on the various driveways over the combined periods of 7:00 – 9:00 a.m. and 2:00 – 6:00 p.m. This comparison is provided in **Table 2.**

Table 2: Observed Driveway Traffic Volumes (Peak 6 Hours)

	Survey Year		
	1996	2000	2004
Inbound	8,811	8,010	6598
Outbound	7,788	7,006	6732
Total	16,599	15,016	13,330

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

As shown in Table 2, the traffic volumes measured at the campus driveways during the daytime peak six hours appear to have decreased approximately 13% from spring 2000 conditions. Inbound traffic falls the most significantly so that inbound and outbound traffic over the peak six hours are roughly equal, where as before there was more inbound traffic. As the ATC volumes have remained largely consistent, it appears that the biggest decrease in volumes has occurred on the more minor access roads.

A summary of the morning peak hour (8:00 – 9:00 a.m.) and afternoon peak hour (4:00 – 5:00 p.m.) vehicle traffic, averaged between the October 20 and 21 count

days, is shown in **Exhibit 2**. As shown, the overall busiest driveway continues to be University Drive (as in 2000) with 28% of the morning traffic and 32% of the afternoon traffic. McGill Road is the next busiest access (as in 2000) with 24% of the morning peak hour traffic, and 18% of the afternoon peak hour traffic.

Interestingly, **Exhibit 2** shows that between 08:00 and 09:00 and 16:00 and 17:00, driveway volumes have remained fairly consistent, and even increased slightly over the past four years. Volumes either side of these 'peak' hours have fallen.

Using the daily traffic profile information derived from the 24-hour automatic tube count stations, estimates of the inbound and outbound vehicle trip profiles were developed for the 7:00 a.m. to 10:00 p.m. period. Over this period, which accounts for most of the total daily traffic activity at the University, the total inbound vehicle traffic estimate is 13,788 vehicles while the outbound traffic is 12,134 vehicles (note: inbound/outbound imbalance attributed to some vehicles still not departed from the University at 10:00 p.m.) for an overall weekday daily trip generation of approximately 25,922 vehicles, which is approximately 3,000 vehicles less than in 2000.

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 peak periods and leaving the University during the afternoon peak periods. An hourly summary of the vehicle occupancy at each count station is provided in **Table 3**.

Table 3: Vehicle Occupancy

Location	7-8am	8-9am	9-10am	Average (am)	2-3pm	3-4pm	4-5pm	5-6pm	Average (pm)	Average (day)
M1 - University Drive	1.20	1.27	1.27	**1.26**	1.30	1.27	1.28	1.38	**1.31**	**1.29**
M2 - West Campus Gate	1.12	1.20	1.19	**1.19**	1.12	1.12	1.14	1.14	**1.13**	**1.16**
M3 - Stewart Complex	1.26	1.62	1.20	**1.44**	1.18	1.45	1.32	1.50	**1.39**	**1.40**
M4 - McGill Road	1.19	1.25	1.24	**1.24**	1.27	1.26	1.27	1.30	**1.28**	**1.26**
M5a - R Hut	1.00	1.12	1.31	**1.18**	1.16	1.32	1.08	1.27	**1.18**	**1.18**
M5b - McKenzie Avenue	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**
M6 - Gabriola Road	1.26	1.24	1.15	**1.22**	1.24	1.18	1.25	1.36	**1.26**	**1.24**
M7 - Saunders Annex	1.10	1.13	1.14	**1.12**	1.23	1.23	1.16	1.27	**1.20**	**1.16**
M8 - Finnerty Road	1.40	1.38	1.33	**1.37**	1.31	1.35	1.24	1.33	**1.30**	**1.32**
M9a - Haro Road	1.13	1.17	1.33	**1.16**	1.65	1.07	1.08	1.21	**1.26**	**1.21**
M9b - Clarndon Road	1.11	1.13	1.20	**1.16**	1.25	1.25	1.28	1.39	**1.28**	**1.24**
MF - Lam Circle	1.24	1.10	1.24	**1.18**	1.39	1.49	1.52	1.41	**1.46**	**1.35**
Overall Average				**1.24**					**1.28**	**1.27**

As with the 1996 and 2000 surveys, the vehicle occupancy varies considerably at the different count stations. For the morning and afternoon periods combined, the highest average occupancy of 1.4 persons per vehicle occurs at the Stewart Complex on Gordon Head Road. The lowest average occupancy of 1.16 persons per vehicle occurs at the West Campus Gate entrance and the Saunders Annex. The overall average occupancy for vehicles arriving to the University is 1.27 persons per vehicle, down marginally from 1.28 in 2000.

In 1996 and 2000 occupancy was measured only for inbound vehicles, in both the Am and PM peak periods. Measuring outbound in the PM peak shows however, a

slight increase in occupancy. This may be attributable to drivers offering friends and colleagues a ride home.

Similar to the 1996 and 2000 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) on up to six or more persons. A comparison of the 1996, 2000 and 2004 survey results is provided in **Table 4**.

Table 4: Occupants per vehicle – combined AM and PM peak periods

Year		1 person	2 persons	3 persons	4 persons	5 persons	6+ persons	Totals
2004	Vehicles	7523	2069	187	49	4	3	9833
	%	76.5%	21.0%	1.9%	0.5%	0.0%	0.0%	
2000	Vehicles	6005	1588	183	52	9	4	7841
	%	76.6%	20.3%	2.3%	0.7%	0.1%	0.1%	
1996	Vehicles	6782	1746	169	55	12	12	8776
	%	77.3%	19.9%	1.9%	0.6%	0.1%	0.1%	

For 1996 and 2000 inbound occupancy was recorded in both the AM and PM peak. For 2004 inbound occupancy was recorded in the AM and outbound occupancy in the PM peak. That is also the reason why the 2004 total is significantly higher than the 2000 and 1996 totals.

As indicated in Table 4, the following highlight the differences and similarities between the survey results:

- In 2004, single-occupant vehicles, i.e., driver only, accounted for 76.5% of all inbound trips during the 7:00 – 10:00 a.m. and 2:00 – 6:00 p.m. peak periods, approximately the same as in 2000 (76.6%);
- In 2004, two (2) person per vehicle trips accounted for 21.0% of all inbound trips, up from 20.3% in 2000;
- In 2004, three (3) person per vehicle trips accounted for 1.9% of all inbound trips, down slightly from 2.3% in 2000;
- Little change between 2004 and 2000 in trips with four (4) or more persons per vehicle, accounting collectively for less than 1% of all vehicle trips to the University.

3.3 Transit Passengers

BC Transit's complete summary of the transit passenger survey conducted between September 7th and October 24th 2004 is presented in **Appendix 4** and briefly summarized in Table 5.

Table 5: Transit passenger summary

Transit passengers	Year 2000	Year 2004	% increase
Inbound	4,860	8,149	40%
Outbound	5,054	6,694	24%
Total	9,914	14,843	33%

Different techniques to collect the data were used in 2000 and 2004. See Section 2 for details. Additionally, in 2000 data was collected from 07:00 onwards, where as in 2004, the counts are 24 hour.

Other highlights include:

- For a typical weekday condition in Autumn 2004, 8,149 transit passengers arrive at the University. For inbound trips the busiest hour is between 08:00 and 09:00 when 1,563 passengers arrive;

- 6,694 passengers leave during the same typical weekday. The peak hour for outbound trips is 16:00 – 17:00 when 900 passengers depart;

- Therefore, the combined total transit ridership for a typical weekday in Autumn 2004 is 14,843 passengers. The overall peak hour is 08:00 – 09:00 when 1,745 passengers arrive or depart. An average of 698 inbound and outbound bus trips are made through the day with 59 trips being made in the peak hour.

- When compared against the transit ridership in 2000, total transit passengers have increased by 33%. It should be noted however that the survey's methodology was significantly different in 2004 compared to previous years, as explained in Section 2. However, it would seem to be clear that transit ridership has increased over the past four years, as the numbers are significantly higher than before. The peak inbound and outbound hours of travel remained the same as in 2000.

- Of the 11 surveyed routes serving the University, the most heavily used route is the #14 University route, accounting for 29% of all trips to and from the campus. The next most popular route is #26 (Crosstown) with 24% of all trips and then #4 (Mount Tolmie) with 21% of all trips. These top three are the same as in 2000.

The approximate distribution of transit trips at UVic is shown in **Exhibit 3.** As in 2000, the predominant transit trip-orientation is to the south/southwest, primarily involving the #4, #7, and #14 routes. These three routes plus #33 which heads in the same direction, account for 58% of all trips.

3.4 Cyclists

Using the same procedure as described in "Automobile Drivers" section, the observed peak period cyclists trips were expanded into daily inbound and outbound trip profiles. A summary of the total observed inbound and outbound cyclist trips at the University for the 7:00 a.m. to 10:00 p.m. period is summarized in **Exhibit 4.** The most heavily used driveway for cyclist trips is University Drive accounting for approximately 34%, followed by the McKenzie Avenue cycle/ pathway at 16% and the Stewart Complex at 10%. Directionally it would appear that the most popular access route for UVic cyclists is Henderson Road to/ from the south, followed by McKenzie Avenue to/ from the west. It appears that over an average weekday (from 7:00 a.m. to 10:00 p.m.) approximately 3,373 bicycle trips are made, including 1,787 inbound and 1,584 outbound.

The inbound/outbound imbalance reflects the fact that at 10:00 p.m. there are still cyclists on the campus who have not yet departed. Compared to 2000, there has been an approximate 12% increase in total cycling trips. However, in 2000 adverse weather on one of the two survey days resulted in lower cycling numbers for that

day. In 2004 it did not rain over the two survey days and the weather was generally reasonable.

From the cumulative inbound and outbound cycle trip estimates, a further estimate of the on-site bicycle accumulation was developed, as summarized in **Table 6**. As indicated, the apparent peak accumulation of bicycles parked at the University is approximately 870 bicycles between 1:00 and 2:00 p.m. based on the inbound/ outbound traffic observations. This is up from 600 in 2000, although still lower than the 1000 bicycles estimated in the 1996 survey.

Table 6: On-site bicycle parking estimate

Hour beginning	Cumulative bicycle arrivals	Cumulative bicycle departs	On-site bicycle accumulation
7:00	77	30	46
8:00	377	95	281
9:00	603	135	469
10:00	734	163	571
11:00	857	190	667
12:00	994	219	775
13:00	1115	246	869
14:00	1219	399	820
15:00	1317	569	748
16:00	1421	814	608
17:00	1504	1011	493
18:00	1626	1260	366
19:00	1689	1388	301
20:00	1724	1459	265
21:00	1755	1522	233

3.5 Pedestrians

Based on the estimated daily inbound/outbound trip profiles developed for the 7:00 a.m. to 10:00 p.m. period, the summary of the total observed inbound and outbound pedestrian trips at the University for the 7:00 a.m. to 10:00 p.m. period is summarized in **Exhibit 5**. As shown in Exhibit 5, the number of daily pedestrian trips to/ from the University is estimated at approximately 4,774 trips, comprising 2,540 inbound and 2,234 outbound trips. Compared with four years ago, it appears that foot traffic has fallen by approximately 10%.

Pedestrian activity has fallen significantly at Finnerty Road, from 930 in 2000 to 167 in 2004. This, together with another large decrease at West Campus Gate is mainly responsible for the fall in pedestrian numbers. At some count stations, the number of pedestrians has actually increased. The most likely explanation is that new pedestrian routes are being used in 2004 that were not used in 2000. The count stations were located mainly on driveways and separate pedestrian walkways may not have been noticed.

The highest percentage of pedestrians was recorded at the Stewart Complex (20%), followed by a pedestrian crossing on McKenzie Avenue (18%).

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** and **Table 8** for all the major modes considered, i.e., vehicles, automobile passengers, transit passengers, cyclists, pedestrians and rollerbladers/ skateboarders. The corresponding profiles for inbound and outbound trips, by all modes, are presented in **Exhibits 6** and **7** respectively.

Table 7: Inbound modal trip split by hour

Hour beginning	Automobile drivers	Automobile passengers	Transit passengers	Cyclists	Pedestrains	Skateboards/ rollerbladers	Total
7:00	669	133	579	77	85	2	1,546
8:00	2,167	542	1,563	300	339	3	4,914
9:00	1,513	341	1,185	227	248	2	3,516
10:00	922	215	829	131	142	2	2,241
11:00	859	201	599	122	133	2	1,916
12:00	963	225	524	137	149	2	2,000
13:00	850	199	418	121	131	2	1,721
14:00	828	180	462	104	198	9	1,781
15:00	918	175	407	98	231	7	1,836
16:00	993	191	443	105	215	5	1,952
17:00	811	166	289	82	178	5	1,531
18:00	1,116	224	244	122	251	8	1,966
19:00	576	116	178	63	129	4	1,066
20:00	319	64	145	35	72	2	637
21:00	283	57	93	31	64	2	529
Total	13,788	3,029	7,958	1,755	2,564	57	29,151
Modal split	47.3%	10.4%	27.3%	6.0%	8.8%	0.2%	100.0%

Table 8: Outbound modal trip split by hour

Hour beginning	Automobile drivers	Automobile passengers	Transit passengers	Cyclists	Pedestrains	Skateboards/ rollerbladers	Total
7:00	246	32	113	30	45	0	467
8:00	688	129	182	65	117	2	1,183
9:00	678	151	174	39	106	2	1,150
10:00	342	150	248	29	57	3	827
11:00	319	213	316	27	53	4	931
12:00	357	267	409	30	59	5	1,127
13:00	315	271	560	26	52	5	1,230
14:00	1,201	297	875	153	228	7	2,760
15:00	1,261	331	855	170	264	10	2,892
16:00	1,807	449	900	244	328	8	3,737
17:00	1,312	442	614	197	240	4	2,810
18:00	1,755	213	598	249	333	4	3,153
19:00	906	158	219	128	172	3	1,586
20:00	502	154	191	71	95	3	1,016
21:00	444	227	221	63	84	4	1,045
Total	12,134	3,484	6,475	1,522	2,234	65	25,914
Modal split	46.8%	13.4%	25.0%	5.9%	8.6%	0.3%	100.0%

Table 9 summarizes the overall mode split for 2004.

Table 9: Total inbound and outbound trips (overall mode split)

Hour beginning	Automobile drivers	Automobile passengers	Transit passengers	Cyclists	Pedestrains	Skateboards/ rollerbladers	Total
Total	25,921	6,514	14,433	3,277	4,798	122	55,065
Modal split	47.1%	11.8%	26.2%	6.0%	8.7%	0.2%	100.0%

A comparison with the modal split results for 1996 and 2000 is shown in Table 10 and visually in **Exhibit 8.**

Table 10: Modal split comparison with previous years

Travel Mode	1996 Survey	2000 Survey	2004 Survey
Auto Drivers	57.5%	54.4%	47.1%
Auto Passengers	15.6%	11.0%	11.8%
Transit Passengers	11.3%	17.8%	26.2%
Cyclists	6.9%	5.5%	6.0%
Pedestrians	8.7%	11.3%	8.7%
Skateboards/ rollerbladers	not recorded	not recorded	0.2%
Total	100.0%	100.0%	100.0%

For the first time, the percentage of auto drivers has fallen below 50%, to 47.1%. The number of auto passengers has remained fairly constant, while the percentage of transit users has risen significantly (from 17.8% to 26.2%). Cycling has increased 0.5% since 2000 to 6.0% while walking appears to have fallen slightly from 11.3% to 8.7%. Skateboarders and rollerbladers currently make up only 0.2% of traffic to and from the campus. They have not previously been recorded.

4 M-10 Glover Greenhouse

The University of Victoria requested that a new manual count location be set up at the entrance/ exit to the Glover Greenhouse parking lot. This was in order to determine how the parking lot was being used. This count station's data was not included in the general analysis as vehicles entering the parking lot would already have been counted at another station as they entered the campus.

During the observed peak hours (07:00 – 10:00 and 14:00 – 18:00) a total of 747 vehicles entered the parking lot and 677 vehicles exited the lot. The peak inbound hour was observed to be between 08:00 and 09:00 when 255 vehicles entered the parking lot (averaged over the two observation days).

The methodology described earlier to estimate total traffic between 07:00 and 22:00 was not applicable in this instance as when the parking lot filled up, drivers would stop entering. The recorded volumes suggest that the lot is probably full by 9.30am most mornings. The general parking Glover Greenhouse lot and residence parking are both accessed by this entrance, providing a total of 340 stalls. Additionally, there are 73 residence only (permit) stalls.

5 Telecommuting

5.1 Introduction

Telecommuting, or working from home, is increasingly being seen as a viable way of potentially reducing congestion on our roads. It has become ever more possible to work from home thanks to advances in computer and telecommunications technologies.

The University of Victoria wished to gain some understanding of the extent to which faculty and support staff worked from home in order to develop a formal telecommuting model for its employees.

Recognizing it would have been extremely time consuming to attempt to collect detailed information on every faculty member and support staff, there was a desire to understand on a general level the working patterns of University employees.

5.2 Methodology

Each of the 12 faculties were contacted. In each case the 'administration officer' or equivalent was sought and asked about the faculty members and support staff within that faculty. In general, the response rate was very good. On occasion, that person recommended contacting the faculty's individual departments. Where it was suggested, this was carried out. In each case, the appropriate person was asked the following questions:

1. What is the approximate number of faculty staff and support staff within the faculty or department?
2. How often do support staff work from home?
3. How often do faculty work from home?

Other questions were asked as appropriate.

5.3 Findings

A table summarizing the results of these queries is contained in **Appendix 5**.

5.3.1 Support staff

In general, it was not found that support staff work from home. The majority of faculties stated that none of their support staff worked from home. A few, such as Business, Law and Science stated that managerial staff may work from home, but only occasionally. One department reported that two of its staff worked from home one day a week.

5.3.2 Faculty staff

There appeared to be more of a mixed response as to whether faculty staff ever worked from home or not.

The majority of faculties reported that some faculty members generally worked from home and some generally worked on site. The Law Faculty and Science Faculty reported that faculty members generally did not work from home, while others such as Fine Arts, Business, Social Sciences and Humanities stated that the majority work at home most of the time.

One Faculty, Social Sciences, pointed out that every three years faculty staff get six months study leave to work on research projects and every six years, they get one year's study leave. During these times faculty members may visit the campus only very occasionally.

5.3.3 Sessionals

The Faculties of Continuing Studies and Fine Arts mentioned that they use sessionals, Continuing Studies almost exclusively so. Fine Arts stated that although they have approximately 60 faculty staff, they have approximately 58 or more sessionals registered at any one time.

These sessionals will generally some in only to teach, and in the case of Continuing Studies, some may not need to come in at all.

5.4 Summary

- Support staff work pattern's appear fairly straight forward, with the vast majority never working from home. The few who do work from home do so only very occasionally;
- Faculty staff often work from home if they are not teaching. One faculty suggested this may be approximately twice a week, but it would depend on the faculty;
- The percentage of faculty staff likely to work from home on a regular basis varies greatly between faculties;
- Sessionls make up a significant proportion of the teaching staff in some faculties, although some will rarely visit the campus on a regular basis;
- The varied working patterns and nature of the work that faculty staff carry out means that a high degree of home working is possible for many faculty members.

6 Summary

The campus population has remained relatively the same since 2000, although several new buildings have been constructed which have actually led to a reduction in available parking. The findings and analysis of this report will help gauge the impact of the recent Transport Demand Management Study by setting a benchmark. The overall travel patterns of at the University of Victoria campus have changed. The analysis showed the following trends and patterns:

- There appears to be less overall traffic than there was in 2000. The manual counts suggest a 13% fall in traffic compared to four years ago. Peak hour traffic remains fairly constant, suggesting the fall has been mainly in the off peak;

- Single occupancy vehicles have fallen to below 50% of all trips for the first time;

- The percentage of single occupancy trips compared to multi occupancy trips has remained consistent with 2000;

- Transit ridership has increased by 33% over 2000 levels, to represent over one-quarter of all trips. The new survey methodology means that comparisons with previous years should be treated carefully however, it would seem to be clear that transit ridership has increased over the past four years, as the numbers are significantly higher than before.

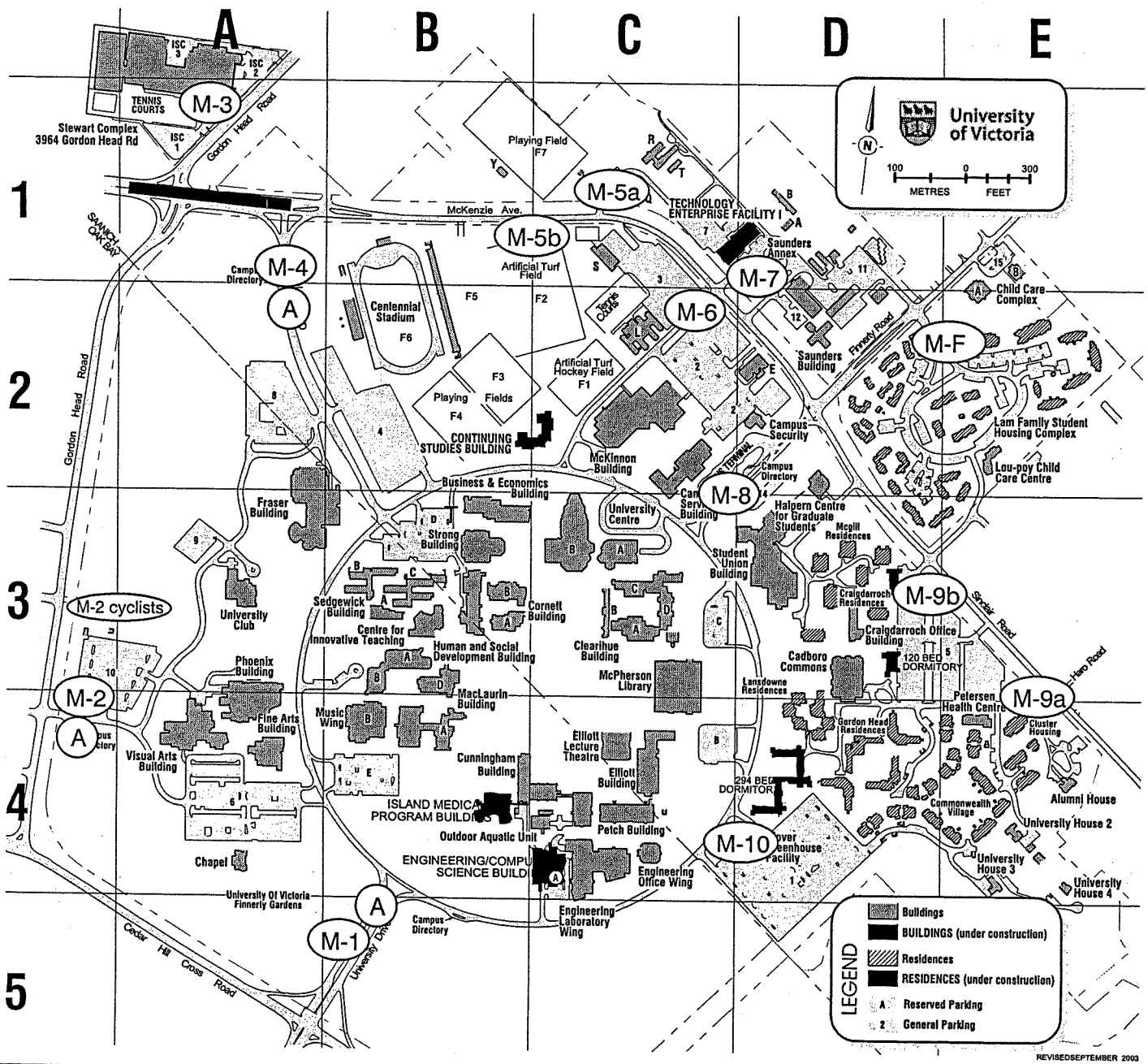
- The volume of recorded pedestrian trips is down 10%. Some new residences have been built on campus, but is it likely that due to multiple entry points to the campus some pedestrians may not have been recorded;

- Cycling trips have risen 12% since 2000, although rain on one day in 2000 may have affected the result here;

- Skateboarders and rollerbladers, measured for the first time, make up only 0.2% of total trips;

- Telecommuting is at an infancy stage at the University of Victoria: support staff very rarely work from home; some faculty staff regularly work from home if they are not teaching. The prevalence of working from home varies between departments.

Appendix 1 - Exhibits



M Manual Vehicle Counts (13)

A Automatic Vehicle Counts (3)

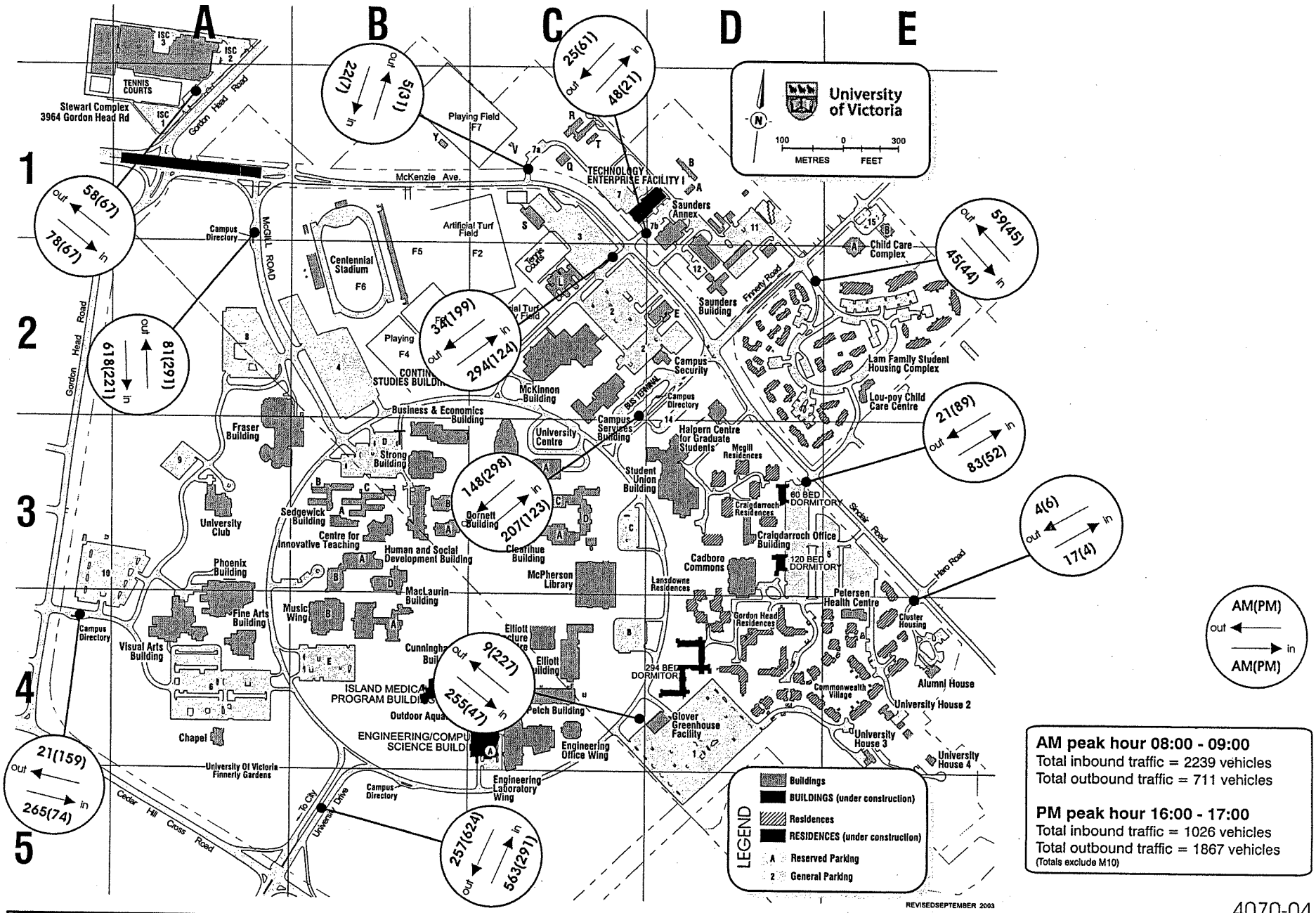
4070-04

B U N T & ASSOCIATES

Location Plan and Traffic Count Stations

University of Victoria - 2004 Traffic Survey

Exhibit 1



AM peak hour 08:00 - 09:00
Total inbound traffic = 2239 vehicles
Total outbound traffic = 711 vehicles

PM peak hour 16:00 - 17:00
Total inbound traffic = 1026 vehicles
Total outbound traffic = 1867 vehicles
(Totals exclude M10)

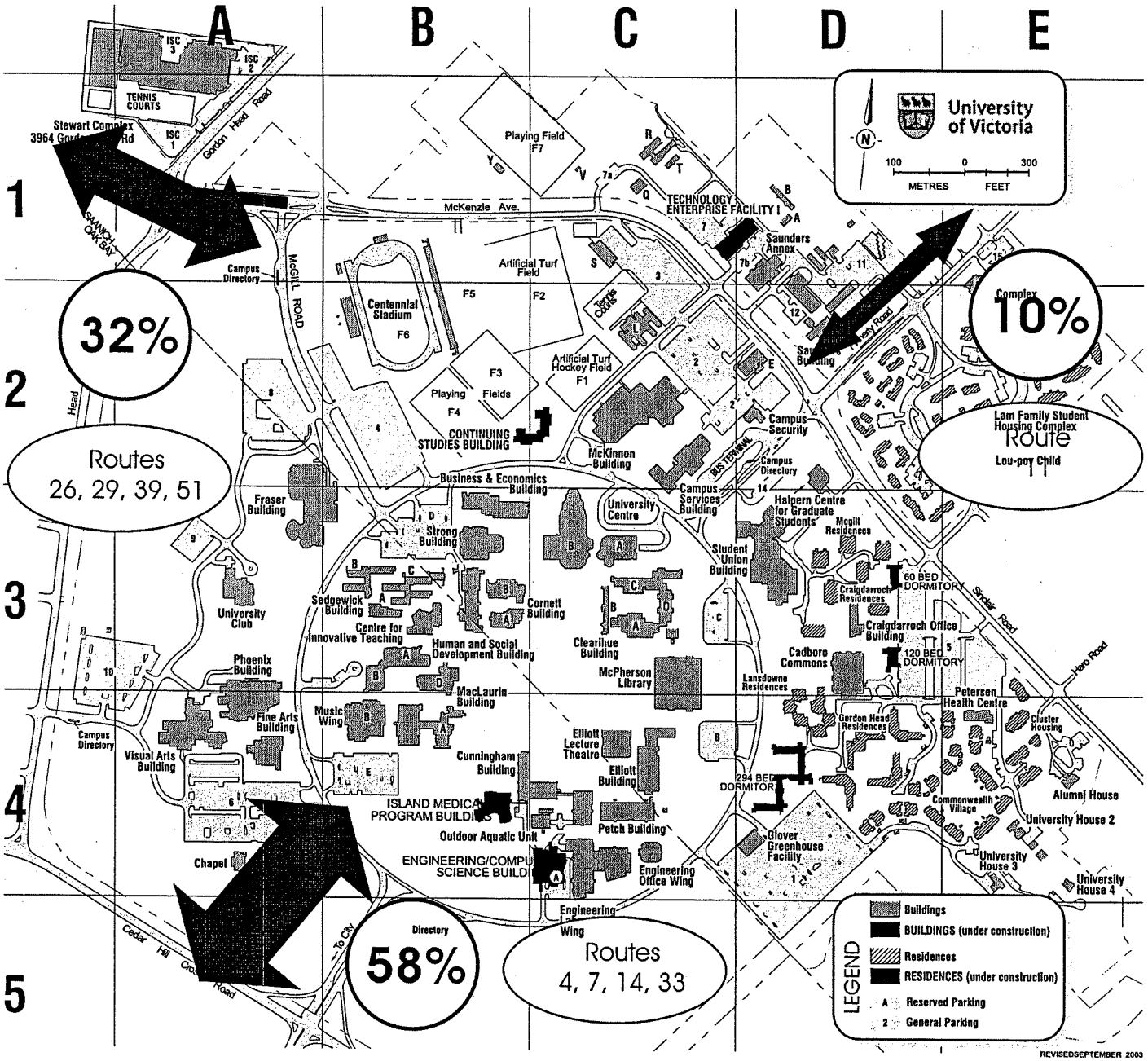
4070-04

B U N T & ASSOCIATES

Peak hour vehicle traffic

University of Victoria - 2004 Traffic Survey

Exhibit 2



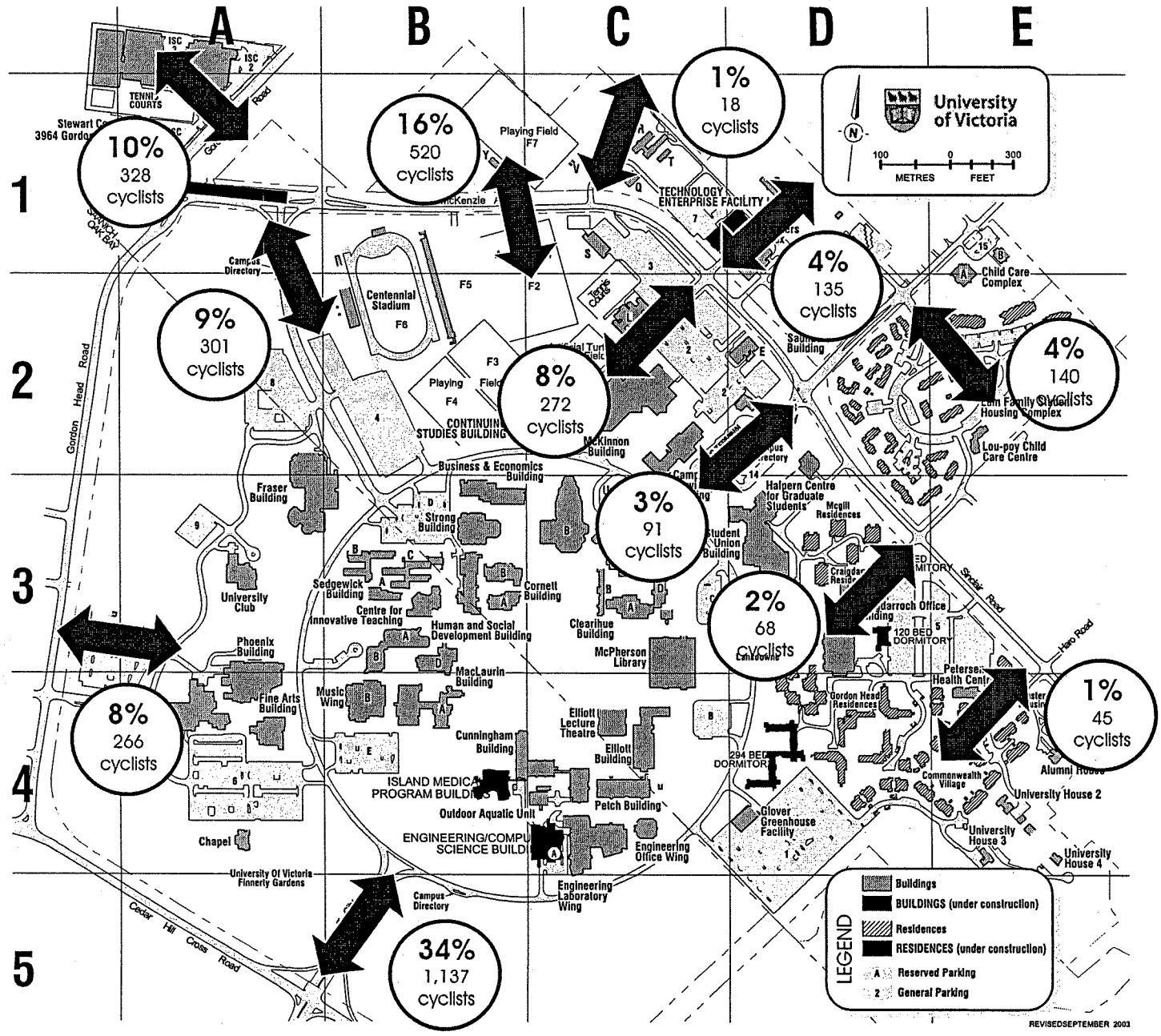
4070-04

B U N T & ASSOCIATES

Transit passenger directional distribution

University of Victoria - 2004 Traffic Survey

Exhibit 3



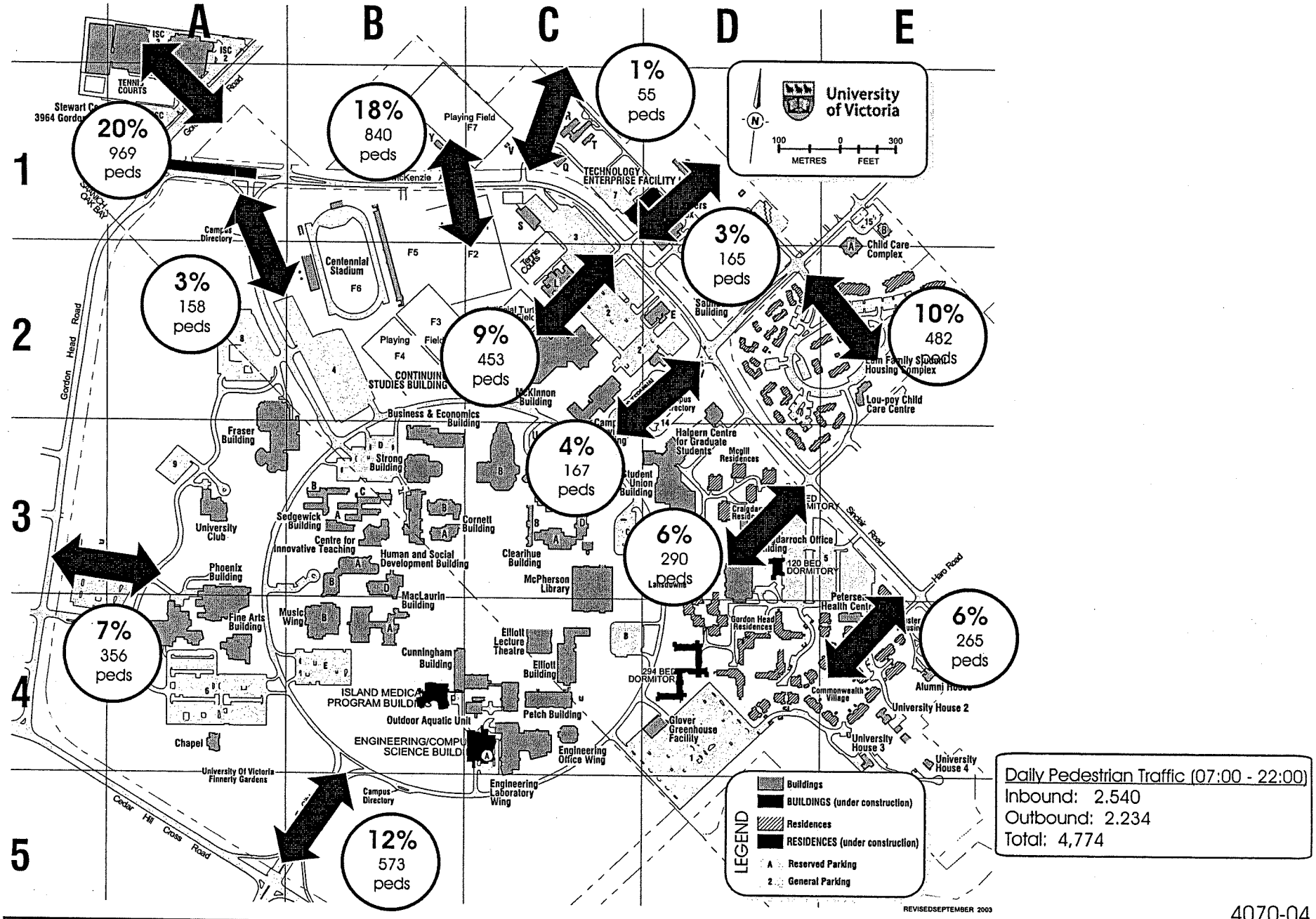
Daily Cyclist Traffic (07:00 - 22:00)
Inbound: 1,771
Outbound: 1,549
Total: 3,320

4070-04

B U N T & ASSOCIATES

Cyclist access patterns
University of Victoria - 2004 Traffic Survey

Exhibit
4



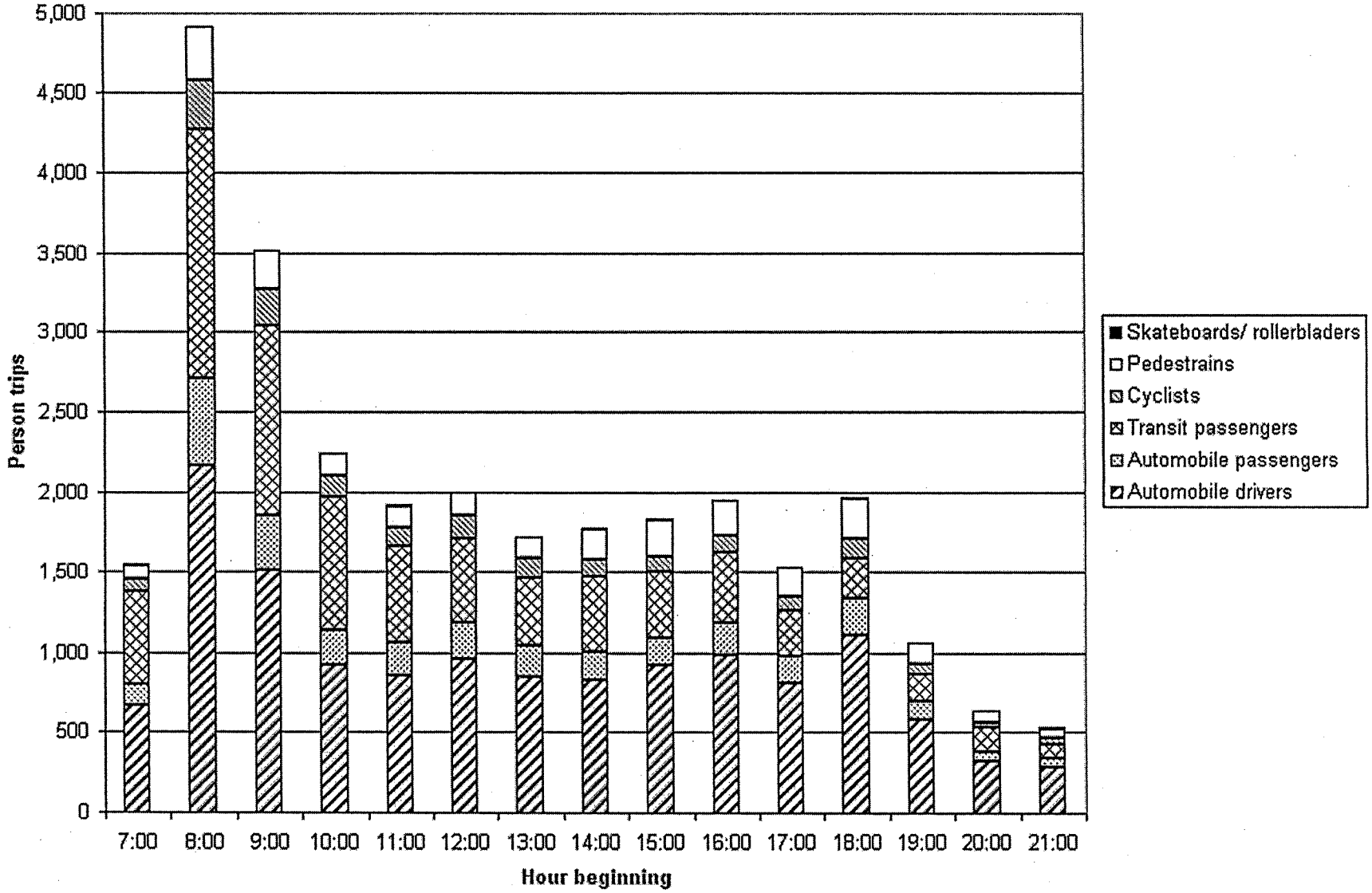
4070-04

B U N T & ASSOCIATES

Pedestrian access patterns

University of Victoria - 2004 Traffic Survey

Exhibit 5



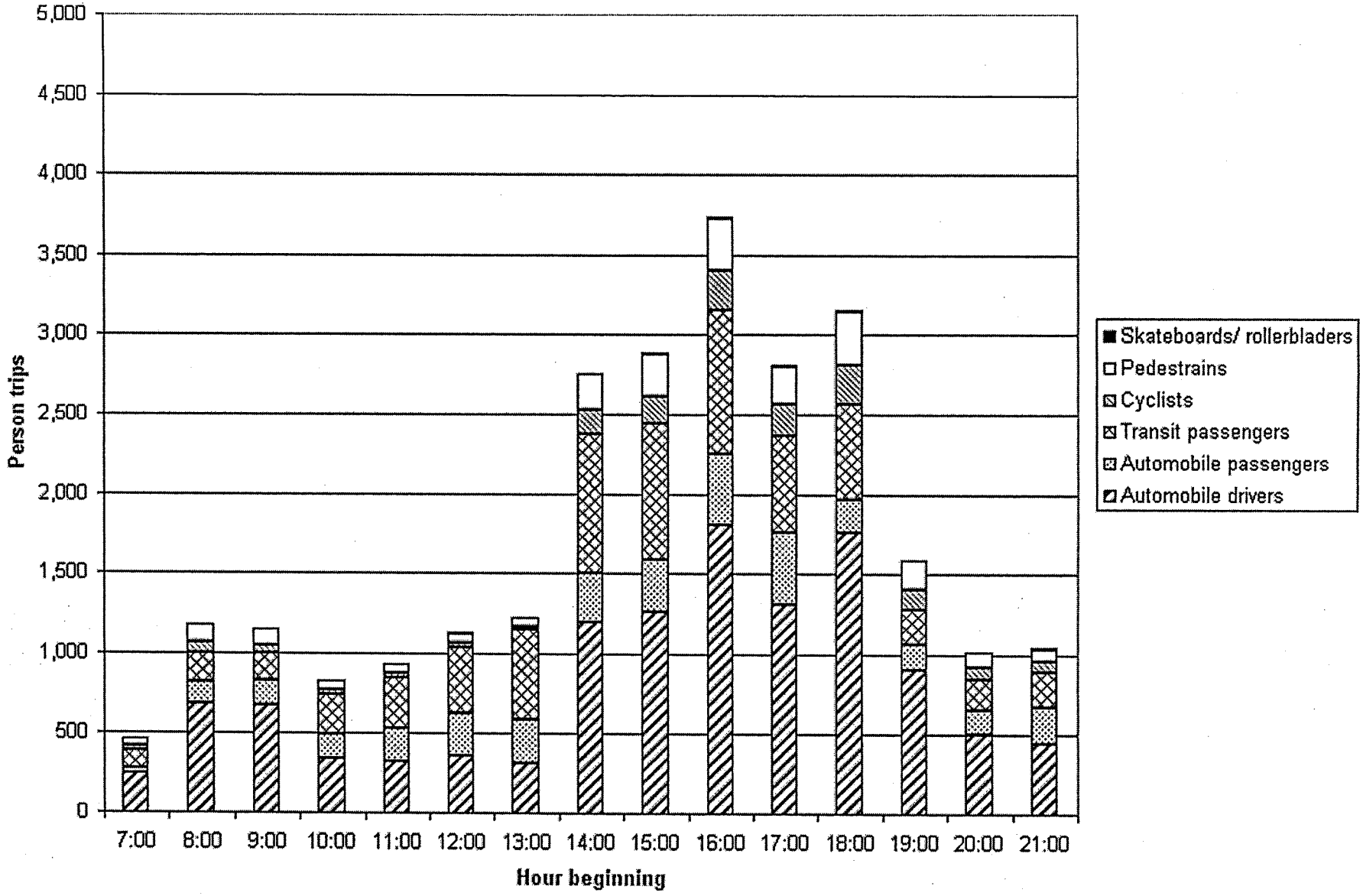
4070-04

B U N T & ASSOCIATES

Inbound traffic profile (all travel modes)

University of Victoria - 2004 Traffic Survey

Exhibit 6



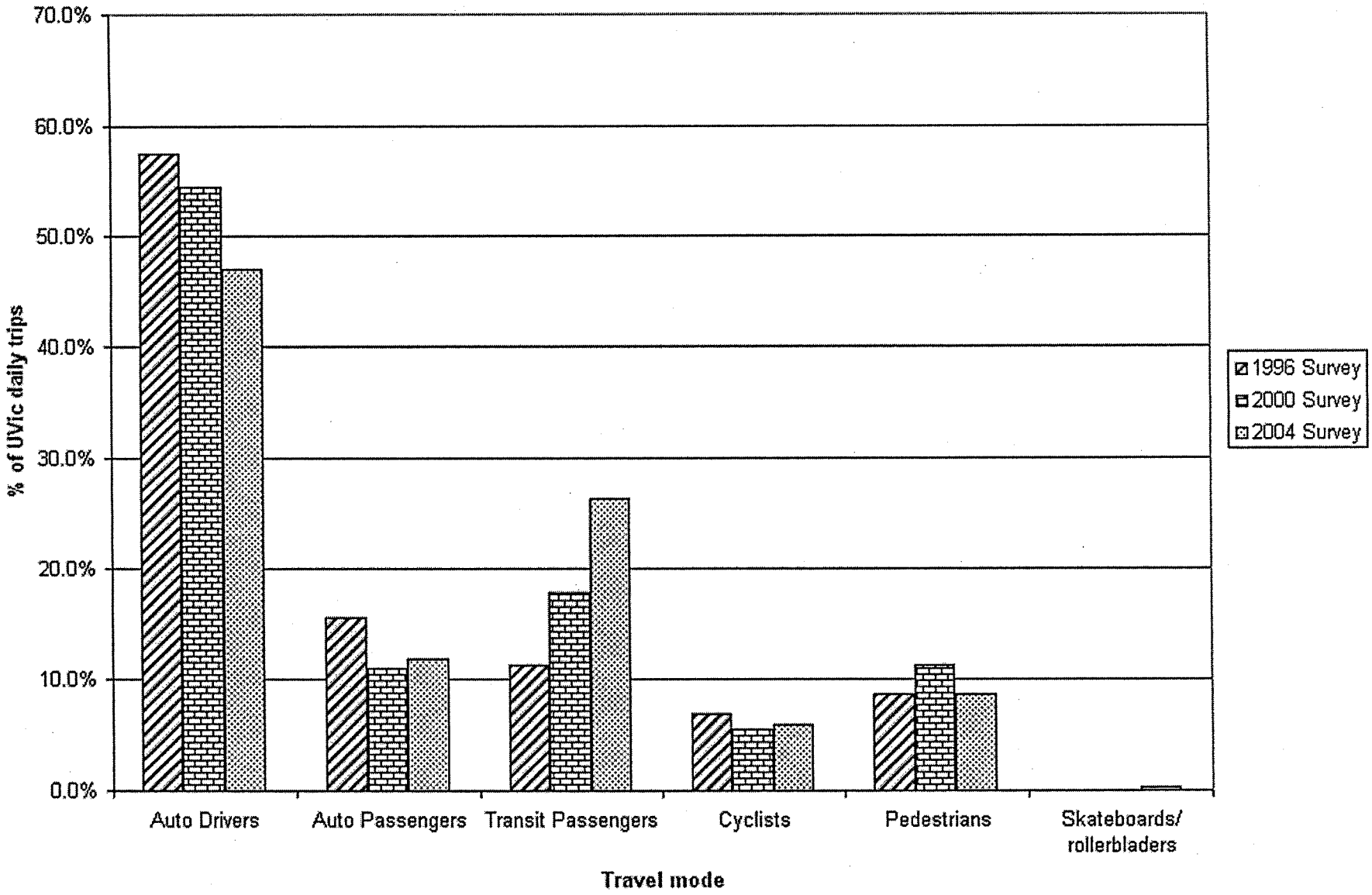
4070-04

B U N T & ASSOCIATES

Outbound traffic profile (all travel modes)

University of Victoria - 2004 Traffic Survey

Exhibit 7



4070-04

B U N T & ASSOCIATES

1996/ 2000/ 2004 Travel mode split summary

University of Victoria - 2004 Traffic Survey

Exhibit 8

Appendix 2 - Automatic Traffic Count Data, Transtech Data Services

McGill Road

Northbound (out)

Start hour	Thu 21-Oct	Fri 22-Oct	Sat 23-Oct	Sun 24-Oct	Mon 25-Oct	Tue 26-Oct	Wed 27-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	19	14	14	24	16	21	16	124	18	86	17
1:00	23	11	16	9	4	15	19	97	14	72	14
2:00	1	8	11	5	3	8	9	45	6	29	6
3:00	4	1	2	6	4	2	1	20	3	12	2
4:00	1	2	0	3	2	1	0	9	1	6	1
5:00	3	3	3	1	3	3	2	18	3	14	3
6:00	6	2	3	0	6	7	7	31	4	28	6
7:00	16	22	8	3	27	12	15	103	15	92	18
8:00	76	67	18	5	96	68	77	407	58	384	77
9:00	125	131	19	11	110	77	89	562	80	532	106
10:00	97	118	36	33	94	113	116	607	87	538	108
11:00	149	184	49	57	180	153	110	882	126	776	155
12:00	166	195	75	79	158	168	153	994	142	840	168
13:00	143	243	53	54	132	176	192	993	142	886	177
14:00	242	223	65	61	198	194	209	1192	170	1066	213
15:00	211	173	65	70	209	184	186	1098	157	963	193
16:00	276	205	99	106	309	212	298	1505	215	1300	260
17:00	207	151	87	71	226	194	230	1166	167	1008	202
18:00	135	102	54	62	122	126	165	776	111	650	130
19:00	96	51	39	35	124	131	125	601	86	527	105
20:00	110	48	35	35	57	143	109	537	77	467	93
21:00	152	40	33	35	122	180	215	777	111	709	142
22:00	67	20	26	28	64	68	77	350	50	296	59
23:00	23	15	20	17	20	30	30	155	22	118	24
24 hr total	2348	2029	840	810	2286	2286	2450				
12 hr total	1843	1814	638	612	1861	1677	1840				
7 - 10 total	2201	1953	745	717	2164	2131	2289				

		total	average
Overall weekday	24hr	11399	2,280
	12hr	9035	1,807
	7 - 10	10738	2,148

Peak hour 1600 - 1700

Southbound (in)

Start hour	Thu 21-Oct	Fri 22-Oct	Sat 23-Oct	Sun 24-Oct	Mon 25-Oct	Tue 26-Oct	Wed 27-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	8	7	20	16	8	7	9	75	11	39	8
1:00	6	4	18	8	2	4	3	45	6	19	4
2:00	3	5	13	4	1	1	2	29	4	12	2
3:00	3	3	3	4	0	3	4	20	3	13	3
4:00	25	26	1	2	27	27	25	133	19	130	26
5:00	8	9	4	2	8	10	11	52	7	46	9
6:00	32	32	4	2	28	27	23	148	21	142	28
7:00	161	134	22	10	153	152	134	766	109	734	147
8:00	649	567	58	34	682	637	582	3209	458	3117	623
9:00	373	437	76	79	400	420	416	2201	314	2046	409
10:00	179	259	97	93	195	264	249	1336	191	1146	229
11:00	222	230	97	96	228	199	227	1299	186	1106	221
12:00	276	228	114	127	262	217	217	1441	206	1200	240
13:00	204	239	119	114	152	221	210	1259	180	1026	205
14:00	193	167	107	117	208	171	177	1140	163	916	183
15:00	190	152	83	122	168	162	188	1065	152	860	172
16:00	214	120	93	98	218	209	213	1165	166	974	195
17:00	141	95	78	94	161	235	218	1022	146	850	170
18:00	301	100	81	94	204	270	307	1357	194	1182	236
19:00	120	112	82	89	128	162	145	838	120	667	133
20:00	72	53	49	51	69	80	63	437	62	337	67
21:00	54	50	31	45	71	65	60	376	54	300	60
22:00	36	40	28	27	23	34	36	224	32	169	34
23:00	19	33	28	24	14	13	17	148	21	96	19
24 hr total	3489	3102	1306	1352	3410	3590	3536				
12 hr total	3103	2728	1025	1078	3031	3157	3138				
7 - 10 total	3349	2943	1187	1263	3299	3464	3406				

		Total	Average
Overall weekday	24hr	17127	3425
	12hr	15157	3031
	7 - 10	16461	3292

Peak hour 0800 - 0900

West Campus Gate

Eastbound (in)

Start hour	Thu 21-Oct	Fri 22-Oct	Sat 23-Oct	Sun 24-Oct	Mon 25-Oct	Tue 26-Oct	Wed 27-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	3	2	3	1	0	0	1	10	1	6	1
1:00	0	0	1	2	1	1	0	5	1	2	0
2:00	2	0	0	1	0	0	1	4	1	3	1
3:00	1	0	3	2	0	3	0	9	1	4	1
4:00	10	10	1	1	9	12	12	55	8	53	11
5:00	1	1	0	1	1	1	1	6	1	5	1
6:00	6	4	1	1	4	5	2	23	3	21	4
7:00	40	33	2	2	43	47	34	201	29	197	39
8:00	298	202	21	11	298	289	230	1349	193	1317	263
9:00	212	186	21	20	239	223	228	1129	161	1088	218
10:00	102	117	27	23	77	141	150	637	91	587	117
11:00	109	105	22	26	167	99	92	620	89	572	114
12:00	122	104	34	26	150	104	102	642	92	582	116
13:00	88	73	25	35	75	110	95	501	72	441	88
14:00	82	43	36	36	61	68	85	411	59	339	68
15:00	57	44	23	21	79	46	74	344	49	300	60
16:00	71	30	10	20	65	87	77	360	51	330	66
17:00	40	30	15	23	72	63	79	322	46	284	57
18:00	69	27	21	29	43	71	65	325	46	275	55
19:00	31	24	14	25	31	38	46	209	30	170	34
20:00	10	3	9	15	13	20	22	92	13	68	14
21:00	13	13	9	4	12	22	16	89	13	76	15
22:00	7	4	10	5	7	5	9	47	7	32	6
23:00	10	4	5	4	1	5	2	31	4	22	4
24 hr total	1384	1059	313	334	1448	1460	1423				
12 hr total	1290	994	257	272	1369	1348	1311				
7 - 10 total	1344	1034	289	316	1425	1428	1395				

		total	average
Overall weekday	24hr	6774	1,355
	12hr	6312	1,262
	7 - 10	6626	1,325

Peak hour 0800 - 0900

Westbound (out)

Start hour	Thu 21-Oct	Fri 22-Oct	Sat 23-Oct	Sun 24-Oct	Mon 25-Oct	Tue 26-Oct	Wed 27-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	6	3	5	5	2	4	5	30	4	20	4
1:00	8	9	9	5	0	8	9	48	7	34	7
2:00	3	3	0	4	0	0	1	11	2	7	1
3:00	2	1	1	1	0	1	1	7	1	5	1
4:00	1	0	1	0	1	2	4	9	1	8	2
5:00	2	3	1	1	1	3	2	13	2	11	2
6:00	3	2	2	0	1	1	0	9	1	7	1
7:00	3	5	1	1	5	2	4	21	3	19	4
8:00	28	27	5	4	25	15	14	118	17	109	22
9:00	49	37	5	8	35	34	28	196	28	183	37
10:00	36	65	9	9	30	55	50	254	36	236	47
11:00	82	82	11	14	106	94	71	460	66	435	87
12:00	90	117	18	15	122	147	113	622	89	589	118
13:00	87	126	34	21	115	145	123	651	93	596	119
14:00	155	138	26	24	173	136	162	814	116	764	153
15:00	152	103	24	20	148	145	121	713	102	669	134
16:00	159	100	24	26	182	169	176	836	119	786	157
17:00	117	45	21	25	125	104	101	538	77	492	98
18:00	52	42	27	19	58	60	69	327	47	281	56
19:00	43	21	10	9	69	58	47	257	37	238	48
20:00	31	9	15	15	29	39	64	202	29	172	34
21:00	48	15	6	23	40	55	62	249	36	220	44
22:00	29	21	11	10	31	41	31	174	25	153	31
23:00	11	7	10	9	6	11	9	63	9	44	9
24 hr total	1197	981	276	268	1304	1329	1267				
12 hr total	1010	887	205	186	1124	1106	1032				
7 - 10 total	1132	932	236	233	1262	1258	1205				

		Total	Average
Overall weekday	24hr	6078	1216
	12hr	5159	1032
	7 - 10	5789	1158

Peak hour 1600 - 1700

University Drive

Northbound (in)

Start hour	Thu 21-Oct	Fri 22-Oct	Sat 23-Oct	Sun 24-Oct	Mon 25-Oct	Tue 26-Oct	Wed 27-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	22	27	57	40	16	14	20	196	28	99	20
1:00	13	30	43	41	7	14	9	157	22	73	15
2:00	6	26	31	24	3	6	0	96	14	41	8
3:00	1	3	12	13	0	0	1	30	4	5	1
4:00	2	3	3	2	1	3	3	17	2	12	2
5:00	8	12	4	5	12	12	8	61	9	52	10
6:00	36	32	9	1	29	31	37	175	25	165	33
7:00	207	179	28	15	211	207	186	1034	148	990	198
8:00	603	571	119	41	699	635	550	3218	460	3058	612
9:00	455	438	134	89	446	457	466	2465	352	2262	452
10:00	242	289	201	140	229	285	264	1650	236	1309	262
11:00	281	279	184	164	291	255	233	1687	241	1339	268
12:00	302	292	207	228	247	258	291	1825	261	1390	278
13:00	303	281	210	210	228	261	298	1791	256	1371	274
14:00	274	285	194	216	290	266	274	1799	257	1389	278
15:00	329	262	189	187	267	262	282	1778	254	1402	280
16:00	306	251	167	180	321	288	325	1838	263	1491	298
17:00	275	175	163	183	261	343	325	1725	246	1379	276
18:00	339	224	155	168	303	356	390	1935	276	1612	322
19:00	213	158	139	159	194	187	202	1252	179	954	191
20:00	136	96	114	108	122	156	144	876	125	654	131
21:00	115	121	84	88	98	133	138	777	111	605	121
22:00	63	60	68	45	53	67	73	429	61	316	63
23:00	63	53	56	37	25	37	48	319	46	226	45
24 hr total	4594	4147	2571	2365	4353	4533	4567				
12 hr total	3916	3526	1951	1802	3793	3873	3884				
7 - 10 total	4380	3901	2288	2157	4207	4349	4368				

		total	average
Overall weekday	24hr	22194	4,439
	12hr	18992	3,798
	7 - 10	21205	4,241

Peak hour 0800 - 0900

Southbound (out)

Start hour	Thu 21-Oct	Fri 22-Oct	Sat 23-Oct	Sun 24-Oct	Mon 25-Oct	Tue 26-Oct	Wed 27-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	52	38	62	41	19	35	35	282	40	179	36
1:00	25	29	46	33	9	11	19	172	25	93	19
2:00	7	16	22	17	5	6	4	77	11	38	8
3:00	6	6	18	13	2	4	3	52	7	21	4
4:00	5	7	1	3	4	4	4	28	4	24	5
5:00	5	4	5	6	7	7	5	39	6	28	6
6:00	21	22	5	3	21	15	13	100	14	92	18
7:00	75	61	23	10	76	70	78	393	56	360	72
8:00	277	248	48	31	261	271	243	1379	197	1300	260
9:00	228	224	71	49	231	219	207	1229	176	1109	222
10:00	184	243	184	71	190	235	213	1320	189	1065	213
11:00	284	281	137	106	300	241	249	1598	228	1355	271
12:00	325	386	172	137	307	33	315	1675	239	1366	273
13:00	297	399	159	141	281	349	316	1942	277	1642	328
14:00	363	407	171	214	368	340	325	2188	313	1803	361
15:00	418	342	186	174	370	338	383	2210	316	1851	370
16:00	656	461	198	210	630	578	591	3324	475	2916	583
17:00	419	310	189	231	446	418	405	2418	345	1998	400
18:00	270	211	144	151	242	316	309	1643	235	1348	270
19:00	196	150	117	130	196	269	234	1292	185	1045	209
20:00	181	90	87	114	148	225	207	1052	150	851	170
21:00	303	194	96	183	268	310	296	1650	236	1371	274
22:00	135	107	109	82	130	141	127	831	119	640	128
23:00	71	70	72	50	59	80	64	466	67	344	69
24 hr total	4803	4306	2321	2290	4570	4515	4645				
12 hr total	3796	3573	1681	1525	3702	3408	3634				
7 - 10 total	4476	4007	1981	1952	4314	4212	4371				

		Total	Average
Overall weekday	24hr	22839	4568
	12hr	18113	3623
	7 - 10	21380	4276

Peak hour 1600 - 1700

Appendix 3 - Peak Period Manual Traffic Count Data

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
20-Oct-04 **4070-04**

Location	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive
Site #	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	15	3						4	22	21	1.17	2	1			24	16	4	1			23
07:15 - 07:30	28	7						4	39	42	1.20	9	3			54	10	1				11
07:30 - 07:45	27	4						3	34	35	1.13	8	2			45	23	1	1			25
07:45 - 08:00	68	13						4	85	94	1.16	12	3			109	26	3	1			30
7:00	138	27	0	0	0	0	0	15	180	192	1.16	31	9	0	0	232	77	9	3	0	0	89
08:00 - 08:15	80	30	1					8	119	143	1.29	22	16			181	47	5	1			53
08:15 - 08:30	139	44						6	189	227	1.24	44	25			296	80	1				81
08:30 - 08:45	98	21	2					9	130	146	1.21	27	7	1		181	68	3				71
08:45 - 09:00	83	19	1					10	113	124	1.20	23	8			155	46	4	3			53
8:00	400	114	4	0	0	0	0	33	551	640	1.24	116	56	1	0	813	241	13	4	0	0	258
09:00 - 09:15	111	30	2					7	150	177	1.24	22	25			224	47	2	4			53
09:15 - 09:30	86	42	1					9	138	173	1.34	44	32			249	76	2	3			81
09:30 - 09:45	45	19	2					7	73	89	1.35	21	11			121	46	1	1			48
09:45 - 10:00	49	14		1				3	67	81	1.27	14	6			101	36	1				37
9:00	291	105	5	1	0	0	0	26	428	520	1.29	101	74	0	0	695	205	6	8	0	0	219
Total AM	829	246	9	1	0	0	0	74	1159	1352	1.25	248	139	1	0	1740	523	28	15	0	0	566
14:00 - 14:15	37	13	4					7	61	75	1.39	8	2			85	80	13	7			100
14:15 - 14:30	76	28	5					6	115	147	1.35	11	10			168	69	8	6	1		84
14:30 - 14:45	67	21	4					5	97	121	1.32	19	4			144	60	3	2			65
14:45 - 15:00	44	9	1					6	60	65	1.20	7	1			73	46	3	2			51
14:00	224	71	14	0	0	0	0	24	333	408	1.32	45	17	0	0	470	255	27	17	1	0	300
15:00 - 15:15	49	15		1				6	71	83	1.28	21	5			109	57	3	3			63
15:15 - 15:30	76	15	1					5	97	109	1.18	12	5			126	76	10	4			90
15:30 - 15:45	70	20	3	2				4	99	127	1.34	11	9			147	61	2	2			65
15:45 - 16:00	68	12	3					5	88	101	1.22	7	10	1		119	58	4	4			66
15:00	263	62	7	3	0	0	0	20	355	420	1.25	51	29	1	0	501	252	19	13	0	0	284
16:00 - 16:15	104	29	3	1				4	141	175	1.28	29	4			208	73	7	6			86
16:15 - 16:30	85	16	1					8	110	120	1.18	20	9	1		150	92	6	4			102
16:30 - 16:45	160	57	3	3				5	228	295	1.32	29	12			336	64	7	2			73
16:45 - 17:00	86	22	1					5	114	133	1.22	27	5			165	68		4			72
16:00	435	124	8	4	0	0	0	22	593	723	1.27	105	30	1	0	859	297	20	16	0	0	333
17:00 - 17:15	96	29	5	2				3	135	177	1.34	21	10			208	59	10	4			73
17:15 - 17:30	82	21	2					5	110	130	1.24	26	12			168	60	5	1			86
17:30 - 17:45	67	37	6	4				4	118	175	1.54	28	6			209	61	8	4			73
17:45 - 18:00	91	24	2					7	124	145	1.24	20	7			172	58	2			1	61
17:00	336	111	15	6	0	0	0	19	487	627	1.34	95	35	0	0	757	258	25	9	0	1	293
Total PM	1258	368	44	13	0	0	0	85	1768	2178	1.29	296	111	2	0	2587	1062	91	55	1	1	1210

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
20-Oct-04

Location	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate
Site #	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	2	1							3	4	1.33					4						0
07:15 - 07:30	4								4	4	1.00	1	1			6						0
07:30 - 07:45	9	2							11	13	1.18					13			3			3
07:45 - 08:00	21	3							24	27	1.13	1	1			29	1					1
7:00	36	6	0	0	0	0	0	0	42	48	1.14	2	2	0	0	52	1	0	3	0	0	4
08:00 - 08:15	28	8							36	44	1.22	1	4			49	3		2			5
08:15 - 08:30	74	25							99	124	1.25	2	1			127	7		3			10
08:30 - 08:45	35	4							39	43	1.10	1	1			45	2	2				4
08:45 - 09:00	37	10							47	57	1.21	1	1			59	4	2				6
8:00	174	47	0	0	0	0	0	0	221	268	1.21	5	7	0	0	280	16	4	5	0	0	25
09:00 - 09:15	63	12							75	87	1.16	2	5			94	8		1			9
09:15 - 09:30	86	19							105	124	1.18	1	1			126	14	2	2	1	1	20
09:30 - 09:45	23	5							28	33	1.18	1				34	10	1	3			14
09:45 - 10:00	12	3							15	18	1.20		1			19	5		1			6
9:00	184	39	0	0	0	0	0	0	223	262	1.17	4	7	0	0	273	37	3	7	1	1	49
Total AM	394	92	0	0	0	0	0	0	486	578	1.19	11	16	0	0	605	54	7	15	1	1	78
14:00 - 14:15	21	4							25	29	1.16	2	9			40	29					29
14:15 - 14:30	46	3							49	52	1.06	8	14	1		75	11		1			12
14:30 - 14:45	21	5							26	31	1.19	6	8	1		46	4					4
14:45 - 15:00	15	1	1						17	20	1.18	5	8			33	6					6
14:00	103	13	1	0	0	0	0	0	117	132	1.13	21	39	2	0	194	50	0	1	0	0	51
15:00 - 15:15	18	1							19	20	1.05	5	6			31	15					15
15:15 - 15:30	31								31	31	1.00	10	11			52	19					19
15:30 - 15:45	27	5	1						33	40	1.21	11	17			68	11					11
15:45 - 16:00	20	2						2	24	24	1.09	4	8	1		37	17					17
15:00	96	8	1	0	0	0	0	2	107	115	1.10	30	42	1	0	188	62	0	0	0	0	62
16:00 - 16:15	28	7	1						36	45	1.25	6	7			58	22					22
16:15 - 16:30	44	1							45	46	1.02	8	10			64	29		2			31
16:30 - 16:45	46	8							54	62	1.15	15	28			105	15	1				16
16:45 - 17:00	30	1							31	32	1.03	16	12	1		61	8					8
16:00	148	17	1	0	0	0	0	0	166	185	1.11	45	57	1	0	288	74	1	2	0	0	77
17:00 - 17:15	20	4							24	28	1.17	9	10			47	14					14
17:15 - 17:30	12	1							13	14	1.08	5	8			27	11	1	2			14
17:30 - 17:45	18	1							19	20	1.05	15	16	1		52	9					9
17:45 - 18:00	15							1	16	15	1.00	9	13		1	38	9					9
17:00	65	6	0	0	0	0	0	1	72	77	1.08	38	47	1	1	164	43	1	2	0	0	46
Total PM	412	44	3	0	0	0	0	3	462	509	1.11	134	185	5	1	834	229	2	5	0	0	236

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
20-Oct-04

Location	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex
Site #	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Entering																Exiting						
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit	
07:00 - 07:15	6								6	6	1.00	1	1			8	7		1			8	
07:15 - 07:30	6	6							12	18	1.50	2	6			26	3		3			6	
07:30 - 07:45	5	2						1	8	9	1.29		7			16	19	2	2			23	
07:45 - 08:00	4	2							6	8	1.33	2	10			20	7	1	5			13	
7:00	21	10	0	0	0	0	0	1	32	41	1.32	5	24	0	0	70	36	3	11	0	0	50	
08:00 - 08:15	7	12	1	1					21	38	1.81	3	8			49	19	2	8			29	
08:15 - 08:30	15	15	2					3	35	51	1.59	12	11			74	23	8	7			38	
08:30 - 08:45	7	7	1						15	24	1.60	4	15		1	44	7	3	7		1	18	
08:45 - 09:00	11	7							18	25	1.39	4	10			39	13	1	5			19	
8:00	40	41	4	1	0	0	0	3	89	138	1.60	23	44	0	1	206	62	14	27	0	1	104	
09:00 - 09:15	5								5	5	1.00	1	3			9	4	2	6			12	
09:15 - 09:30	11	4						1	16	19	1.27	4	8			31	8	1	7			16	
09:30 - 09:45	6	1						1	8	8	1.14	2	14			24	9		7			16	
09:45 - 10:00	3	1							4	5	1.25	2	8			15	5	1	3			9	
9:00	25	6	0	0	0	0	0	2	33	37	1.19	9	33	0	0	79	26	4	23	0	0	53	
Total AM	86	57	4	1	0	0	0	6	154	216	1.46	37	101	0	1	355	124	21	61	0	1	207	
																	Entering	Entering	Entering	Entering	Entering	Entering	
14:00 - 14:15	5	1							6	7	1.17		5			12	10	2	16			28	
14:15 - 14:30	7	1							8	9	1.13	5	9			23	8	8	9		1	26	
14:30 - 14:45	15	3							18	21	1.17	11	11			43	13	4	20			37	
14:45 - 15:00	12	2							14	16	1.14	3	12			31	20	4	19	2		45	
14:00	39	7	0	0	0	0	0	0	46	53	1.15	19	37	0	0	109	51	18	64	2	1	136	
15:00 - 15:15	13	11	3	1					28	48	1.71	9	9			66	23	3	25			51	
15:15 - 15:30	12	8	1						21	31	1.48	13	12		1	57	15	5	12		1	33	
15:30 - 15:45	14								14	14	1.00	4	12		1	31	12	4	16			32	
15:45 - 16:00	6	1							7	8	1.14	3	14		1	26	19	7	17			43	
15:00	45	20	4	1	0	0	0	0	70	101	1.44	29	47	0	3	180	69	19	70	0	1	159	
16:00 - 16:15	13	3	1						17	22	1.29	10	25			57	19	8	16	2		45	
16:15 - 16:30	14	3							17	20	1.18	3	11			34	15	3	17			35	
16:30 - 16:45	10	9	1						20	31	1.55	5	24			60	9	4	10			23	
16:45 - 17:00	19	2	1						22	26	1.18	2	12			40	18	7	20			45	
16:00	56	17	3	0	0	0	0	0	76	99	1.30	20	72	0	0	191	61	22	63	2	0	148	
17:00 - 17:15	8	4							12	16	1.33	5	13			34	30	2	10		1	43	
17:15 - 17:30	10	9	2	3					24	46	1.92	6	10	1		63	22	2	15			39	
17:30 - 17:45	13	3	2						18	25	1.39	5	21			51	18	4	14			36	
17:45 - 18:00	22	5	2						29	36	1.31	7	20			65	26	3	5			34	
17:00	53	21	6	3	0	0	0	0	83	125	1.51	23	64	1	0	213	96	11	44	0	1	152	
Total PM	193	65	13	4	0	0	0	0	275	376	1.37	91	220	1	3	693	277	70	241	4	3	595	

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
20-Oct-04

Location	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road
Site #:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
																	EXITING	EXITING	EXITING	EXITING	EXITING	EXITING
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	17	1						2	20	19	1.06					19	4					4
07:15 - 07:30	22	3							25	28	1.12					28	1		4			5
07:30 - 07:45	21	6						2	29	33	1.22	3	2			38	4					4
07:45 - 08:00	53	15						5	73	83	1.22	4				87	8					8
7:00	113	25	0	0	0	0	0	9	147	163	1.18	7	2	0	0	172	17	0	4	0	0	21
08:00 - 08:15	92	35	4	1				6	138	178	1.35	5	3			186	18		2			20
08:15 - 08:30	160	60	3					5	228	289	1.30	7	2			298	28		2			30
08:30 - 08:45	83	19	1					8	111	124	1.20	9	1			134	21					21
08:45 - 09:00	87	15	1					1	104	120	1.17	10	1			131	16					16
8:00	422	129	9	1	0	0	0	20	581	711	1.27	31	7	0	0	749	83	0	4	0	0	87
09:00 - 09:15	98	29						4	131	156	1.23	6	3			165	10					10
09:15 - 09:30	120	33	3	1				2	159	199	1.27	8	1			208	39	1	1			41
09:30 - 09:45	38	20						3	81	78	1.34	4	1			83	29	1				30
09:45 - 10:00	53	14	1					3	71	84	1.24	3		1		88	23					23
9:00	309	96	4	1	0	0	0	12	422	517	1.26	21	5	1	0	544	101	2	1	0	0	104
Total AM	844	250	13	2	0	0	0	41	1150	1391	1.25	59	14	1	0	1465	201	2	9	0	0	212
14:00 - 14:15	19	5	1						25	32	1.28	2	3		1	38	52					52
14:15 - 14:30	56	14	1						71	87	1.23	2	4		1	94	63	3	3			69
14:30 - 14:45	44	6	3						53	65	1.23	3	5	1		74	45	1				46
14:45 - 15:00	12	9							21	30	1.43	3	1			34	34	1	2			37
14:00	131	34	5	0	0	0	0	0	170	214	1.26	10	13	1	2	240	194	5	5	0	0	204
15:00 - 15:15	22	11	1						34	47	1.38	4	1	1		53	45	4	2			51
15:15 - 15:30	50	6	1					1	58	65	1.14	3				68	63	5	2			70
15:30 - 15:45	48	15						1	64	78	1.24	5	5			88	48	3	1			52
15:45 - 16:00	33	12						1	46	57	1.27	2	5			64	58	1	1		1	61
15:00	153	44	2	0	0	0	0	3	202	247	1.24	14	11	1	0	273	214	13	6	0	1	234
16:00 - 16:15	44	7	3	1					55	71	1.29	1	2			74	63	6	4			73
16:15 - 16:30	58	11	4	1					74	98	1.30	7	2			105	78	2				80
16:30 - 16:45	65	16	4	1				1	87	113	1.31	6	3			122	58					58
16:45 - 17:00	54	9	1	2					66	83	1.26	4	4	2		93	30		1			31
16:00	221	43	12	5	0	0	0	1	282	363	1.29	18	11	2	0	394	229	8	5	0	0	242
17:00 - 17:15	29	13	2	3					47	73	1.55	5	2			80	33					33
17:15 - 17:30	41	10	1		1				53	69	1.30	5	6		1	81	47	2	3			52
17:30 - 17:45	33	13							46	59	1.28	2				61	39	1	12			52
17:45 - 18:00	68	25	1						94	121	1.29	12	3	1		137	76	3	4		1	84
17:00	171	61	4	3	1	0	0	0	240	322	1.34	24	11	1	1	359	195	6	19	0	1	221
Total PM	676	182	23	8	1	0	0	4	894	1146	1.29	66	46	5	3	1266	832	32	35	0	2	901

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
20-Oct-04

Location	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut
Site #:	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A
																EXITING	EXITING	EXITING	EXITING	EXITING	EXITING
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	0								0	0	#DIV/0!					0			1			1
07:15 - 07:30	0								0	0	#DIV/0!	2	1			3						0
07:30 - 07:45	2								2	2	1.00					2						0
07:45 - 08:00	2								2	2	1.00		4			6	4	2				6
7:00	4	0	0	0	0	0	0	0	4	4	1.00	2	5	0	0	11	4	2	1	0	0	7
08:00 - 08:15	4	4							8	12	1.50		1			13	4					4
08:15 - 08:30	7								7	7	1.00		8			15						0
08:30 - 08:45	2								2	2	1.00	1	1			4						0
08:45 - 09:00	4								4	4	1.00	1	1			6	3					3
8:00	17	4	0	0	0	0	0	0	21	25	1.19	2	11	0	0	38	7	0	0	0	0	7
09:00 - 09:15	5								5	5	1.00	1				6	1					1
09:15 - 09:30	5	1							6	7	1.17					7	2					2
09:30 - 09:45	2	2							4	6	1.50					6	3					3
09:45 - 10:00	1	1							2	3	1.50					3	1		1			2
9:00	13	4	0	0	0	0	0	0	17	21	1.24	1	0	0	0	22	7	0	1	0	0	8
Total AM	34	8	0	0	0	0	0	0	42	50	1.19	5	16	0	0	71	18	2	2	0	0	22
14:00 - 14:15	10								10	10	1.00					10	4					4
14:15 - 14:30	1	1	1						3	6	2.00	1				7	1	1				2
14:30 - 14:45	4	1							5	6	1.20					6	1					1
14:45 - 15:00									0	0	#DIV/0!		1			1	3	1				4
14:00	15	2	1	0	0	0	0	0	18	22	1.22	1	1	0	0	24	9	2	0	0	0	11
15:00 - 15:15	4	1						1	6	6	1.20					6	2					2
15:15 - 15:30	2	3							5	8	1.60		1			9	4					4
15:30 - 15:45	2								2	2	1.00	1	1			4			1			1
15:45 - 16:00		1							1	2	2.00		2			4	3					3
15:00	8	5	0	0	0	0	0	1	14	18	1.38	1	4	0	0	23	9	0	1	0	0	10
16:00 - 16:15	4								4	4	1.00					4			1			1
16:15 - 16:30	3								3	3	1.00					3	1					1
16:30 - 16:45	16	2							18	20	1.11		4			24	2					2
16:45 - 17:00	8	1							9	10	1.11	1	1			12						0
16:00	31	3	0	0	0	0	0	0	34	37	1.09	1	5	0	0	43	3	0	1	0	0	4
17:00 - 17:15	2								2	2	1.00	1	1			4						0
17:15 - 17:30	5								5	5	1.00		1			6						0
17:30 - 17:45	2								2	2	1.00		2			4						0
17:45 - 18:00	3								3	3	1.00		3			6		1	1			2
17:00	12	0	0	0	0	0	0	0	12	12	1.00	1	7	0	0	20	0	1	1	0	0	2
Total PM	66	10	1	0	0	0	0	1	78	89	1.16	4	17	0	0	110	21	3	3	0	0	27

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
20-Oct-04

Location	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av
Site #	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15									0	0	#DIV/0!	2	3			5			1			1
07:15 - 07:30									0	0	#DIV/0!	1	1			2		3	2			5
07:30 - 07:45									0	0	#DIV/0!	1	3			4			1			1
07:45 - 08:00									0	0	#DIV/0!	7	17			24		3	5			8
7:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	11	24	0	0	35	0	6	9	0	0	15
08:00 - 08:15									0	0	#DIV/0!	6	12			18		1	5			6
08:15 - 08:30									0	0	#DIV/0!	20	27			47		5	10			15
08:30 - 08:45									0	0	#DIV/0!	10	4			14		1	5			6
08:45 - 09:00									0	0	#DIV/0!	4	22			26		1	3			4
8:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	40	65	0	0	105	0	8	23	0	0	31
09:00 - 09:15									0	0	#DIV/0!	18	17			35			3			3
09:15 - 09:30									0	0	#DIV/0!	20	9			29		2	11			13
09:30 - 09:45									0	0	#DIV/0!	6	10			16			3			3
09:45 - 10:00									0	0	#DIV/0!	11	6			17			5			5
9:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	55	42	0	0	97	0	2	22	0	0	24
Total AM	0	0	0	0	0	0	0	0	0	0	#DIV/0!	106	131	0	0	237	0	16	54	0	0	70
14:00 - 14:15									0	0	#DIV/0!	1	5			6		7	12			19
14:15 - 14:30									0	0	#DIV/0!	17	13			30		10	8			18
14:30 - 14:45									0	0	#DIV/0!	12	5			17		7	2			9
14:45 - 15:00									0	0	#DIV/0!	4	9	2		15		1	13			14
14:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	34	32	2	0	68	0	25	35	0	0	60
15:00 - 15:15									0	0	#DIV/0!	4	6			10		2	26			28
15:15 - 15:30									0	0	#DIV/0!	7	5			12		16	20			36
15:30 - 15:45									0	0	#DIV/0!	8	10			18		4	10			14
15:45 - 16:00									0	0	#DIV/0!	2	14			16		3	3			6
15:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	21	35	0	0	56	0	25	59	0	0	84
16:00 - 16:15									0	0	#DIV/0!	9	11	1		21		4	11	3		18
16:15 - 16:30									0	0	#DIV/0!	11	17			28		7	10			17
16:30 - 16:45									0	0	#DIV/0!	12	21			33		2	6			8
16:45 - 17:00									0	0	#DIV/0!	10	13			23		2	13			15
16:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	42	62	1	0	105	0	15	40	3	0	58
17:00 - 17:15									0	0	#DIV/0!	4	4			8		3	3			6
17:15 - 17:30									0	0	#DIV/0!	5	3			8		4	17			21
17:30 - 17:45									0	0	#DIV/0!	4	7			11		3	5			8
17:45 - 18:00									0	0	#DIV/0!	8	10			18		4	10			14
17:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	21	24	0	0	45	0	14	35	0	0	49
Total PM	0	0	0	0	0	0	0	0	0	0	#DIV/0!	116	153	1	0	274	0	70	169	3	0	251

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04 **4070-04**

Location	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road	Gabrola Road
Site #:	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Direction																Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	5	3							8	11	1.38	1				12	5		1			6
07:15 - 07:30	12	1							13	14	1.08					14	5					5
07:30 - 07:45	29	6						2	37	41	1.17		3			44	4	1				5
07:45 - 08:00	31								31	31	1.00	2	3			36	8		1			9
7:00	77	10	0	0	0	0	0	2	89	97	1.11	3	6	0	0	106	22	1	2	0	0	25
08:00 - 08:15	68	19						1	88	106	1.22	2	5			113	8	1				9
08:15 - 08:30	79	26	1					1	107	134	1.26	13	16			163	9	1	1			11
08:30 - 08:45	45	4							49	53	1.08	2	6			61	5	1	1			7
08:45 - 09:00	38	6						2	46	50	1.14	2	6			58	9	3				12
8:00	230	55	1	0	0	0	0	4	290	343	1.20	19	33	0	0	395	31	6	2	0	0	39
09:00 - 09:15	37	9						1	47	55	1.20	5	6			66	8					8
09:15 - 09:30	70	1	1					2	74	75	1.04	15	17			107	16	2	3			21
09:30 - 09:45	28	2						2	32	32	1.07	6	2			40	12		4			16
09:45 - 10:00	19	4							23	27	1.17	4	7			38	15	1	1			17
9:00	154	16	1	0	0	0	0	5	176	189	1.11	30	32	0	0	251	51	3	8	0	0	62
Total AM	461	81	2	0	0	0	0	11	555	629	1.16	52	71	0	0	752	104	10	12	0	0	126
Direction																Entering	Entering	Entering	Entering	Entering	Entering	
14:00 - 14:15	18	2						2	22	22	1.10	5	8			35	24	4	5			33
14:15 - 14:30	37	4	1					1	43	48	1.14	6	17			71	19	3	2	1		25
14:30 - 14:45	30	11							41	52	1.27	4	8			64	17	1				18
14:45 - 15:00	18	4						4	26	26	1.18	3	3			32	23	4	4			31
14:00	103	21	1	0	0	0	0	7	132	148	1.18	18	36	0	0	202	83	12	11	1	0	107
15:00 - 15:15	10								10	10	1.00	2				12	26	4	12			42
15:15 - 15:30	24	2						2	28	28	1.08	6	8	1		43	31	2	9			42
15:30 - 15:45	29	7		1					37	47	1.27	5	11			63	38	2	2			42
15:45 - 16:00	23	3							26	29	1.12	4	3			36	40	1	3			44
15:00	86	12	0	1	0	0	0	2	101	114	1.15	17	22	1	0	154	135	9	26	0	0	170
16:00 - 16:15	35	3						1	39	41	1.08	2	4			47	32	2	1			35
16:15 - 16:30	30	5							35	40	1.14	2	8			50	42	5	6			53
16:30 - 16:45	54	25	3	1					83	117	1.41	2	24			143	28	3	3			34
16:45 - 17:00	32	9	1						42	53	1.26	5	11			69	26	2	7			35
16:00	151	42	4	1	0	0	0	1	199	251	1.27	11	47	0	0	309	128	12	17	0	0	157
17:00 - 17:15	25	7	1					1	34	42	1.27	2	2	1		47	32	2	1			35
17:15 - 17:30	33	6							39	45	1.15	4	1			50	34	1	12			47
17:30 - 17:45	29	9	2						40	53	1.33	3	3			59	21	1				22
17:45 - 18:00	22	3	1						26	31	1.19	5	2			38	26		2			28
17:00	109	25	4	0	0	0	0	1	139	171	1.24	14	8	1	0	194	113	4	15	0	0	132
Total PM	449	100	9	2	0	0	0	11	571	684	1.22	60	113	2	0	859	459	37	69	1	0	566

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04

Location	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex
Site #:-	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers?	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	5								5	5	1.00					5						0
07:15 - 07:30	17	2							19	21	1.11	1	1			23	2					2
07:30 - 07:45	12	2							14	16	1.14					16	4	1	1			6
07:45 - 08:00	18	2						1	21	22	1.10		3			25	5					5
7:00	52	6	0	0	0	0	0	1	59	64	1.10	1	4	0	0	69	11	1	1	0	0	13
08:00 - 08:15	14	4						1	19	22	1.22		2			24	5	1				6
08:15 - 08:30	14	1							15	16	1.07	1	6			23	6	1				7
08:30 - 08:45	5							2	7	5	1.00	2				7	2		5			7
08:45 - 09:00	4	2						6	12	8	1.33	2	1			11	6		1			7
8:00	37	7	0	0	0	0	0	9	53	51	1.16	5	9	0	0	65	19	2	6	0	0	27
09:00 - 09:15	4	1							5	6	1.20		4			10	5		2			7
09:15 - 09:30	11							1	12	11	1.00		1			12	2	1	1			4
09:30 - 09:45	6	2						1	9	10	1.25	1	4			15	12	1				13
09:45 - 10:00	4							3	7	4	1.00	1	2			7	5	2				7
9:00	25	3	0	0	0	0	0	5	33	31	1.11	2	11	0	0	44	24	4	3	0	0	31
Total AM	114	16	0	0	0	0	0	15	145	146	1.12	8	24	0	0	178	54	7	10	0	0	71
14:00 - 14:15	5							1	6	5	1.00	1	4			10	9	1	7			17
14:15 - 14:30	4							1	5	4	1.00					4	10	2	5			17
14:30 - 14:45	7	1							8	9	1.13		3			12	3		1			4
14:45 - 15:00	6	4	1						11	17	1.55	1	3			21	9	1	2			12
14:00	22	5	1	0	0	0	0	2	30	35	1.25	2	10	0	0	47	31	4	15	0	0	50
15:00 - 15:15	10	1						2	13	12	1.09	2	7			21	8	1	2			11
15:15 - 15:30	10	1							11	12	1.09	1	4			17	9	2	3			14
15:30 - 15:45	2	2						1	5	6	1.50		2			8	7	1	3			11
15:45 - 16:00	12	1	1					1	15	17	1.21		2			19	7	1	1			9
15:00	34	5	1	0	0	0	0	4	44	47	1.18	3	15	0	0	65	31	5	9	0	0	45
16:00 - 16:15	27	2						1	30	31	1.07	1	1			33	4					4
16:15 - 16:30	7							1	8	7	1.00		3			10	3	1				4
16:30 - 16:45	7	2							9	11	1.22		2			13	7	1	2			10
16:45 - 17:00	8	1							9	10	1.11	1	4			15	2		1			3
16:00	49	5	0	0	0	0	0	2	56	59	1.09	2	10	0	0	71	16	2	3	0	0	21
17:00 - 17:15	2			1					3	6	2.00		3			9	2					2
17:15 - 17:30	3								3	3	1.00	2	1			6	2					2
17:30 - 17:45	1	1	1						3	6	2.00					6						0
17:45 - 18:00	2								2	2	1.00					2						0
17:00	8	1	1	1	0	0	0	0	11	17	1.55	2	4	0	0	23	4	0	0	0	0	4
Total PM	113	16	3	1	0	0	0	8	141	158	1.19	9	39	0	0	206	82	11	27	0	0	120

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04

Location	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop
Site #:-	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Direction	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	5	1					1	2	9	8	1.14	1				9	7					7
07:15 - 07:30	3	1						4	8	5	1.25					5	5					5
07:30 - 07:45	8	5					1	1	15	19	1.36	1				20	7					7
07:45 - 08:00	12	7	1					2	22	28	1.45	1	1			31	23	1				24
7:00	28	14	1	0	0	0	2	9	54	61	1.36	3	1	0	0	65	42	1	0	0	0	43
08:00 - 08:15	31	16	2					4	53	69	1.41	1	2			72	21					21
08:15 - 08:30	27	25	2	4				5	63	99	1.71	5				104	37	1				38
08:30 - 08:45	32	7	1					3	43	49	1.23	1	2			52	42					42
08:45 - 09:00	21	6						3	30	33	1.22	1				34	30					30
8:00	111	54	5	4	0	0	0	15	189	250	1.44	8	4	0	0	262	130	1	0	0	0	131
09:00 - 09:15	25	9						4	38	43	1.26	2	1			46	26					26
09:15 - 09:30	17	8	2					3	30	39	1.44	3	2			44	40	1	3			44
09:30 - 09:45	13	3	1					3	20	22	1.29	2	2			26	36		1			37
09:45 - 10:00	13	6						3	22	25	1.32	2				27	23	1				24
9:00	68	26	3	0	0	0	0	13	110	129	1.33	9	5	0	0	143	125	2	4	0	0	131
Total AM	207	94	9	4	0	0	2	37	353	440	1.39	20	10	0	0	470	297	4	4	0	0	305
Direction	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Entering	Entering	Entering	Entering	Entering	Entering
14:00 - 14:15	23	9	1					5	38	44	1.33	2				46	29	1	1			31
14:15 - 14:30	40	3	2	1			1	4	51	57	1.21	1	1			59	23	4	4			31
14:30 - 14:45	30	27	2					8	67	90	1.53					90	15	3	1			19
14:45 - 15:00	29	5						6	40	39	1.15					39	22		2			24
14:00	122	44	5	1	0	0	1	23	196	230	1.33	3	1	0	0	234	89	8	8	0	0	105
15:00 - 15:15	26	14				1		8	49	60	1.46		3			63	17		3			20
15:15 - 15:30	30	9	2		1			5	47	59	1.40	3	3			65	25	1				26
15:30 - 15:45	48	5	5					3	61	73	1.26	2	3			78	21	1	1			23
15:45 - 16:00	33	8	2					5	48	55	1.28		4			59	21		2			23
15:00	137	36	9	0	1	1	0	21	205	247	1.34	5	13	0	0	265	84	2	6	0	0	92
16:00 - 16:15	56	6	1					9	72	71	1.13	1	4			76	34		1			35
16:15 - 16:30	52	19						10	81	90	1.27	2	4			96	43	2	1			46
16:30 - 16:45	65	22	2					8	97	115	1.29	1	3			119	35					35
16:45 - 17:00	56	2	3					4	65	69	1.13		1			70	30		2			32
16:00	229	49	6	0	0	0	0	31	315	345	1.21	4	12	0	0	361	142	2	4	0	0	148
17:00 - 17:15	49	15	4					8	76	91	1.34		3			94	23	2	1			26
17:15 - 17:30	25	8	1	1				7	42	48	1.37	1	5			54	14	1	2			17
17:30 - 17:45	47	16	1	1				7	72	86	1.32		8			94	17					17
17:45 - 18:00	30	6	1					3	40	45	1.22	1	10			56	21		1			22
17:00	151	45	7	2	0	0	0	25	230	270	1.32	2	26	0	0	298	75	3	4	0	0	82
Total PM	639	174	27	3	1	1	1	100	946	1092	1.29	14	52	0	0	1158	390	15	22	0	0	427

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04

Location	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road
Site #	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	2							1	3	2	1.00		2			4	1					1
07:15 - 07:30	1								1	1	1.00					1						0
07:30 - 07:45	2								2	2	1.00		5			7	1		2			3
07:45 - 08:00	10	2							12	14	1.17		3			17	2		1			3
7:00	15	2	0	0	0	0	0	1	18	19	1.12	0	10	0	0	29	4	0	3	0	0	7
08:00 - 08:15	5	1							6	7	1.17		3			10	2					2
08:15 - 08:30	1								1	1	1.00		7			8			1			1
08:30 - 08:45	1								1	1	1.00	3	3			7		1	3			4
08:45 - 09:00	1	1						1	3	3	1.50		5			8	1					1
8:00	8	2	0	0	0	0	0	1	11	12	1.20	3	18	0	0	33	3	1	4	0	0	8
09:00 - 09:15	1								1	1	1.00	1	1			3	4					4
09:15 - 09:30	2								2	2	1.00		6			8	4		3			7
09:30 - 09:45									0	0	#DIV/0!					0	1		2			3
09:45 - 10:00									0	0	#DIV/0!		1			1						0
9:00	3	0	0	0	0	0	0	0	3	3	1.00	1	8	0	0	12	9	0	5	0	0	14
Total AM	26	4	0	0	0	0	0	2	32	34	1.13	4	36	0	0	74	16	1	12	0	0	29
14:00 - 14:15	1	1							2	3	1.50	1	4			8	2		2	1		5
14:15 - 14:30									0	0	#DIV/0!	1	4			5		2	2	1		5
14:30 - 14:45	1	2							3	5	1.67	2	3			10	2	2				4
14:45 - 15:00	1								1	1	1.00		3			4		1	2			3
14:00	3	3	0	0	0	0	0	0	6	9	1.50	4	14	0	0	27	4	5	6	2	0	17
15:00 - 15:15	4								4	4	1.00		5	1		10	1		2			3
15:15 - 15:30	1								1	1	1.00	1	4			6			2			2
15:30 - 15:45		1							1	2	2.00		2			4		1	2			3
15:45 - 16:00	1								1	1	1.00		3			4	1		2			3
15:00	6	1	0	0	0	0	0	0	7	8	1.14	1	14	1	0	24	2	1	8	0	0	11
16:00 - 16:15	1								1	1	1.00	1	2			4			3			3
16:15 - 16:30	1								1	1	1.00	1	4			6	1					1
16:30 - 16:45	3								3	3	1.00		5			8			5			5
16:45 - 17:00	1								1	1	1.00	2	2		1	6	1					1
16:00	6	0	0	0	0	0	0	0	6	6	1.00	4	13	0	1	24	2	0	8	0	0	10
17:00 - 17:15	1								1	1	1.00		3			4	3		3		1	7
17:15 - 17:30									0	0	#DIV/0!	1	6			7			1			1
17:30 - 17:45	2								2	2	1.00		3			5	1		1			2
17:45 - 18:00									0	0	#DIV/0!	1	3			4	1		1			2
17:00	3	0	0	0	0	0	0	0	3	3	1.00	2	15	0	0	20	5	0	6	0	1	12
Total PM	18	4	0	0	0	0	0	0	22	26	1.18	11	56	1	1	95	13	6	28	2	1	50

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04

Location	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road
Site #	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b
																	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	3							1	4	3	1.00					3	2					2
07:15 - 07:30	2								2	2	1.00		1			3	2					2
07:30 - 07:45	7	1							8	8	1.13					9	4					2
07:45 - 08:00	4	1						3	8	6	1.20	2	5			13	2					4
7:00	16	2	0	0	0	0	0	4	22	20	1.11	2	6	0	0	28	10	0	0	0	0	2
08:00 - 08:15	12	3						2	17	18	1.20		3			21	5					10
08:15 - 08:30	28	2							30	32	1.07		5			37	5	1				5
08:30 - 08:45	18	2						1	21	22	1.10	1	6			29	10					6
08:45 - 09:00	9							1	10	9	1.00	3	2			14	4	1				10
8:00	67	7	0	0	0	0	0	4	78	81	1.09	4	16	0	0	101	24	2	0	0	0	5
09:00 - 09:15	10	3						2	15	16	1.23		2			18	7					26
09:15 - 09:30	23	3							26	29	1.12	1	8			38	9	2				7
09:30 - 09:45	12	8	1					1	22	31	1.48	2	4			37	10		1			11
09:45 - 10:00	20	4	2					1	27	34	1.31	3	1			38	13		1			11
9:00	65	18	3	0	0	0	0	4	90	110	1.28	6	15	0	0	131	39	2	2	0	0	14
Total AM	148	27	3	0	0	0	0	12	190	211	1.19	12	37	0	0	260	73	4	2	0	0	43
																	Entering	Entering	Entering	Entering	Entering	Entering
14:00 - 14:15	27	5	1					2	35	40	1.21		1			41	12		7			79
14:15 - 14:30	16	5							21	26	1.24		4			30	8		6			19
14:30 - 14:45	11	5							16	21	1.31		2			23	16	2	6			14
14:45 - 15:00	13	3							16	19	1.19		2			21	14	2	2			24
14:00	67	18	1	0	0	0	0	2	88	106	1.23	0	9	0	0	115	50	4	21	0	0	75
15:00 - 15:15	10	3							13	16	1.23	1	3			20	13		6			19
15:15 - 15:30	23	7							30	37	1.23	2	7			46	19	2	2			23
15:30 - 15:45	13	4							17	21	1.24		2			23	9	1	6			16
15:45 - 16:00	12								12	12	1.00	3	7			22	11		2			13
15:00	58	14	0	0	0	0	0	0	72	86	1.19	6	19	0	0	111	52	3	16	0	0	71
16:00 - 16:15	15	3		1					18	21	1.17		3			24	13	1	5			19
16:15 - 16:30	15	3						2	21	25	1.32	1	3			29	10		2			12
16:30 - 16:45	13	4	1						18	24	1.33	1	12			37	11		3			14
16:45 - 17:00	22	3							25	28	1.12	1	11			40	11					11
16:00	65	13	1	1	0	0	0	2	82	98	1.23	3	29	0	0	130	45	1	10	0	0	56
17:00 - 17:15	12	3	1						16	21	1.31	2	5			28	13		2			15
17:15 - 17:30	7	1							8	9	1.13	1				10	9	3	2			14
17:30 - 17:45	9		1						10	12	1.20		3			15	10	2	3			15
17:45 - 18:00	12	4							16	20	1.25	1	2			23	9		2			11
17:00	40	8	2	0	0	0	0	0	50	62	1.24	4	10	0	0	76	41	5	9	0	0	55
Total PM	230	53	4	1	0	0	0	4	292	352	1.22	13	67	0	0	432	188	13	56	0	0	257

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04

Location	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se	Glover Greenhou se
Site #:-	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	15								15	15	1.00	1				16	1		14			15
07:15 - 07:30	20	1						1	22	23	1.05					22	1		14			15
07:30 - 07:45	10	1							11	12	1.09	1				13	1		8			9
07:45 - 08:00	24	1						1	26	28	1.04		4			30	1	1	7			9
7:00	69	3	0	0	0	0	0	2	74	78	1.04	2	4	0	0	81	4	1	43	0	0	48
08:00 - 08:15	41	11	1						53	66	1.25		2			66	4		24			28
08:15 - 08:30	99	12	1						112	126	1.13		2			128		2	40			42
08:30 - 08:45	47	5							52	57	1.10	1	2			60	2	1	32			35
08:45 - 09:00	40	1							41	42	1.02		2			44	3		18			21
8:00	227	29	2	0	0	0	0	0	258	291	1.13	1	8	0	0	300	9	3	114	0	0	126
09:00 - 09:15	69	12							81	93	1.15	1	3			97	3	2	24			29
09:15 - 09:30	46	8							54	62	1.15		7			69	8	2	17			27
09:30 - 09:45	19	5							24	29	1.21		3			32	13		19			32
09:45 - 10:00	31	3							34	37	1.09		3			40	3		11			14
9:00	165	28	0	0	0	0	0	0	193	221	1.15	1	16	0	0	238	27	4	71	0	0	102
Total AM	461	60	2	0	0	0	0	2	525	587	1.12	4	28	0	0	619	40	8	228	0	0	276
14:00 - 14:15	10	3							13	16	1.23	1	11			25	36	1	11			48
14:15 - 14:30	30	1							31	32	1.03	2	7			41	18		10			28
14:30 - 14:45	29	9	1					1	40	50	1.25	1	7			58	13		6			19
14:45 - 15:00	14	3							17	20	1.18		7			27	10		14			24
14:00	83	16	1	0	0	0	0	1	101	118	1.18	4	32	0	0	154	77	1	41	0	0	119
15:00 - 15:15	18	5							23	28	1.22		7			35	16	1	16			33
15:15 - 15:30	27	9						1	37	45	1.22		8			53	18		19			37
15:30 - 15:45	35	6	1					1	42	50	1.19		3			53	10	2	18			30
15:45 - 16:00	27	3							30	33	1.10		6			39	12	1	20			33
15:00	107	23	1	0	0	0	0	2	133	156	1.17	0	24	0	0	180	56	4	73	0	0	133
16:00 - 16:15	52	6							58	64	1.10	1	10			75	25		49			74
16:15 - 16:30	50	2							52	54	1.04	1	18			73	19		17			36
16:30 - 16:45	53	13	1						67	82	1.22					82	3		48			51
16:45 - 17:00	43	4	1						48	54	1.13		6			60	7	4	30	1		42
16:00	198	25	2	0	0	0	0	0	225	254	1.13	2	34	0	0	290	54	4	144	1	0	203
17:00 - 17:15	43	7							50	57	1.14	2	2			61	4	4	23			31
17:15 - 17:30	29	4							33	37	1.12		8			45	12	1	24			37
17:30 - 17:45	18	2							20	22	1.10		5			27	6	1	14			21
17:45 - 18:00	39	1							40	41	1.03		4			45	9		21			30
17:00	129	14	0	0	0	0	0	0	143	157	1.10	2	19	0	0	178	31	6	82	0	0	119
Total PM	517	78	4	0	0	0	0	3	602	685	1.14	8	109	0	0	802	218	15	340	1	0	574

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
20-Oct-04

Location	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle
Site #:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
																		Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers?	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit		
07:00 - 07:15	4								4	4	1.00	1				5	1	1	1			3		
07:15 - 07:30	2	1							3	4	1.33	1				5	1		3			4		
07:30 - 07:45		1							1	2	2.00					2	4	1	1			6		
07:45 - 08:00									0	0	#DIV/0!	1	5			6	7	2	3			12		
7:00	6	2	0	0	0	0	0	0	8	10	1.25	3	5	0	0	18	13	4	8	0	0	25		
08:00 - 08:15	6	1							7	8	1.14					8	14	2	15			31		
08:15 - 08:30	5								5	5	1.00	1	2	1	1	10	18	6	19	3		46		
08:30 - 08:45	11	1							12	13	1.08	2	6			21	17	6	3			26		
08:45 - 09:00	16	2							18	20	1.11	1	2			23	10	5	15			30		
8:00	38	4	0	0	0	0	0	0	42	46	1.10	4	10	1	1	62	59	19	52	3	0	133		
09:00 - 09:15	11	2							13	15	1.15		3			18	7	1	5			13		
09:15 - 09:30	12	2							14	16	1.14		1			17	5	2	7			14		
09:30 - 09:45	3								3	3	1.00	1	5			9	8	1	3			12		
09:45 - 10:00	6	1							7	8	1.14		2			10	10	2	8			20		
9:00	32	5	0	0	0	0	0	0	37	42	1.14	1	11	0	0	54	30	6	23	0	0	59		
Total AM	76	11	0	0	0	0	0	0	87	98	1.13	8	26	1	1	134	102	29	83	3	0	217		
																	Entering	Entering	Entering	Entering	Entering	Entering		
14:00 - 14:15	8	3	1						12	17	1.42	2	11			30	7	4	3	2	2	18		
14:15 - 14:30	6		1	1					8	13	1.63	2	10			25	6		3			9		
14:30 - 14:45	1	1	2						4	9	2.25		1		1	11	3					3		
14:45 - 15:00	6	1							7	8	1.14		6			14	3					3		
14:00	21	5	4	1	0	0	0	0	31	47	1.52	4	28	0	1	80	19	4	6	2	2	33		
15:00 - 15:15	3	1	1						5	8	1.60	1	20	3	1	33	10	1	2			13		
15:15 - 15:30	4	4		1					9	16	1.78	2	4			22	11		4			15		
15:30 - 15:45	7	1	1						9	12	1.33		2			14	12		2			14		
15:45 - 16:00	9	5		1					15	23	1.53	1	4			28	5		3			8		
15:00	23	11	2	2	0	0	0	0	38	59	1.55	4	30	3	1	97	38	1	11	0	0	50		
16:00 - 16:15	9	3	1						13	18	1.38	1				19	13	2	3			18		
16:15 - 16:30	3	3			1				7	14	2.00		1			15	9	2	1		1	13		
16:30 - 16:45	7	2	1						10	14	1.40	2	2			18	13	2	5			20		
16:45 - 17:00	9	4	2	1					16	27	1.69	1	1			29	4	2	9			15		
16:00	28	12	4	1	1	0	0	0	46	73	1.59	4	4	0	0	81	39	8	18	0	1	66		
17:00 - 17:15	4	4							8	12	1.50		4			16	15	3	5			23		
17:15 - 17:30	11		1						12	14	1.17	1	1			18	21	3	13			37		
17:30 - 17:45	6	6	1						13	21	1.62		5		1	27	8	2	4		1	15		
17:45 - 18:00	5		1						6	8	1.33		1			9	11	1	2			14		
17:00	26	10	3	0	0	0	0	0	39	55	1.41	1	11	0	1	68	55	9	24	0	1	89		
Total PM	98	38	13	4	1	0	0	0	154	234	1.52	13	73	3	3	326	151	22	59	2	4	238		

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04 **4070-04**

Location	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive	University Drive
Site #	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	15	3						4	22	21	1.17	2	3			26	8	3	1			12
07:15 - 07:30	25	5						5	35	35	1.17	7	2			44	13	9	4			26
07:30 - 07:45	30	9						4	43	48	1.23	15	5			68	19	2	1			22
07:45 - 08:00	62	25						3	90	112	1.29	7	3			122	37	4	2			43
7:00	132	42	0	0	0	0	0	16	190	216	1.24	31	13	0	0	260	77	18	8	0	0	103
08:00 - 08:15	112	33		1				11	157	182	1.25	34	35			251	62	3	1			66
08:15 - 08:30	132	58	4					9	203	260	1.34	58	36	1		355	90	3				93
08:30 - 08:45	69	31	1	1				5	107	138	1.35	23	11			172	77	3				80
08:45 - 09:00	76	16	2	1				13	108	118	1.24	21	10			149	44	1	1			46
8:00	389	138	7	3	0	0	0	38	575	698	1.30	136	92	1	0	927	273	10	2	0	0	285
09:00 - 09:15	63	22	2					6	93	113	1.30	15	4			132	33	2				35
09:15 - 09:30	74	15	2					9	100	110	1.21	21	8			139	59	2	1			62
09:30 - 09:45	80	20	1					7	108	123	1.22	18	15			156	39		1			40
09:45 - 10:00	87	33						3	123	153	1.28	34	23	1		211	105	7	8			120
9:00	304	90	5	0	0	0	0	25	424	499	1.25	88	50	1	0	638	236	11	10	0	0	257
Total AM	825	270	12	3	0	0	0	79	1189	1413	1.27	255	155	2	0	1825	586	39	20	0	0	645
14:00 - 14:15	47	14	1					5	67	78	1.26	14	4			96	75	4	4			83
14:15 - 14:30	76	19						5	100	114	1.20	17	9	1		141	72	14	5			91
14:30 - 14:45	71	37	2	1				7	118	155	1.40	15	14			184	51	8	2			61
14:45 - 15:00	52	16						6	74	84	1.24	17	4			105	32		3			35
14:00	246	86	3	1	0	0	0	23	359	431	1.28	63	31	1	0	526	230	26	14	0	0	270
15:00 - 15:15	54	15						6	75	84	1.22	19	8			111	81	5	6	1	1	94
15:15 - 15:30	77	23			1	2		4	107	140	1.36	13	8		2	163	79	4	5			88
15:30 - 15:45	97	17	4	2			1	6	127	152	1.26	23	13		1	189	63	6	3	1	1	74
15:45 - 16:00	74	17	3		1	1		6	102	128	1.33	16	8			152	71	10	1			82
15:00	302	72	7	2	2	3	1	22	411	504	1.30	71	37	0	3	615	294	25	15	2	2	338
16:00 - 16:15	90	27	4	3			1	5	130	169	1.35	24	12		1	206	61	7	2			70
16:15 - 16:30	112	32	1	1			2	8	156	185	1.25	14	8	2	3	212	99	17	9			125
16:30 - 16:45	143	48	6					5	202	257	1.30	42	16			315	68	7	1			76
16:45 - 17:00	124	34	1	1	1			5	166	204	1.27	20	10	1		235	56	5				81
16:00	469	141	12	5	1	0	3	23	654	815	1.29	100	46	3	4	968	284	36	12	0	0	332
17:00 - 17:15	66	33	2	1				4	106	142	1.39	32	3			177	62	3	4			69
17:15 - 17:30	60	28	4	1			1	4	98	133	1.41	20	5			158	47	3	2			52
17:30 - 17:45	63	20	7	1			1	4	96	129	1.40	2	8			139	57	1	3			61
17:45 - 18:00	54	40	1	1				4	100	141	1.47	19	5			165	84	6	3			93
17:00	243	121	14	4	0	0	2	16	400	545	1.42	73	21	0	0	639	250	13	12	0	0	275
Total PM	1260	420	36	12	3	3	6	84	1824	2295	1.32	307	135	4	7	2748	1058	100	53	2	2	1215

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04

Location	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate	West Campus Gate
Site #	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	4								4	4	1.00	2	3			9	1					1
07:15 - 07:30	1								1	1	1.00	3	1			5	2					2
07:30 - 07:45	8	3							11	14	1.27	3	6			23						0
07:45 - 08:00	27	1							28	29	1.04	7	3	1		40			1			1
7:00	40	4	0	0	0	0	0	0	44	48	1.09	15	13	1	0	77	3	0	1	0	0	4
08:00 - 08:15	60	15	1						76	93	1.22	17	24			134	4					4
08:15 - 08:30	92	21	1						114	137	1.20	35	36	1		211	12					12
08:30 - 08:45	46	4							50	54	1.08	7	12			73	3		1			4
08:45 - 09:00	59	9		1					69	81	1.17	4	10			95	6					6
8:00	257	49	2	1	0	0	0	0	309	365	1.18	63	84	1	0	513	25	0	1	0	0	26
09:00 - 09:15	31	6		1					38	47	1.24	7	8			62	11					11
09:15 - 09:30	35	16							51	67	1.31	3	8	1		79	8					8
09:30 - 09:45	39	5		1				1	46	53	1.18	8	13			74	4	1				5
09:45 - 10:00	72	12							84	96	1.14	15	16			127	20					20
9:00	177	39	0	2	0	0	0	1	219	263	1.21	33	45	1	0	342	43	1	0	0	0	44
Total AM	474	92	2	3	0	0	0	1	572	676	1.18	111	142	3	0	932	71	1	2	0	0	74
14:00 - 14:15	16	1							17	18	1.06		1			19	30	1	4			35
14:15 - 14:30	51	2							53	55	1.04	1	2			58	29	2	1		1	33
14:30 - 14:45	46	8	1						55	65	1.18		1			66	5	3	6	1		15
14:45 - 15:00	23	3							26	29	1.12	1	1			31	13	2	1	1		17
14:00	136	14	1	0	0	0	0	0	151	167	1.11	2	5	0	0	174	77	8	12	2	1	100
15:00 - 15:15	19	3							22	25	1.14	1				26	13	3	2			18
15:15 - 15:30	39	5							44	49	1.11	2				51	25	2	1		1	29
15:30 - 15:45	40	8							48	56	1.17	2	1			59	15	3	1			19
15:45 - 16:00	23	3	1						27	32	1.19	2	3			37	6		2			8
15:00	121	19	1	0	0	0	0	0	141	162	1.15	7	4	0	0	173	59	8	6	0	1	74
16:00 - 16:15	30	3							33	36	1.09					36	20	6	6			32
16:15 - 16:30	35	6							41	47	1.15	1	1			49	30	3	3			36
16:30 - 16:45	39	5	2						46	55	1.20	2	3			60	16		3			19
16:45 - 17:00	25	6							31	37	1.19	2	3			42	7	4	1			12
16:00	129	20	2	0	0	0	0	0	151	175	1.16	5	7	0	0	187	73	13	13	0	0	99
17:00 - 17:15	18	5							23	28	1.22		2			30	9	1	1			11
17:15 - 17:30	19	4							23	27	1.17	1	3			31	10	4	1			15
17:30 - 17:45	19	6							25	31	1.24		3			34	4	2				6
17:45 - 18:00	30	3	1						34	39	1.15	1	4			44	6	2	2			10
17:00	86	18	1	0	0	0	0	0	105	125	1.19	2	12	0	0	139	29	9	4	0	0	42
Total PM	472	71	5	0	0	0	0	0	548	629	1.15	16	28	0	0	673	238	38	35	2	2	315

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04

Location	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex	Stewart Complex
Site #:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Entering																Exiting					
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Ent	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	4	1						1	6	6	1.20	2	3			11	3		1			4
07:15 - 07:30	7	1							8	9	1.13	1	3			13	11	2	2			15
07:30 - 07:45	5	1						1	7	7	1.17		1			8	13	1	10			24
07:45 - 08:00	8	3						1	12	14	1.27	4	2		2	22	11	1	7	1		20
7:00	24	6	0	0	0	0	0	3	33	36	1.20	7	9	0	2	54	38	4	20	1	0	63
08:00 - 08:15	6	9	2						17	30	1.76	2	6			38	20	4	4			28
08:15 - 08:30	5	14	3					1	23	42	1.91	7	4			53	21	5	1			27
08:30 - 08:45	5	6							11	17	1.55	2	12			31	10	1	4			15
08:45 - 09:00	13	3							16	19	1.19	2	10			31	3		3			6
8:00	29	32	5	0	0	0	0	1	67	108	1.64	13	32	0	0	153	54	10	12	0	0	76
09:00 - 09:15	8								8	8	1.00	3	13			24	4	3	4			11
09:15 - 09:30	6	4							10	14	1.40	5	7			26	1		2		1	4
09:30 - 09:45	4	2						1	7	9	1.33	3	4			15	6		2		1	9
09:45 - 10:00	12	2							14	16	1.14	3	7	1	1	28	2	1	6		1	10
9:00	30	8	0	0	0	0	0	1	39	46	1.21	14	31	1	1	93	13	4	14	0	3	34
Total AM	83	46	5	0	0	0	0	5	139	190	1.42	34	72	1	3	300	105	18	46	1	3	173
	Entering																Exiting					
14:00 - 14:15	7	4							11	15	1.36	4	11			30	10	4	16			30
14:15 - 14:30	5	2							7	9	1.29	5	9	1		24	13	10	15			38
14:30 - 14:45	13	2							15	17	1.13	2	9		1	29	11	5	16			32
14:45 - 15:00	8	1						1	10	10	1.11	3	8			21	20		9			29
14:00	33	9	0	0	0	0	0	1	43	51	1.21	14	37	1	1	104	54	19	56	0	0	129
15:00 - 15:15	10	12	2						24	40	1.67		4		1	45	14	2	16	1	1	34
15:15 - 15:30	11	5	1	1					18	28	1.56	1	12			41	15	6	11	1		33
15:30 - 15:45	12	2						1	15	16	1.14	4	16			36	8	4	21			33
15:45 - 16:00	9	2						1	12	13	1.18	3	8			24	15	3	14			32
15:00	42	21	3	1	0	0	0	2	69	97	1.45	8	40	0	1	146	52	15	62	2	1	132
16:00 - 16:15	2	2							4	6	1.50	3	7			16	10	3	17			30
16:15 - 16:30	8	5							13	18	1.38	2	9			29	26	10	28			64
16:30 - 16:45	15	6		1					22	31	1.41	3	9			43	29	10	30			69
16:45 - 17:00	15	3						1	19	21	1.11	9	24			54	7	1	9	1		18
16:00	40	16	0	1	0	0	0	1	58	76	1.33	17	49	0	0	142	72	24	84	1	0	181
17:00 - 17:15	8	4							12	16	1.33	4	13			33	16		11		1	28
17:15 - 17:30	9	7	1						17	29	1.53	8	14			45	39	2	16			57
17:30 - 17:45	14	4	2						20	28	1.40	4	18			50	21	2	9			32
17:45 - 18:00	20	14	2	1					37	58	1.57	3	16	1		78	21	8	20			49
17:00	51	29	5	1	0	0	0	0	86	128	1.49	19	61	1	0	209	97	12	56	0	1	166
Total PM	166	75	8	3	0	0	0	4	256	352	1.40	59	187	2	2	601	275	70	258	3	2	608

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04

Location	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road	McGill Road
Site #	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
																	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	18	1						2	21	20	1.05					20	1	1				2
07:15 - 07:30	26	5						1	34	38	1.15	1				39	3					3
07:30 - 07:45	20	4						2	26	28	1.17	1	1			30	2	1				3
07:45 - 08:00	68	15	3					4	90	107	1.24	3	1			111	13	1				14
7:00	134	25	3	0	0	0	0	9	171	193	1.19	5	2	0	0	200	19	3	0	0	0	22
08:00 - 08:15	172	48	4	1				2	227	284	1.26	10	1			295	19					19
08:15 - 08:30	163	49	2	1				6	221	271	1.26	18	2			291	23	1				24
08:30 - 08:45	87	19	3					8	117	134	1.23	8				140	21	1				22
08:45 - 09:00	71	13						6	90	97	1.15	3	1			101	16					16
8:00	493	129	9	2	0	0	0	22	655	786	1.24	37	4	0	0	827	79	2	0	0	0	81
09:00 - 09:15	57	13	1					4	75	86	1.21		1			87	11					11
09:15 - 09:30	76	15	1	1				4	97	113	1.22	3				116	18	2				20
09:30 - 09:45	59	21	1					1	82	104	1.28	7				111	24		1			25
09:45 - 10:00	93	24						3	120	141	1.21	10	3			154	75	1	4			80
9:00	285	73	3	1	0	0	0	12	374	444	1.23	20	4	0	0	468	128	3	5	0	0	136
Total AM	912	227	15	3	0	0	0	43	1200	1423	1.23	62	10	0	0	1495	226	6	5	0	0	239
																	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
14:00 - 14:15	34	5	5					3	47	59	1.34	5	2			66	71	6	2			81
14:15 - 14:30	70	16							86	102	1.19	8	4			114	72	2	3			77
14:30 - 14:45	54	25							79	104	1.32	8	3			115	24	1	1			26
14:45 - 15:00	23	8	1						32	42	1.31		5			47	29	3	1			33
14:00	181	54	6	0	0	0	0	3	244	307	1.27	21	14	0	0	342	196	14	7	0	0	217
15:00 - 15:15	22	9						1	32	40	1.29	4	1			45	45	3	2			50
15:15 - 15:30	49	11	2					1	63	77	1.24	4		1		82	70	4	6			80
15:30 - 15:45	42	14	2					1	59	76	1.31	6	2			84	37	1	4		1	43
15:45 - 16:00	50	15	1	1				1	68	87	1.30	4	2			93	38		1			39
15:00	163	49	5	1	0	0	0	4	222	280	1.28	18	5	1	0	304	190	8	13	0	1	212
16:00 - 16:15	40	10	1						51	63	1.24	3	2			68	44	5				49
16:15 - 16:30	69	20							89	109	1.22	10	5			124	77	4	1			82
16:30 - 16:45	72	23	3						98	127	1.30	11	2			140	54	3	1			58
16:45 - 17:00	48	11	2						61	76	1.25	4				80	38	2	5			45
16:00	229	64	6	0	0	0	0	0	299	375	1.25	28	9	0	0	412	213	14	7	0	0	234
17:00 - 17:15	35	10							45	55	1.22	4	1			60	23	1	2			26
17:15 - 17:30	31	15							46	61	1.33	5				66	29	1				30
17:30 - 17:45	39	2						1	42	43	1.05	7	6			56	32	3	1			36
17:45 - 18:00	57	19	3	1					80	108	1.35	11	7			126	72		3		1	76
17:00	162	46	3	1	0	0	0	1	213	267	1.26	27	14	0	0	308	156	5	6	0	1	168
Total PM	735	213	20	2	0	0	0	8	978	1229	1.27	94	42	1	0	1366	755	41	33	0	2	831

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04

Location	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut
Site #:	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A
																	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers?	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	0								0	0	#DIV/0!					0						0
07:15 - 07:30	0								0	0	#DIV/0!	1				1	1					1
07:30 - 07:45	1								1	1	1.00		1			2						0
07:45 - 08:00	2								2	2	1.00	1	4			7						0
7:00	3	0	0	0	0	0	0	0	3	3	1.00	2	5	0	0	10	1	0	0	0	0	1
08:00 - 08:15	6	1							7	8	1.14					8	1					1
08:15 - 08:30	7								7	7	1.00		4			11						0
08:30 - 08:45	7								7	7	1.00					7	1					1
08:45 - 09:00	2								2	2	1.00		1			3	1		1			2
8:00	22	1	0	0	0	0	0	0	23	24	1.04	0	5	0	0	29	3	0	1	0	0	4
09:00 - 09:15	5	3							8	11	1.38					11	2					2
09:15 - 09:30	2		1						3	5	1.67	1				6	1					1
09:30 - 09:45	1								1	1	1.00					1	1	1				2
09:45 - 10:00	3	1							4	5	1.25		1			6	3					3
9:00	11	4	1	0	0	0	0	0	16	22	1.38	1	1	0	0	24	7	1	0	0	0	8
Total AM	36	5	1	0	0	0	0	0	42	49	1.17	3	11	0	0	63	11	1	1	0	0	13
																	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
14:00 - 14:15	1								1	1	1.00		3			4	2		1			3
14:15 - 14:30	2	1							3	4	1.33		1			5	1					1
14:30 - 14:45	6								6	6	1.00		1			7						0
14:45 - 15:00	1								1	1	1.00	1	1			3	1					1
14:00	10	1	0	0	0	0	0	0	11	12	1.09	1	6	0	0	19	4	0	1	0	0	5
15:00 - 15:15	2								2	2	1.00					2						0
15:15 - 15:30	2							1	3	2	1.00					2	1					1
15:30 - 15:45	1								1	1	1.00	1	1			3	1					1
15:45 - 16:00	1	2							3	5	1.67					5	1					1
15:00	6	2	0	0	0	0	0	1	9	10	1.25	1	1	0	0	12	3	0	0	0	0	3
16:00 - 16:15	4	1							5	6	1.20		2			8	1					1
16:15 - 16:30	4	1							5	6	1.20		1			7	7					7
16:30 - 16:45	11								11	11	1.00					11	2					2
16:45 - 17:00	6								6	6	1.00		1			7	1					1
16:00	25	2	0	0	0	0	0	0	27	29	1.07	0	4	0	0	33	11	0	0	0	0	11
17:00 - 17:15	2		1						3	5	1.67					5	3					3
17:15 - 17:30	2	1							3	4	1.33	1	3			8	1				1	2
17:30 - 17:45	2		1						3	5	1.67					5	1					1
17:45 - 18:00	2	2							4	6	1.50		1			7	1					1
17:00	8	3	2	0	0	0	0	0	13	20	1.54	1	4	0	0	25	6	0	0	0	1	7
Total PM	49	8	2	0	0	0	0	1	60	71	1.20	3	15	0	0	89	24	0	1	0	1	26

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04

Location	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut	R Hut
Site #:	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A	5A
	Entering																Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers?	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	0								0	0	#DIV/0!					0						0
07:15 - 07:30	0								0	0	#DIV/0!	1				1	1					1
07:30 - 07:45	1								1	1	1.00		1			2						0
07:45 - 08:00	2								2	2	1.00	1	4			7						0
7:00	3	0	0	0	0	0	0	0	3	3	1.00	2	5	0	0	10	1	0	0	0	0	1
08:00 - 08:15	6	1							7	8	1.14					8	1					1
08:15 - 08:30	7								7	7	1.00		4			11						0
08:30 - 08:45	7								7	7	1.00					7	1					1
08:45 - 09:00	2								2	2	1.00		1			3	1		1			2
8:00	22	1	0	0	0	0	0	0	23	24	1.04	0	5	0	0	29	3	0	1	0	0	4
09:00 - 09:15	5	3							8	11	1.38					11	2					2
09:15 - 09:30	2		1						3	5	1.67	1				6	1					1
09:30 - 09:45	1								1	1	1.00					1	1	1				2
09:45 - 10:00	3	1							4	5	1.25		1			6	3					3
9:00	11	4	1	0	0	0	0	0	16	22	1.38	1	1	0	0	24	7	1	0	0	0	8
Total AM	36	5	1	0	0	0	0	0	42	49	1.17	3	11	0	0	63	11	1	1	0	0	13
14:00 - 14:15	1								1	1	1.00		3			4	2		1			3
14:15 - 14:30	2	1							3	4	1.33		1			5	1					1
14:30 - 14:45	6								6	6	1.00		1			7						0
14:45 - 15:00	1								1	1	1.00	1	1			3	1					1
14:00	10	1	0	0	0	0	0	0	11	12	1.09	1	6	0	0	19	4	0	1	0	0	5
15:00 - 15:15	2								2	2	1.00					2						0
15:15 - 15:30	2							1	3	2	1.00					2	1					1
15:30 - 15:45	1								1	1	1.00	1	1			3	1					1
15:45 - 16:00	1	2							3	5	1.67					5	1					1
15:00	6	2	0	0	0	0	0	1	9	10	1.25	1	1	0	0	12	3	0	0	0	0	3
16:00 - 16:15	4	1							5	6	1.20		2			8	1					1
16:15 - 16:30	4	1							5	6	1.20		1			7	7					7
16:30 - 16:45	11								11	11	1.00					11	2					2
16:45 - 17:00	6								6	6	1.00		1			7	1					1
16:00	25	2	0	0	0	0	0	0	27	29	1.07	0	4	0	0	33	11	0	0	0	0	11
17:00 - 17:15	2		1						3	5	1.67					5	3					3
17:15 - 17:30	2	1							3	4	1.33	1	3			8	1				1	2
17:30 - 17:45	2		1						3	5	1.67					5	1					1
17:45 - 18:00	2	2							4	6	1.50		1			7	1					1
17:00	8	3	2	0	0	0	0	0	13	20	1.54	1	4	0	0	25	6	0	0	0	1	7
Total PM	49	8	2	0	0	0	0	1	60	71	1.20	3	15	0	0	89	24	0	1	0	1	26

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 1 - 5b
21-Oct-04

Location	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av	Ped crossing, McK Av
Site #:	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B	5B
	Entering																Exiting					
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Ar.	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15									0	0	#DIV/0!	2	1			3						0
07:15 - 07:30									0	0	#DIV/0!	1	2			3		2	2			4
07:30 - 07:45									0	0	#DIV/0!	2				2		1	1			2
07:45 - 08:00									0	0	#DIV/0!	3	5	1		9		2	1			3
7:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	8	8	1	0	17	0	5	4	0	0	9
08:00 - 08:15									0	0	#DIV/0!	23	25	1		49			10			10
08:15 - 08:30									0	0	#DIV/0!	32	26			58		7	8			15
08:30 - 08:45									0	0	#DIV/0!	4	4			8		1	4			5
08:45 - 09:00									0	0	#DIV/0!	5	32			37		1	3			4
8:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	64	87	1	0	152	0	9	25	0	0	34
09:00 - 09:15									0	0	#DIV/0!	7	5			12		2	5			7
09:15 - 09:30									0	0	#DIV/0!	10	7			17		2	3			5
09:30 - 09:45									0	0	#DIV/0!	10	17			27		1	4			5
09:45 - 10:00									0	0	#DIV/0!	15	14			29		7	7			14
9:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	42	43	0	0	85	0	12	19	0	0	31
Total AM	0	0	0	0	0	0	0	0	0	0	#DIV/0!	114	138	2	0	254	0	26	48	0	0	74
14:00 - 14:15									0	0	#DIV/0!	3	11			14		2	7	1		10
14:15 - 14:30									0	0	#DIV/0!	16	14	1		31		8	6			14
14:30 - 14:45									0	0	#DIV/0!	6	9			15		1	4			5
14:45 - 15:00									0	0	#DIV/0!	2	5			7			6			6
14:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	27	39	1	0	67	0	11	23	1	0	35
15:00 - 15:15									0	0	#DIV/0!		7			7		4	13	1		18
15:15 - 15:30									0	0	#DIV/0!	7	5			12		6	14			20
15:30 - 15:45									0	0	#DIV/0!	7	13			20		4	8			12
15:45 - 16:00									0	0	#DIV/0!	6	8			14			4			4
15:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	20	33	0	0	53	0	14	39	1	0	54
16:00 - 16:15									0	0	#DIV/0!	7	23	1		31		4	18			22
16:15 - 16:30									0	0	#DIV/0!	11	20	1		32		3	6			9
16:30 - 16:45									0	0	#DIV/0!	16	22			38		2	4			6
16:45 - 17:00									0	0	#DIV/0!	11	14			25		2	8			10
16:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	45	79	2	0	126	0	11	36	0	0	47
17:00 - 17:15									0	0	#DIV/0!	5	9			14		2	11	1		14
17:15 - 17:30									0	0	#DIV/0!	4	5			9		11	10			21
17:30 - 17:45									0	0	#DIV/0!	3	10			13		1	9			10
17:45 - 18:00									0	0	#DIV/0!	7	10			17		4	7	1		12
17:00	0	0	0	0	0	0	0	0	0	0	#DIV/0!	19	34	0	0	53	0	18	37	2	0	57
Total PM	0	0	0	0	0	0	0	0	0	0	#DIV/0!	111	165	3	0	279	0	54	135	4	0	193

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
21-Oct-04

Location	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex	Saunders Annex
Site #:-	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
AM Peak																						
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	6								6	6	1.00	1				7	1					1
07:15 - 07:30	19	3						1	23	25	1.14	2				27	1					1
07:30 - 07:45	17								17	17	1.00					17	8	1				9
07:45 - 08:00	16	1	1						18	21	1.17		3			24	8					8
7:00	58	4	1	0	0	0	0	1	64	69	1.10	3	3	0	0	75	18	1	0	0	0	19
08:00 - 08:15	8	3							11	14	1.27	1	2			17	12					12
08:15 - 08:30	12							3	15	12	1.00	1	5			18	5	3				8
08:30 - 08:45	9								9	9	1.00	2	1			12	7		4			11
08:45 - 09:00	6	1						1	8	8	1.14	1				9	6	2	1			9
8:00	35	4	0	0	0	0	0	4	43	43	1.10	5	8	0	0	56	30	5	5	0	0	40
09:00 - 09:15	8	3						1	12	14	1.27		1			15	8		2			10
09:15 - 09:30	4							1	5	4	1.00		7			11	5					5
09:30 - 09:45	10							1	11	10	1.00		2			12	7					7
09:45 - 10:00	10	4						2	16	18	1.29	1	6			25	5	1	2			8
9:00	32	7	0	0	0	0	0	5	44	46	1.18	1	16	0	0	63	25	1	4	0	0	30
Total AM	125	15	1	0	0	0	0	10	151	158	1.12	9	27	0	0	194	73	7	9	0	0	89
PM Peak																						
14:00 - 14:15	5	4						1	10	13	1.44		4			17	8	1	11			20
14:15 - 14:30	5	1						1	7	7	1.17	4	5			16	12					12
14:30 - 14:45	6							1	7	6	1.00		1			7	8		1			9
14:45 - 15:00	8	1						1	10	10	1.11		1			11	5					5
14:00	24	6	0	0	0	0	0	4	34	36	1.20	4	11	0	0	51	33	1	12	0	0	46
15:00 - 15:15	9	2							11	13	1.18	2	3			18	4	3	5			12
15:15 - 15:30	5	1							6	7	1.17					7	8	1	5			14
15:30 - 15:45	2	3							5	8	1.60		2			10	7	1	1			9
15:45 - 16:00	10	2	1					1	14	17	1.31		2			19	8	4				12
15:00	26	8	1	0	0	0	0	1	36	45	1.29	2	7	0	0	54	27	9	11	0	0	47
16:00 - 16:15	21	4		1				1	27	33	1.27	2	2			37	9	1	2			12
16:15 - 16:30	11	2							13	15	1.15		3			18	5		2			7
16:30 - 16:45	12	4							16	20	1.25	1	6			27	11	1				12
16:45 - 17:00	8	1							9	10	1.11		1			11	1	1	3			5
16:00	52	11	0	1	0	0	0	1	65	78	1.22	3	12	0	0	93	26	3	7	0	0	36
17:00 - 17:15	2								2	2	1.00		3			5		1				1
17:15 - 17:30	3								3	3	1.00					3						0
17:30 - 17:45	1								1	1	1.00					1						0
17:45 - 18:00	1								1	1	1.00					1						0
17:00	7	0	0	0	0	0	0	0	7	7	1.00	0	3	0	0	10	0	1	0	0	0	1
Total PM	109	25	1	1	0	0	0	6	142	166	1.22	9	33	0	0	208	86	14	30	0	0	130

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
21-Oct-04

Location	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop	Finnerty Rd/ Bus loop
Site #:-	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Direction	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Entering	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	3							1	4	3	1.00					3	3					3
07:15 - 07:30	4	3						2	9	10	1.43	3				13	16					16
07:30 - 07:45	7	3						1	11	13	1.30	2	3			18	5					5
07:45 - 08:00	14	11	2					1	28	42	1.56	1				43	17					17
7:00	28	17	2	0	0	0	0	5	52	68	1.45	6	3	0	0	77	41	0	0	0	0	41
08:00 - 08:15	33	16	2					1	52	71	1.39	1	1			73	35	1				36
08:15 - 08:30	45	15	4	2				2	68	95	1.44		1			96	68					68
08:30 - 08:45	42	8	1					3	54	61	1.20					61	40		1			41
08:45 - 09:00	36	9						6	51	54	1.20					54	22					22
8:00	156	48	7	2	0	0	0	12	225	281	1.32	1	2	0	0	284	165	1	1	0	0	167
09:00 - 09:15	19	13		1				2	35	49	1.48		2			51	46	1				47
09:15 - 09:30	20	6						2	28	32	1.23		3			35	37					37
09:30 - 09:45	20	9						1	30	38	1.31	1	4			43	36					36
09:45 - 10:00	22	7	1					3	33	39	1.30		6			45	38		2			40
9:00	81	35	1	1	0	0	0	8	126	158	1.34	1	15	0	0	174	157	1	2	0	0	160
Total AM	265	100	10	3	0	0	0	25	403	507	1.34	8	20	0	0	535	363	2	3	0	0	368
Direction	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Exiting	Entering	Entering	Entering	Entering	Entering	Entering
14:00 - 14:15	20	13	1	2				3	39	57	1.58	1				58	15		3			18
14:15 - 14:30	27	7						9	43	41	1.21	1	3			45	33		1			34
14:30 - 14:45	47	11	2					8	68	75	1.25	2	4			81	24					24
14:45 - 15:00	32	6						14	52	44	1.16	1	6			51	30	3	4			37
14:00	126	37	3	2	0	0	0	34	202	217	1.29	5	13	0	0	235	102	3	8	0	0	113
15:00 - 15:15	24	8	1			1		12	46	49	1.44	2	2			53	27					27
15:15 - 15:30	31	13	2	1				10	57	67	1.43		4			71	37	5	5			47
15:30 - 15:45	46	10	2	1				9	68	76	1.29	1	1			78	25	1	2			28
15:45 - 16:00	44	21	1					7	73	89	1.35	2	6			97	23					23
15:00	145	52	6	2	0	1	0	38	244	281	1.36	5	13	0	0	299	112	6	7	0	0	125
16:00 - 16:15	40	5						4	49	50	1.11	3	3			56	34		2			36
16:15 - 16:30	46	12	2					9	69	76	1.27	4	5			85	30	1	1			32
16:30 - 16:45	65	18	2					10	95	107	1.26	4	10			121	21	1				22
16:45 - 17:00	40	18	1	1				7	67	83	1.38	4	1			88	19					19
16:00	191	53	5	1	0	0	0	30	280	316	1.26	15	19	0	0	350	104	2	3	0	0	109
17:00 - 17:15	60	13	2	1	1	1		8	86	107	1.37		4			111	25	5	2			32
17:15 - 17:30	45	23	1					8	77	94	1.36	4	6			104	20	1				21
17:30 - 17:45	20	4		1				2	27	32	1.28	1	3			36	15	1				16
17:45 - 18:00	43	11	1	1				6	62	72	1.29		15			87	30		2			32
17:00	168	51	4	3	1	1	0	24	252	305	1.34	5	28	0	0	338	90	7	4	0	0	101
Total PM	630	193	18	8	1	2	0	126	978	1119	1.31	30	73	0	0	1222	408	18	22	0	0	448

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
21-Oct-04

Location	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road	Haro Road
Site #	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a	9a
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	3								3	3	1.00					3						0
07:15 - 07:30	1								1	1	1.00					1						0
07:30 - 07:45	2							1	3	2	1.00	1	4			7	1					1
07:45 - 08:00		1							1	2	2.00	3	4			9			3			3
7:00	6	1	0	0	0	0	0	1	8	8	1.14	4	8	0	0	20	1	0	3	0	0	4
08:00 - 08:15	6								6	6	1.00	1	5		1	13	1		5			6
08:15 - 08:30	1	2							3	5	1.67		10			15	1	1				2
08:30 - 08:45	4								4	4	1.00	1	6			11		1				1
08:45 - 09:00	7	1						2	10	9	1.13	4	5			18	2		1			3
8:00	18	3	0	0	0	0	0	2	23	24	1.14	6	26	0	1	57	4	2	6	0	0	12
09:00 - 09:15		2							2	4	2.00	1	3			8	2					2
09:15 - 09:30									0	0	#DIV/0!		3			3		1				1
09:30 - 09:45									0	0	#DIV/0!	1	5			6			2			2
09:45 - 10:00	1								1	1	1.00		6			7	1		1			2
9:00	1	2	0	0	0	0	0	0	3	5	1.67	2	17	0	0	24	3	1	3	0	0	7
Total AM	25	6	0	0	0	0	0	3	34	37	1.19	12	51	0	1	101	8	3	12	0	0	23
14:00 - 14:15				1					1	4	4.00	1	4			9	2		3			5
14:15 - 14:30	1								1	1	1.00		7			8	2					2
14:30 - 14:45	2	1							3	4	1.33	1	4			9	1		2			3
14:45 - 15:00									0	0	#DIV/0!		2			2	1		2			3
14:00	3	1	0	1	0	0	0	0	5	9	1.80	2	17	0	0	28	6	0	7	0	0	13
15:00 - 15:15									0	0	#DIV/0!		4			4	1	1	3			5
15:15 - 15:30									0	0	#DIV/0!		5			5			1			1
15:30 - 15:45	1								1	1	1.00		6			7	3		3			6
15:45 - 16:00	4								4	4	1.00	1	3			8	1					1
15:00	5	0	0	0	0	0	0	0	5	5	1.00	1	18	0	0	24	5	1	7	0	0	13
16:00 - 16:15									0	0	#DIV/0!		3			3	2		3			5
16:15 - 16:30	2								2	2	1.00		4	1		7	1		4			5
16:30 - 16:45		1							1	2	2.00	2	5			9	1		2			3
16:45 - 17:00	3								3	3	1.00	2	13			18	2		8			10
16:00	5	1	0	0	0	0	0	0	6	7	1.17	4	25	1	0	37	6	0	17	0	0	23
17:00 - 17:15	3		1						4	6	1.50	3	5	2		16	2		3			5
17:15 - 17:30	2	1							3	4	1.33	2	4			10			2			2
17:30 - 17:45									0	0	#DIV/0!		2			2		3				3
17:45 - 18:00									0	0	#DIV/0!		3			3		1	16			17
17:00	5	1	1	0	0	0	0	0	7	10	1.43	5	14	2	0	31	2	4	21	0	0	27
Total PM	18	3	1	1	0	0	0	0	23	31	1.35	12	74	3	0	120	19	5	52	0	0	76

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
21-Oct-04

Location	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road	Clarndon Road
Site #	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b	9b
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Exiting Total Veh	Exiting Cycle	Exiting Peds	Exiting skateboard	Exiting rollerblade	Exiting Total exit
07:00 - 07:15	2	1							3	4	1.33		1			5	3					3
07:15 - 07:30	4	1						1	6	6	1.20		2			8	2					2
07:30 - 07:45	4							2	6	4	1.00		1			5	2					2
07:45 - 08:00	7								7	7	1.00		3			10	6					6
7:00	17	2	0	0	0	0	0	3	22	21	1.11	0	7	0	0	28	13	0	0	0	0	13
08:00 - 08:15	11	2							13	15	1.15	1	7			23	3		2			5
08:15 - 08:30	32	5	1					1	39	45	1.18	2	9			56	4					4
08:30 - 08:45	11	1							12	13	1.08	2	4			19	7		3			10
08:45 - 09:00	17	4						2	23	25	1.19	1	5			31	4	1	1			6
8:00	71	12	1	0	0	0	0	3	87	98	1.17	6	25	0	0	129	18	1	6	0	0	25
09:00 - 09:15	13	1						1	15	15	1.07					15	4	1	1			6
09:15 - 09:30	12							1	13	12	1.00		2			14	6					6
09:30 - 09:45	10	1						2	13	12	1.09		6			18	8					8
09:45 - 10:00	32	3	2					1	38	44	1.19	1	5			50	13		2			15
9:00	67	5	2	0	0	0	0	5	79	83	1.12	1	13	0	0	97	31	1	3	0	0	35
Total AM	155	19	3	0	0	0	0	11	188	202	1.14	7	45	0	0	254	62	2	9	0	0	73
																	Entering Total Veh	Entering Cycle	Entering Peds	Entering skateboard	Entering rollerblade	Entering Total exit
14:00 - 14:15	29	9	1						39	50	1.28		2			52	12		5			17
14:15 - 14:30	16	5						2	22	25	1.25	1	3			29	10	3	4			17
14:30 - 14:45	23	2	2						27	33	1.22		4			37	12		3			15
14:45 - 15:00	14	3	1						18	23	1.28		14			37	11	2	3			16
14:00	81	19	4	0	0	0	0	2	106	131	1.26	1	23	0	0	155	45	5	15	0	0	65
15:00 - 15:15	9	4							13	17	1.31	1	2			20	8		4			12
15:15 - 15:30	12	2	2					2	18	22	1.38	4	4			30	15		4			19
15:30 - 15:45	16	8	1						25	35	1.40		11			46	8		2			10
15:45 - 16:00	19	4							23	27	1.17	3	3			33	17	1	5			23
15:00	56	18	3	0	0	0	0	2	79	101	1.31	8	20	0	0	129	48	1	15	0	0	64
16:00 - 16:15	19	5	1	1					26	36	1.38		2			38	15		2			17
16:15 - 16:30	15	3	1						19	24	1.26	2	9			35	14		5	1		20
16:30 - 16:45	25	8	1	2					36	52	1.44	2	5	2		61	15		4			19
16:45 - 17:00	13	1							14	15	1.07	3	15			33	15	1	2			18
16:00	72	17	3	3	0	0	0	0	95	127	1.34	7	31	2	0	167	59	1	13	1	0	74
17:00 - 17:15	7	5	2						14	23	1.64	2	1			26	9		4			13
17:15 - 17:30	5	4	2						11	19	1.73	1	1			21	18		4			22
17:30 - 17:45	15	5							20	25	1.25		5			30	14	2				16
17:45 - 18:00	13	6	1	2					22	36	1.64	2	5			43	9	1	1			11
17:00	40	20	5	2	0	0	0	0	67	103	1.54	5	12	0	0	120	50	3	9	0	0	62
Total PM	249	74	15	5	0	0	0	4	347	462	1.35	21	86	2	0	571	202	10	52	1	0	265

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
21-Oct-04

Location	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse	Glover Greenhouse
Site #:	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se	se
	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers7	Hvy.Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit
07:00 - 07:15	18								18	18	1.00					18			9			9
07:15 - 07:30	19								19	19	1.00	2	1			22	3	2	9			14
07:30 - 07:45	10								10	10	1.00		1			11	2		6			8
07:45 - 08:00	34	2	1						37	41	1.11	1	1			43	1	1	9			11
7:00	81	2	1	0	0	0	0	0	84	88	1.05	3	3	0	0	94	6	3	33	0	0	42
08:00 - 08:15	64	9	1					2	76	86	1.15		3			86	1	3	34			38
08:15 - 08:30	78	16	1						95	113	1.19		5			118	1	2	36			39
08:30 - 08:45	41	4	1						46	52	1.13	1	4			57	5		32			37
08:45 - 09:00	32	1						1	34	34	1.03		2			36	2	3	21			26
8:00	215	30	3	0	0	0	0	3	251	284	1.15	1	14	0	0	299	9	8	123	0	0	140
09:00 - 09:15	38	5						2	45	48	1.12		1			49	2	3	19			24
09:15 - 09:30	44	6							50	56	1.12		1			57	4		22			26
09:30 - 09:45	52	4	1						57	63	1.11	1	1			65	5	1	23			29
09:45 - 10:00	58	9	1						68	79	1.16		4			83	25		21			46
9:00	192	24	2	0	0	0	0	2	220	246	1.13	1	7	0	0	254	36	4	85	0	0	125
Total AM	488	56	6	0	0	0	0	5	555	618	1.12	5	24	0	0	647	51	15	241	0	0	307
14:00 - 14:15	17	1							18	19	1.06	1	19			39	28		7			35
14:15 - 14:30	20	7							27	34	1.26		27			61	30		8			38
14:30 - 14:45	35	12	1						48	62	1.29	1	10			73	9		23			32
14:45 - 15:00	13	5	1						19	26	1.37	1	11			38	14	1	11			26
14:00	85	25	2	0	0	0	0	0	112	141	1.26	3	67	0	0	211	81	1	49	0	0	131
15:00 - 15:15	14	1	1						16	19	1.19	2	12		2	35	14		7			21
15:15 - 15:30	36	4							40	44	1.10	1	5			50	10	2	14			26
15:30 - 15:45	21	7							28	35	1.25	1	5			41	11		19			30
15:45 - 16:00	35	4	1						40	46	1.15		2			48	8		20			28
15:00	106	16	2	0	0	0	0	0	124	144	1.16	4	24	0	2	174	43	2	60	0	0	105
16:00 - 16:15	48	7	2	1					58	72	1.24	1	4			77	14		39			53
16:15 - 16:30	50	7							57	64	1.12		3			67	11	2	23			36
16:30 - 16:45	52	7							59	66	1.12	3	3			72	9	2	36			47
16:45 - 17:00	42	12		1					55	70	1.27	2	5			77	5	2	35			42
16:00	192	33	2	2	0	0	0	0	229	272	1.19	6	15	0	0	293	39	6	133	0	0	178
17:00 - 17:15	37	8							45	53	1.18		3			56	7	2	24			33
17:15 - 17:30	33	5							38	43	1.13		1			44	7	2	18			27
17:30 - 17:45	37	10	1						48	60	1.25		13			73	6	2	16			24
17:45 - 18:00	47	12	4	1					64	87	1.36	3	3	1		84	13		19			32
17:00	154	35	5	1	0	0	0	0	195	243	1.25	3	20	1	0	267	33	6	77	0	0	116
Total PM	537	109	11	3	0	0	0	0	660	800	1.21	16	126	1	2	945	196	15	319	0	0	530

UVic - 2004 Campus Traffic Survey, Victoria, BC
Stations 6 - F
21-Oct-04

Location	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle	Lam Circle
Site #	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
																			Exiting	Exiting	Exiting	Exiting	Exiting	Exiting
Mode	Pers1	Pers2	Pers3	Pers4	Pers5	Pers6	Pers?	Hvy.Veh	Total Veh	Total Pers	Avg Occ	Cycle	Peds	skateboard	rollerblade	Total Arr	Total Veh	Cycle	Peds	skateboard	rollerblade	Total exit		
07:00 - 07:15	2								2	2	1.00	1				3		1				1		
07:15 - 07:30	1	1							2	3	1.50					3	3		2			5		
07:30 - 07:45	4								4	4	1.00					4	4	2	4			10		
07:45 - 08:00	3	2							5	7	1.40		1			8	10	1	5			16		
7:00	10	3	0	0	0	0	0	0	13	16	1.23	1	1	0	0	18	17	4	11	0	0	32		
08:00 - 08:15	7	2							9	11	1.22					11	14	3	10			27		
08:15 - 08:30	11								11	11	1.00	1	8			20	14	9	20	1		44		
08:30 - 08:45	9	1							10	11	1.10	3	8			22	22	3	11			36		
08:45 - 09:00	16	2							18	20	1.11	1	1			22	9	4	8			21		
8:00	43	5	0	0	0	0	0	0	48	53	1.10	5	17	0	0	75	59	19	49	1	0	128		
09:00 - 09:15	9	1							10	11	1.10					11	4	1	3			8		
09:15 - 09:30	10	1							11	12	1.09		4			16	8		8			16		
09:30 - 09:45	9	1						1	11	11	1.10	1	2			14	6	3	7			16		
09:45 - 10:00	3	11	1						15	28	1.87	1				29	10		12			22		
9:00	31	14	1	0	0	0	0	1	47	62	1.35	2	6	0	0	70	28	4	30	0	0	62		
Total AM	84	22	1	0	0	0	0	1	108	131	1.22	8	24	0	0	163	104	27	90	1	0	222		
																	Entering	Entering	Entering	Entering	Entering	Entering		
14:00 - 14:15	2	3	1						6	11	1.83	1	4			16	6		2			8		
14:15 - 14:30	6	2							8	10	1.25	1	4			15	7	2			2	11		
14:30 - 14:45	5								5	5	1.00		4	1	1	11	5		6	1		12		
14:45 - 15:00	10	1							11	12	1.09		4			16	6		9	2		17		
14:00	23	6	1	0	0	0	0	0	30	38	1.27	2	16	1	1	58	24	2	17	3	2	48		
15:00 - 15:15	7	7							14	21	1.50	1	5			27	9	3	13	1		26		
15:15 - 15:30	6	4							10	14	1.40	4	15			33	9	4	16		1	30		
15:30 - 15:45	6	3							9	12	1.33	2	23			37	9		2			11		
15:45 - 16:00	5	4							9	13	1.44	5	17	3		38	10	1	3			14		
15:00	24	18	0	0	0	0	0	0	42	60	1.43	12	60	3	0	135	37	8	34	1	1	81		
16:00 - 16:15	4	3							7	10	1.43	3				13	8		4			12		
16:15 - 16:30	5	2							7	9	1.29		6			15	9	5	6		1	21		
16:30 - 16:45	5	6	1						12	20	1.67	1	4			25	18	4	9	2		33		
16:45 - 17:00	12	5	1						18	25	1.39	2	4			31	13	3	17			33		
16:00	26	16	2	0	0	0	0	0	44	64	1.45	6	14	0	0	84	48	12	36	2	1	99		
17:00 - 17:15	3	1	1						5	8	1.60		3			11	13	4	8			25		
17:15 - 17:30	6	5							11	16	1.45	1	4			21	12	5	6			23		
17:30 - 17:45	16	4	1						21	27	1.29	2				29	13	3	21	1		38		
17:45 - 18:00	6	4	1						11	17	1.55	2	3			22	16	2	3			21		
17:00	31	14	3	0	0	0	0	0	48	68	1.42	5	10	0	0	83	54	14	38	1	0	107		
Total PM	104	54	6	0	0	0	0	0	164	230	1.40	25	100	4	1	360	163	36	125	7	4	335		

Appendix 4 - Transit Passenger Count Data, BC Transit

ARRIVE

Time	4-UVic		7 - UVic		11 - UVic		14 - UVic		17 - Cedar Hill		18 - Cedar Hill		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
500	0																						0	0
600	1	2	2	1	12	5	10	5					12	3					10	1	10	1	57	18
700	91	4	49	3	51	5	102	9					88	5	39	1	90	2	39	3	30	2	579	34
800	257	5	93	3	135	4	358	7	18	2	10	2	372	4			60	2	177	3	83	1	1563	33
900	215	6	111	2	93	3	352	6					292	6					107	1	15	1	1185	25
1000	216	5	51	2	62	3	245	6					255	4									829	20
1100	173	4	76	2	74	4	169	6					107	5									599	21
1200	101	5	50	2	53	3	162	6					142	5					16	1			524	22
1300	77	4	26	2	42	3	110	7					143	5					20	1			418	22
1400	109	7	45	2	48	4	142	8					107	5					11	1			462	27
1500	78	5	39	2	61	4	116	9					72	5					31	2	10	1	407	28
1600	71	5	33	2	57	4	132	8					131	5					11	2	8	1	443	27
1700	74	5	18	2	46	3	90	5					51	5					10	1			289	21
1800	63	3	21	2	39	2	64	3					57	3									244	13
1900	34	3	11	2	53	2	50	3					30	1									178	11
2000	32	3			33	2	47	2					33	2									145	9
2100	26	2			17	2	34	2					16	2									93	8
2200	19	2			13	2	17	3					21	1									70	8
2300	13	2			9	2	18	1					14	1									54	6
2400	10	1																					10	1
2500																								
TOTALS	**1,660**	**73**	**625**	**29**	**898**	**57**	**2,218**	**96**	**18**	**2**	**10**	**2**	**1,943**	**67**	**39**	**1**	**150**	**4**	**432**	**16**	**156**	**7**	**8,149**	**354**

LEAVE

Time	4-Downtown		7 - Downtown		11 - Tillicum Ma		14 - Vic General						26 - Dockyard						39 - Royal Road		51 - CanWest		TOTALS	
	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips					Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips
500	0		0		0		4	1					0						0		0		4	1
600	5	2	2	1	3	4	4	5					4	2					0		0		18	14
700	23	5	9	2	19	4	18	7					19	3					18	2	7	1	113	24
800	34	5	6	2	58	4	64	7					17	6					3	2	0		182	26
900	45	4	17	2	14	3	52	7					46	5					0		0		174	21
1000	78	5	15	2	28	4	61	7					66	5					0		0		248	23
1100	70	5	19	2	34	3	95	6					92	5					6	1	0		316	22
1200	76	4	33	2	25	3	125	5					130	5					20	1	0		409	20
1300	162	5	34	2	58	4	125	8					155	4					26	1	0		560	24
1400	150	6	77	2	74	3	318	8					214	5					42	1	0		875	25
1500	160	6	70	2	72	4	301	8					174	5					50	2	28	2	855	29
1600	193	6	64	2	77	4	256	8					246	6					49	2	15	2	900	30
1700	121	5	48	2	32	3	230	7					134	5					34	2	15	1	614	25
1800	137	3	32	2	45	3	213	4					171	3					0		0		598	15
1900	68	3	11	1	25	2	55	3					60	2					0		0		219	11
2000	50	3	12	1	28	2	73	2					28	1					0		0		191	9
2100	73	3	12	1	20	2	60	2					56	2					0		0		221	10
2200	11	1	0		25	2	62	3					28	2					0		0		126	8
2300	15	2	0		6	1	29	2					17	1					0		0		67	6
2400	4	1	0		0		0						0						0		0		4	1
2500	0		0		0		0						0						0		0		0	0
TOTALS	**1,475**	**74**	**461**	**28**	**643**	**55**	**2,145**	**100**	**-**	**-**	**-**	**-**	**1,657**	**67**	**-**	**-**	**-**	**-**	**248**	**14**	**65**	**6**	**6,694**	**344**

Appendix 4: Transit Passenger data

TOTAL																								
Time	4-UVic		7 - UVic		11 - UVic		14 - UVic		17 - Cedar Hill		18 - Cedar Hill		26 - UVic		29 - UVic		33 - UVic		39 - UVic		51 - UVic		TOTALS	
	4-Downtown		7 - Downtown		11 - Tillicum Ma		14 - Vic Genera		0		0		26 - Dockyard		0		0		39 - Royal Road		51 - CanWest		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
500	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
600	6	4	4	2	15	9	14	10	0	0	0	0	16	5	0	0	0	0	10	1	10	1	75	32
700	114	9	58	5	70	9	120	16	0	0	0	0	107	8	39	1	90	2	57	5	37	3	692	58
800	291	10	99	5	193	8	422	14	18	2	10	2	389	10	0	0	60	2	180	5	83	1	1745	59
900	260	10	128	4	107	6	404	13	0	0	0	0	338	11	0	0	0	0	107	1	15	1	1359	46
1000	294	10	66	4	90	7	306	13	0	0	0	0	321	9	0	0	0	0	0	0	0	0	1077	43
1100	243	9	95	4	108	7	264	12	0	0	0	0	199	10	0	0	0	0	6	1	0	0	915	43
1200	177	9	83	4	78	6	287	11	0	0	0	0	272	10	0	0	0	0	36	2	0	0	933	42
1300	239	9	60	4	100	7	235	15	0	0	0	0	298	9	0	0	0	0	46	2	0	0	978	46
1400	259	13	122	4	122	7	460	16	0	0	0	0	321	10	0	0	0	0	53	2	0	0	1337	52
1500	238	11	109	4	133	8	417	17	0	0	0	0	246	10	0	0	0	0	81	4	38	3	1262	57
1600	264	11	97	4	134	8	388	16	0	0	0	0	377	11	0	0	0	0	60	4	23	3	1343	57
1700	195	10	66	4	78	6	320	12	0	0	0	0	185	10	0	0	0	0	44	3	15	1	903	46
1800	200	6	53	4	84	5	277	7	0	0	0	0	228	6	0	0	0	0	0	0	0	0	842	28
1900	102	6	22	3	78	4	105	6	0	0	0	0	90	3	0	0	0	0	0	0	0	0	397	22
2000	82	6	12	1	61	4	120	4	0	0	0	0	61	3	0	0	0	0	0	0	0	0	336	18
2100	99	5	12	1	37	4	94	4	0	0	0	0	72	4	0	0	0	0	0	0	0	0	314	18
2200	30	3	0	0	38	4	79	6	0	0	0	0	49	3	0	0	0	0	0	0	0	0	196	16
2300	28	4	0	0	15	3	47	3	0	0	0	0	31	2	0	0	0	0	0	0	0	0	121	12
2400	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2
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
TOTALS	**3,135**	**147**	**1,086**	**57**	**1,541**	**112**	**4,363**	**196**	**18**	**2**	**10**	**2**	**3,600**	**134**	**39**	**1**	**150**	**4**	**680**	**30**	**221**	**13**	**14,843**	**698**

Appendix 5 – Table summarizing, by faculty, response to telecommuting queries

Summary of response to telecommuting queries

Faculty	Number of staff	Number of faculty	Do staff ever work from home?	Do faculty ever work from home?	Any other comments?
Business	10	25	Only very occasionally (management staff only)	Majority work from home when not teaching	
Continuing Studies	n/a	0, but 50 – 100 sessionals are on campus in any one week and 30 – 40 ESL instructors	No	n/a Sessionals hired as needed and they just come in to teach classes if needed. Many teach distance learning courses	
Education	n/a	35	No	When not teaching, half work at home, half at the campus. Facility teach about 2 days per week.	Three departments – varies by department
Engineering	37	120	Very rarely	Over half sometimes or occasionally work from home	
Fine Arts	30	60	No	More often than not, they work from home	Additionally, 58+ sessionals registered at any one time
Graduate Studies	5	0	No	n/a	No faculty of their own
Human and Social Development	n/a	55+	Generally not, although 2 staff worked from home 1 day a week.	Departments contacted individually: some stated 30-40% work from home if not teaching.	Large distance learning program within Nursing Department, thus faculty can teach from anywhere.

Faculty	Number of staff	Number of faculty	Do staff ever work from home?	Do faculty ever work from home?	Any other comments?
Humanities	n/a	150	No	The majority work at home most of the time. A few are in most of the time.	
Law	15	25	Generally not, managerial staff may occasionally work from home	Generally not, but sometimes work from home. Approximately 5% are on leave and therefore at home at any one time.	
Medical Sciences	n/a	1	No	n/a New program starts in January	
Science	120	130	Only occasionally	Sometimes. The norm in the science faculty though is that they are in.	
Social Sciences	n/a	120	Generally not	Work from home as much as they can, apart from teaching and specific office hours.	Every 3 years faculty get 6 months study leave and every 6 years they get 1 year's study leave

All figures are rounded to the nearest five and are approximate

Contacts

Faculty	Contact	Position	Telephone number
Business	Ms. Kevan Gorham	Administrative Officer	(250) 472 4280
Continuing Studies	Mr. Wayne Brunsden	Manager of Administrative Services	(250) 721 8473
Education	Mrs. Patricia Bright	Administrative Officer	(250) 721 7863
Engineering	Erin Sebastian	Administrative Officer	(250) 472 5287
Fine Arts	Ms. Linda Alleman	Assistant to the Dean	(250) 721 7755
Graduate Studies	Ms. Carolyn Swayze	Administrative Officer	(250) 472 5186
Human and Social Development	Ms. Michelle Connolly	Secretary	(250) 721 8050
Humanities	Mrs. Donna Trenholm	Faculty Secretary	(250) 472 5056
Law	Ms. Yvonne Lawson	Administrative Officer	(250) 721 8153
Medical Sciences	Ms. Sonja Braun	Administrative Secretary	(250) 472 5502
Science	Mr. Ian Blazey	Administrative Officer	(250) 721 7060
Social Sciences	Wendy Major	Administrative Officer	(250) 721 7064