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BEST MANAGED COMPANIES CANADA

University of Victoria 2023 Transportation Survey – Final Report

April 3, 2024

Submitted to University of Victoria, Office of Campus Planning and Sustainability
Prepared by McElhanney

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Attention: Juliet Van Vliet, RPP, MCIP

University of Victoria 2023 Transportation Survey – Final Report

McElhanney Ltd. has been hired by the University of Victoria (UVic) to collect automobile, transit, and active transportation data to support a robust Transportation Demand Management program in their Climate and Sustainability Action Plan 2030 (CSAP). UVic will use this report to maintain parking and traffic demand within the limits of available infrastructure, utilizing appropriate transportation demand management programs and processes.

Data collection took place in October 2023 at all access points to and from the University of Victoria Campus (the Campus). This is a longitudinal study conducted every two years to track changes in transportation modes over time in response to various CSAP initiatives and programs. The previous 2022 CSAP identified a goal of 70% sustainable mode share including walking, cycling, transit and carpooling. Since 2021, there has been a shift in total transportation trips to and from the Campus.

This report presents the following:

- a detailed transportation data collection summary of the Campus, and
- a comprehensive assessment of the current travel patterns and mode share of the Campus.

Given the changes to travel modes over the Covid-19 pandemic, we look forward to future studies to increase our understanding on the sustainability mode shift for UVic.

Sincerely,
McElhanney Ltd.

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Executive Summary

The University of Victoria's (UVic) Climate and Sustainability Action Plan 2030 (CSAP) identifies a strategy to promote low carbon resilience: "10.3: Support and promote sustainable transportation choices and infrastructure for the campus community and visitors, lower emissions, support healthy communities and act as a hub in a regional sustainable transportation network." To action this strategy, CSAP directs UVic to carry out a biennial campus traffic survey, comprehensive transportation survey by transportation mode , with a key objective of reporting the progress towards the 70% modal split target" where transit, cycling, walking and carpooling comprise 70% of the transportation to and from campus.

2023 Highlights

The 2023 survey **sustainable mode share** (all modes except auto driver) is **54**%, a 1% decrease from 2021. In 2023, there was an increase in total trips to and from the despite a decrease in total enrollment, signifying a return to on-campus activity and pre-pandemic travel patterns. **Transit ridership** saw the largest **increase** in 2023, with it's mode share increasing to 26%.

McElhanney Ltd. (McElhanney) has been hired by UVic to firstly, collect traffic and active transportation data throughout their campus, and secondly, analyze the travel patterns and mode share of the UVic Campus (the Campus). The locations of data collection sites reflect the Campus' entrance and exit points for automobiles, transit buses, and active mode users. The 2023 campus traffic survey collected traffic count data for the following modes:

- **Vehicle Data**: Miovision Scout VCU 2-day collection for the AM peak (7AM – 10AM) and PM Peak (2PM – 6PM), Automated Traffic Recorder (ATR) 24-hour weeklong counts from Oct. 23 – Nov. 3, 2023
- **Auto Passengers:** High-definition video (using Miovision cameras) footage recording inbound AM peak and outbound PM peak passengers.
- **Transit**: Provided by BC Transit for the period of data collection, Oct. 16 to Nov. 3.
- **Pedestrians/Rollerbladers/Skateboarders/Cyclists:** Miovision Scout VCU 2-day collection for the AM peak and PM peak. The West Campus Greenway UVic Permanent counter was used for data collection at M2a.

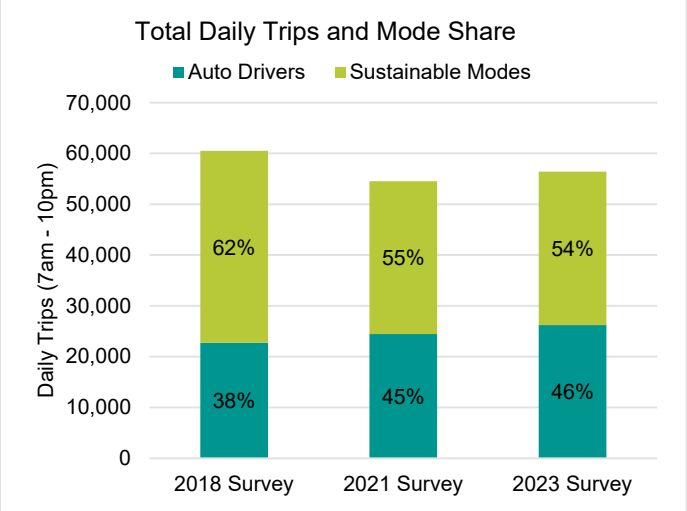
There are underlying factors that influenced the travel patterns in 2023, and consequently the outcomes of the 2023 survey which are noted below.

Enrollment post-Covid-19: Total University enrollment in 2023 decreased by 4% since 2021, returning to the same enrollment totals as in 2018.

Methodology: The shift to more automated collection methods is not expected to have influenced the 2023 survey but is worth noting as a key difference from previous studies. Specifically, the difference in auto vehicle passenger traffic data collection methodology.

As previously noted, one of the goals of the transportation survey is to determine the mode share for trips to and from the Campus. The mode share analysis was completed at the daily level by factoring the peak hour trips by 24-hour count data. The peak period automobile collected traffic data was factored using the 24-hour ATR traffic counts to determine the total daily trips made between 7AM – 10PM. The pedestrian and cyclist peak period traffic counts were factored by the UVic permanent counters located at the West Campus Greenway and the South Campus Entrance Multi-Use Pathway. Previous surveys utilized the 24-hour automobile data to factor the active mode trips from peak period to daily. For the 2023 survey, the UVic permanent counters were used as they better represent the time-of-day travel patterns of cyclists and pedestrians, especially those undertaking shorter duration and distance trips.

The total Campus daily trips and mode share for the 2018, 2021, and 2023 surveys are illustrated in the figure to the right. The daily sustainable mode (all modes except auto driver) share for 2023 is 54%, which is a 1% decrease from 2021, and an 8% decrease from 2018. Within the sustainable mode share, transit saw the largest mode share increase, from 22% in 2021, to 26% in 2023. Both the 2023 daily auto passenger and cycling mode shares remained constant with 2021 at 7%. The pedestrian mode share decreased to 14% in 2023.



The 2023 survey noted an increase in total trips to and from the Campus as compared to the 2021 survey. There was approximately a 11% increase in trips during the AM and PM peak hours, and a 3% increase in daily (7AM – 10PM) trips. Total daily auto driver trips increased by 7% since 2021, and auto passenger trips decreased by 2%. Most notably, daily transit ridership increased by 24% and has almost returned to 2018 ridership levels. During the AM and PM peak hours, cycling trips increased by 17% compared to 2021. Daily pedestrian trips decreased by 24%; however, methodologies in the 2023 survey eliminated double counting of transit trips as pedestrian trips which contributes largely to this decrease.

Vehicle access to and from the Campus remained consistent with previous studies, with University Drive (Location M1) carrying the highest proportion, almost 30%, of total vehicle trips. Notable changes in pedestrian and cyclist distribution include increased trips at the West Campus Greenway, previously closed for construction. The 2023 survey reveals a significant decrease in trips in the Centre for Athletics, Recreation, and Special Abilities (CARSA) Corridor, as the count location (M5c) was relocated to prevent double counting of pedestrians alighting from the adjacent bus stop. This decrease signifies that these pedestrian trips were previously double counted.

Rather than viewing the sustainability landscape as static, the uptick in transit ridership should be highlighted to support UVic's actioning of their 2030 CSAP to promote low carbon resilience. Given the massive changes in transportation modes over the Covid-19 pandemic, we look forward to future studies to better understand sustainability mode shift for the UVic.

Contents

1. Background

The University of Victoria (UVic) has engaged McElhanney to conduct a comprehensive survey of the current traffic access patterns to and from the UVic Campus (the Campus). This study focuses on the mode share for trips made by auto drivers, auto passengers, transit passengers, pedestrians, cyclists, and skateboarders to and from the Campus on a typical weekday.

The survey was first completed in 1996 and occurs biennially. The 2020 survey was postponed to 2021 due to the Covid-19 pandemic and is occurring biennially thereafter. UVic has implemented several Transportation Demand Management programs over the years to encourage travel by sustainable modes, including:

- Student subsidized bus pass program (UPass)
- Employee subsidized buss pass program (ePass)
- BikeHub

The University of Victoria's (UVic) Climate and Sustainability Action Plan 2030 (CSAP) identifies a strategy to promote low carbon resilience: "10.3: Support and promote sustainable transportation choices and infrastructure for the campus community and visitors, lower emissions, support healthy communities and act as a hub in a regional sustainable transportation network."

UVic's transportation specific sustainability actions are:

- **Action 1:** Strategically implement push policies (disincentives) for single occupancy vehicle travel that balance with pull policies (incentives) for sustainable travel through the Travel Choices program.
- **Action 2**: Monitor parking pricing and review sales structure in order to provide commuters with greater flexibility in transportation choices.
- **Action 3:** Carry out biennial campus traffic survey to report on progress toward the 70% modal split target.
- **Action 4:** Develop a communications strategy for the university community to learn about and participate in active transportation research and supporting infrastructure programs.
- **Action 5:** Continue to support and advocate for improved transit service to UVic (including bus rapid transit).
- **Action 6:** Provide additional charging infrastructure for electric vehicles (EVs) and explore parking incentives for commuters to use EVs.

- **Action 7:** Explore new policies and IT supports related to remote meetings and conferencing that reduce demand for travel.

The biennial transportation survey aims to monitor progress towards achieving a 70% modal split target for the Transportation Demand Management program of the Campus. This report presents the methodology and analysis employed in data collection to determine the total number of trips entering and exiting the Campus based on different modes of transportation, ultimately determining the overall campus-wide mode share.

In addition, the transportation survey provides up to date information for parking management purposes and for future development planning. The survey data also assists in the university's liaison with the Districts of Oak Bay and Saanich on new capital project approvals and the discussion on roadway, traffic, cycling and parking issues.

2. Methodology

2.1. TRAFFIC DATA COLLECTION PLAN

The traffic count locations and collection type are presented in *Figure 1.* A detailed list of these locations can be found in *Appendix A* along with the full data collection plan.

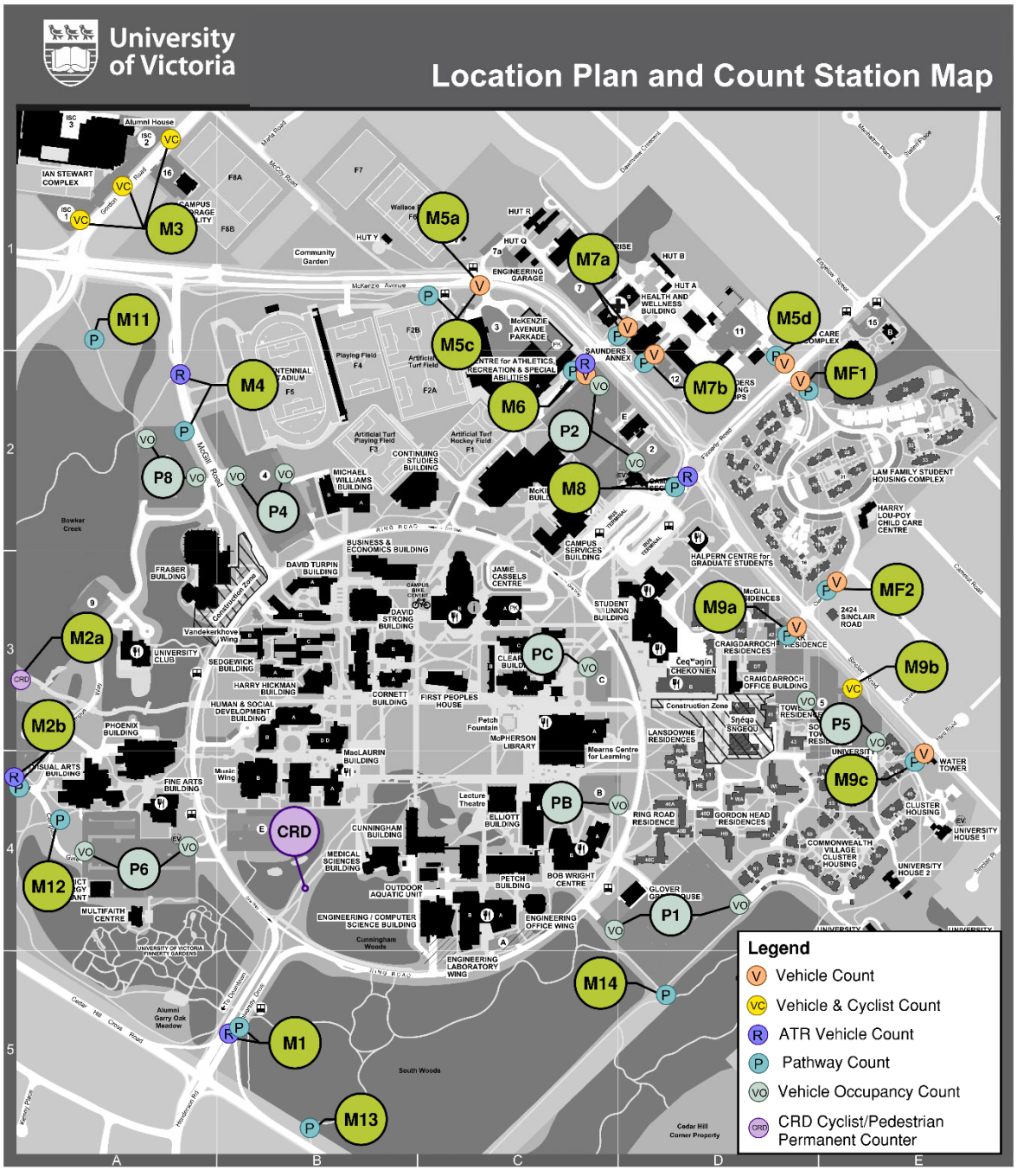


Figure 1 - Location Plan and Count Station Map

One of the main considerations for developing the survey methodology was ensuring consistency with the previous surveys so that trends can be analyzed. All locations remained consistent with the 2021 survey except for the active modes count location of M5c. For the active modes count, M5c was moved west to avoid double counting pedestrians using the bus stop on McKenzie Ave.

2.1.1. Vehicle Data

The 2023 UVic Campus Traffic survey included two methods of vehicle traffic collection as described below. Site photos of the equipment installation are provided in *Figure 2.*

- **Miovision Scout Vehicle Count:** The Scout Video Collection Unit (VCU) and Scout Explore are industry-leading traffic counting devices that are portable, reliable, and can collect data unattended for days at a time. The devices are also capable of counting pedestrians and cyclists. The Scouts were used to perform lane counts and intersection counts. Further installation and equipment specifications are provided in the Data Collection Plan in *Appendix A.*

- **Automated Traffic Recorder (ATR):** 7-day 24-hour vehicle volume counts at the main roadways were tracked using Armadillo Radar Trackers. These side-mounted radar trackers perform automatic traffic counts similar to those collected using pneumatic tubes. They require minimal installation, consisting of a small box mounted on a street sign, lamppost, or utility pole and are not subject to tire damage such as for tube counts.

- **Parking Utilization Survey:** UVic completed parking lot occupancy counts on October 24th and 26th. Parking utilization data was also collected at the Lam Circle Family Housing complex and on Cedar Hill Cross Road. The parking occupancy counts are provided in *Appendix D*.

For sites M1, M2b, M4, and M8, ATR data was collected from Oct. 24th – Nov. 2nd, 2023. For M6, 24hr data was collected using the Miovision Scout Explore from Oct. 24th – Nov. 2nd, 2023. For the sites using Miovision VCUs, data was collected on Tuesday Oct. 24th, 2023 and Thursday Oct. 26th, 2023 for the following time periods:

- Morning: 7:00 AM – 10:30 AM; and
- Afternoon/Evening: 2:00 PM – 6:00 PM

It should be noted that vehicle data was collected this survey year from 10:00 – 10:30 AM which was not collected in previous years. This data was collected following the observation in the previous survey year of an increase in vehicle traffic between 10 – 11AM. This observation of high vehicle traffic after 10AM was not apparent in the 2023 survey. The peak hours for 2023 remain consistent with previous years as follows:

- AM Peak: 7:00 AM – 10:00 AM; and
- PM Peak: 2:00 PM – 6:00 PM

Miovision Scout VCU Set Up

Miovision Scout VCU Set Up

Miovision Scout VCU Set Up Parking Lot

ATR Unit

Figure 2 - Data Collection Units

2.1.2. Active Transportation Data

The Miovision Scout VCUs were used for pedestrian, cyclist, and skateboarder data collection. Using the pedestrian pathway processing function, we were able to deploy a single unit and capture information in up to four directions. For each location, data was collected on Tuesday Oct. 24, 2023 and Thursday Oct. 26, 2023 for the same AM peak and PM peak hours as the vehicle counts (refer to *Section 2.1.1*).

Sample images of the video collected are provided below. Note that the Miovision Scout VCU's video is captured in a low definition, removing the ability to collect personal information such as facial features.

M11 on Oct 26th

M14 on Oct 24th

Figure 3 - ATC Count Sample Video

UVic, in partnership with the CRD, has recently installed a permanent cyclist and pedestrian counter at the West Campus Greenway East of Gordon Head Rd. This UVic permanent counter was used in place of a VCU at M2a. In January 2024, it was brought to our attention that the UVic permanent counter at M2a has been having some issues with the sensor specifically for pedestrians travelling Eastbound since May 2023. A historical review of the data prior to the sensors reported issues was completed to validate the pedestrian and cyclist data collected on October 24th and 26th. The data collected on October 24th was on average consistent to counts between February and March 2023. The data on October 26th showed some variation from the average. As such, only the data on October 24th from the West Campus Greenway UVic permanent counter were used for the pedestrian and cyclist traffic counts at M2a.

2.1.3. Vehicle Occupancy Data

Vehicle occupancy data was collected on Oct. 24, 2023 and Oct. 26, 2023 at key parking lot locations around the Campus. Miovision Scout Explores and Scout VCUs were deployed to collect video data at the parking locations described in *Appendix A.* Video from each parking lot was viewed by McElhanney to

count the occupants of cars as they exited their vehicles in the morning and entered their vehicles in the afternoon. This new the parking lot vehicle occupancy methodology allowed for the exclusion of drop-offs related to school activities. The methodology for determining the total number of auto passengers, including how drop-offs were factored, is further described in *Section 3.2*.

Figure 4 – Vehicle Occupancy Sample Video

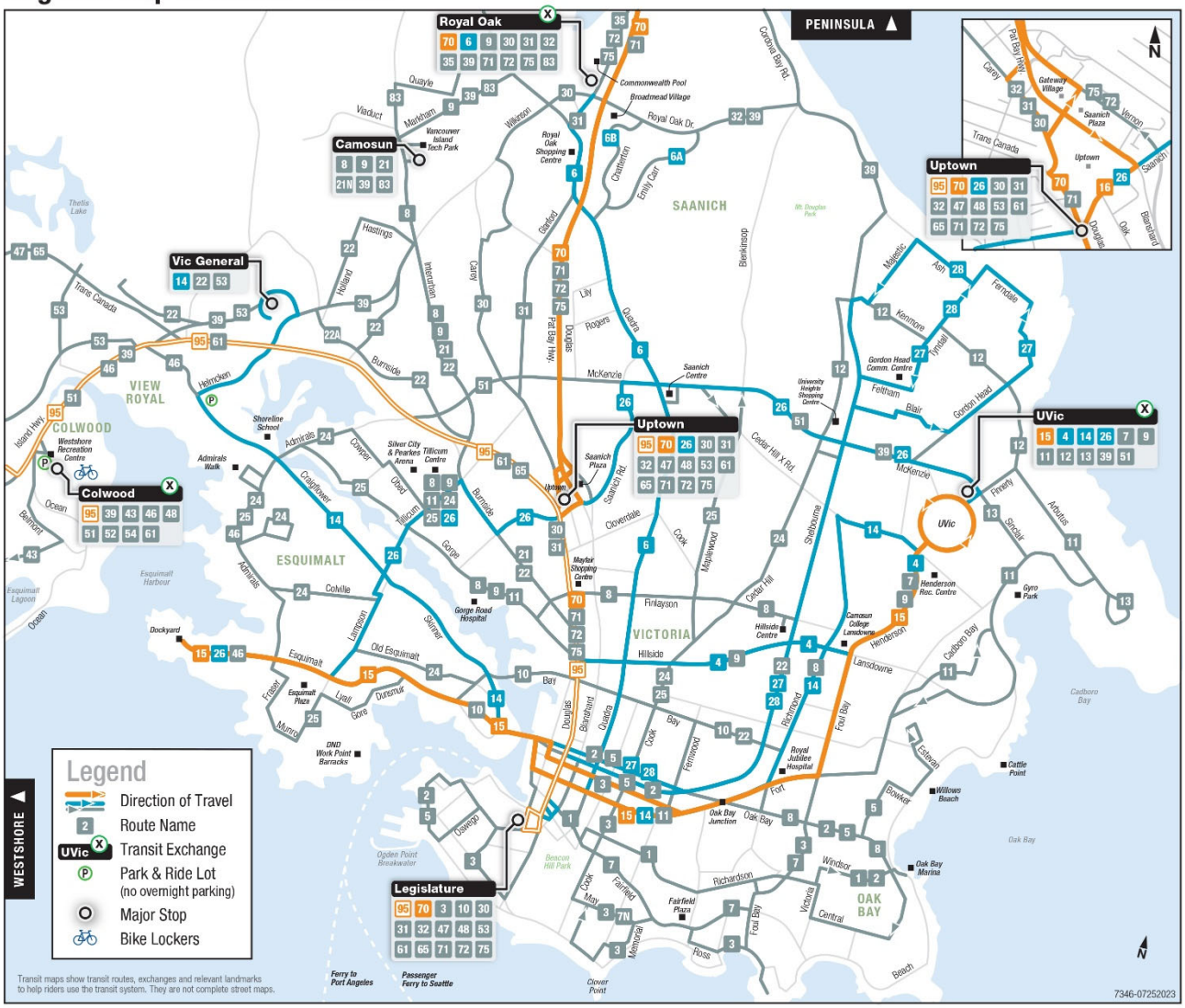
2.2. TRANSIT DATA

BC Transit provided Automated Passenger Count (APC) data for the inbound and outbound trips to the University Campus for the period of data collection, Oct. 16 to Nov. 3, 2023. The transit lines included in the analysis are listed below:

- **Regional Route**: Route 15 Esquimalt/ UVic
- **Frequent Routes**: Route 4 UVic /Downtown; Route 14 Vic General/ UVic; Route 26 Dockyard/UVic
- **Local Routes**: Route 7 UVic /Downtown (Night Bus); Route 9 Royal Oak/UVic; Route 11 Tillicum Centre/ UVic; Route 12 University Heights/ UVic; Route 13 Ten Mile Point/ UVic; Route 39 Westhills Exch/Interurban/Royal Oak Exch/ UVic; Route 51 Langford/ UVic; Route 17 Cedar Hill (AM Routing Only)

A map showing these routes in relation to the rest of the Greater Victoria area is provided in *Figure 5.*

Regional Map of Greater Victoria



Victoria Region

95	Langford/Downtown
15	Esquimalt/UVic
70	Swartz Bay/Downtown
4	UVic/Downtown
6	Royal Oak Exch/Downtown
14	Vic General/UVic
26	Dockyard/UVic
27 28	Gordon Head/Majestic/Downtown
1	South Oak Bay/Downtown
2 5	James Bay/South Oak Bay/Willows
3	James Bay/Royal Jubilee
7 7n	UVic/Downtown
8	Interurban/Tillicum Centre/Oak Bay
9	Royal Oak/UVic
10	James Bay/Royal Jubilee
11	Tillicum Centre/UVic
12	University Heights/UVic
13	Ten Mile Point/UVic
21 21n	Interurban/Downtown
22	Vic General/Hillside Mall
24	Cedar Hill/Tillicum Centre
25	Maplewood/Tillicum Centre
30 31	Royal Oak Exch/Downtown
32	Cordova Bay/Royal Oak Exch
35	Ridge
39	Westhills Exch/Interurban/Royal Oak Exch/UVic
47	Goldstream Meadows/Downtown
48	Happy Valley/Downtown
51	Langford/UVic
53	Vic General/Downtown/Langford via Atkins
61	Sooke/Langford Exch
65	Sooke/Downtown
71	Swartz Bay/Downtown
72	Swartz Bay/Downtown
75	Saanichton Exch/Royal Oak Exch/Downtown

Average Frequency

Rapid Route
15 minute or better service
7am–10pm, 7 days/week

Regional Route
15–60 minute service
with limited stops

Frequent Route
15 minute or better service
7am–7pm, Mon–Fri

Local Route
20–120 minute service

Figure 5 - Greater Victoria Transit Routes (Source: BC Transit)

3. Survey Results

3.1. AUTOMOBILE DRIVERS

3.1.1.Peak Vehicle Traffic

A summary of the total peak period inbound and outbound vehicle trips for the Campus is provided in *Appendix B.* A historical comparison of the total observed vehicle volumes arriving to the Campus (inbound) and leaving the Campus (outbound) is provided in *Table 1* and graphically in *Figure 6.* Total peak hour auto driver trips increased by 12% from 2021, and by 10% from 2018. The mode share difference between the years is a more accurate representation of the progress towards the sustainability targets which is detailed in *Section 4*.

Table 1 – Historical Peak Period Vehicle Traffic

Vehicle Traffic (Peak 7 Hours)	2000	2004	2006	2008	2010	2012	2014	2016	2018	2021	2023
Inbound	8,010	6,598	6,197	6,683	7,187	7,197	6,835	7,145	6,996	6,543	7,671
Outbound	7,006	6,732	6,534	6,087	6,702	6,492	6,126	6,750	6,146	6,353	6,773
Total	15,016	13,330	12,731	12,770	13,889	13,689	12,961	13,895	13,142	12,896	14,445

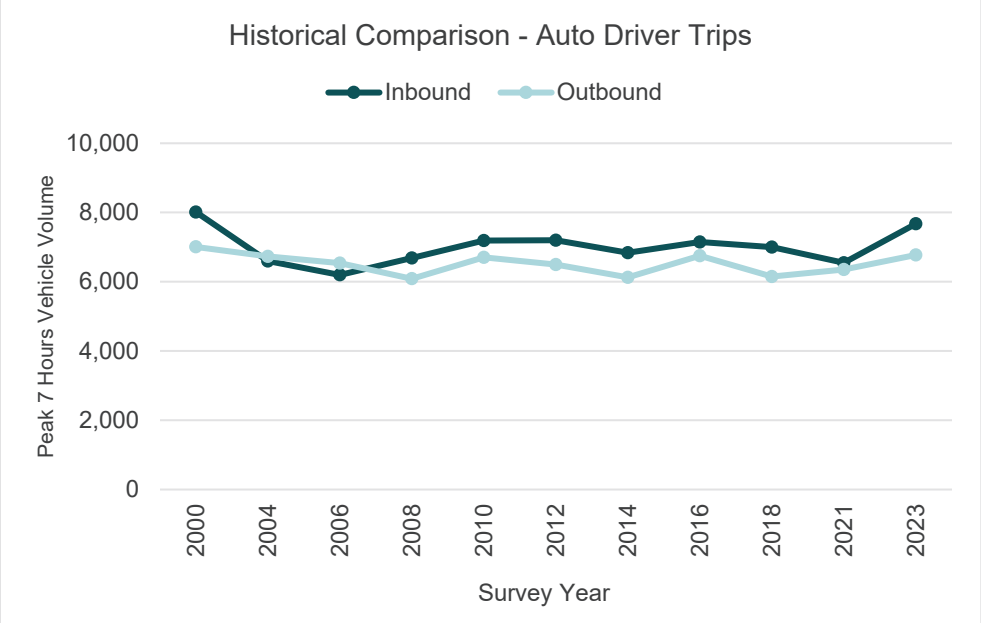


Figure 6 - Historical Comparison of Peak Seven Hour Auto Driver Trips

An illustration of the inbound and outbound vehicle traffic (automobiles only) for the AM and PM peak hours for the study's access points is provided in *Figure 7* and *Figure 8* respectively. Each figure shows the location of specific peak hour volumes, which vary from location to location. The distribution as a percentage of the total peak hour volumes is also included for each location. Across all locations, the AM

peak hour was 8 – 9 AM, and the PM peak hour was from 4 - 5 PM. The peak hours are one hour earlier than the 2021 survey but return to the same peak hours as the surveys before 2021.

During the AM peak period, the highest two-way vehicle volumes were:

1. University Dr (M1): 27%
2. McGill Rd (M4): 19%
3. Gabriola Rd (M6): 12%
4. Finnerty Rd (M8): 10%

During the PM peak period, the highest two-way vehicle volumes were:

1. University Dr (M1): 29%
2. McGill Rd (M4): 16%
3. Gabriola Rd (M6): 13%
4. Finnerty Rd (M8): 11%

The vehicle distribution is consistent with previous years with University Dr and McGill Rd having the highest vehicle volumes.

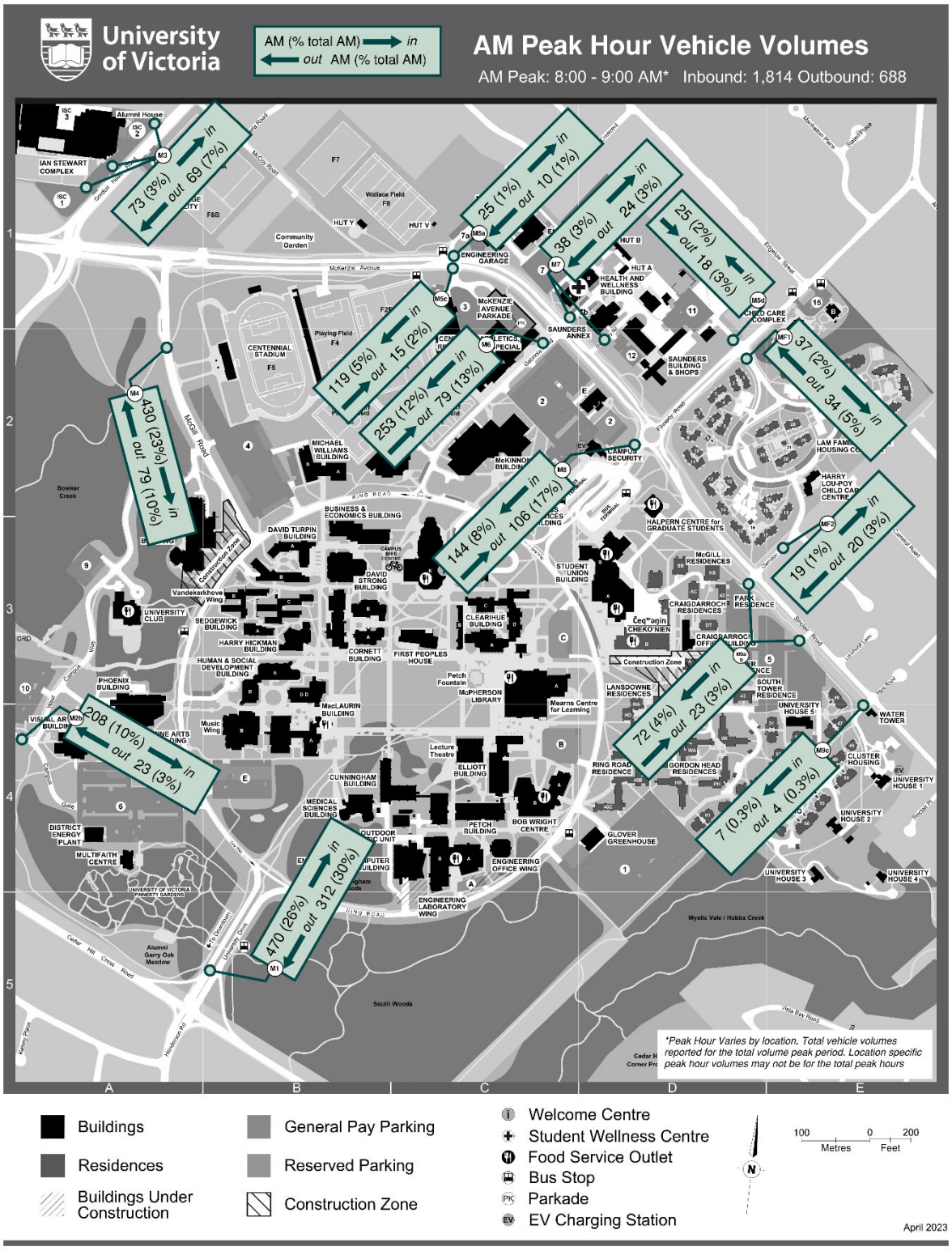


Figure 7 - AM Peak Hour Vehicle Volume Distribution

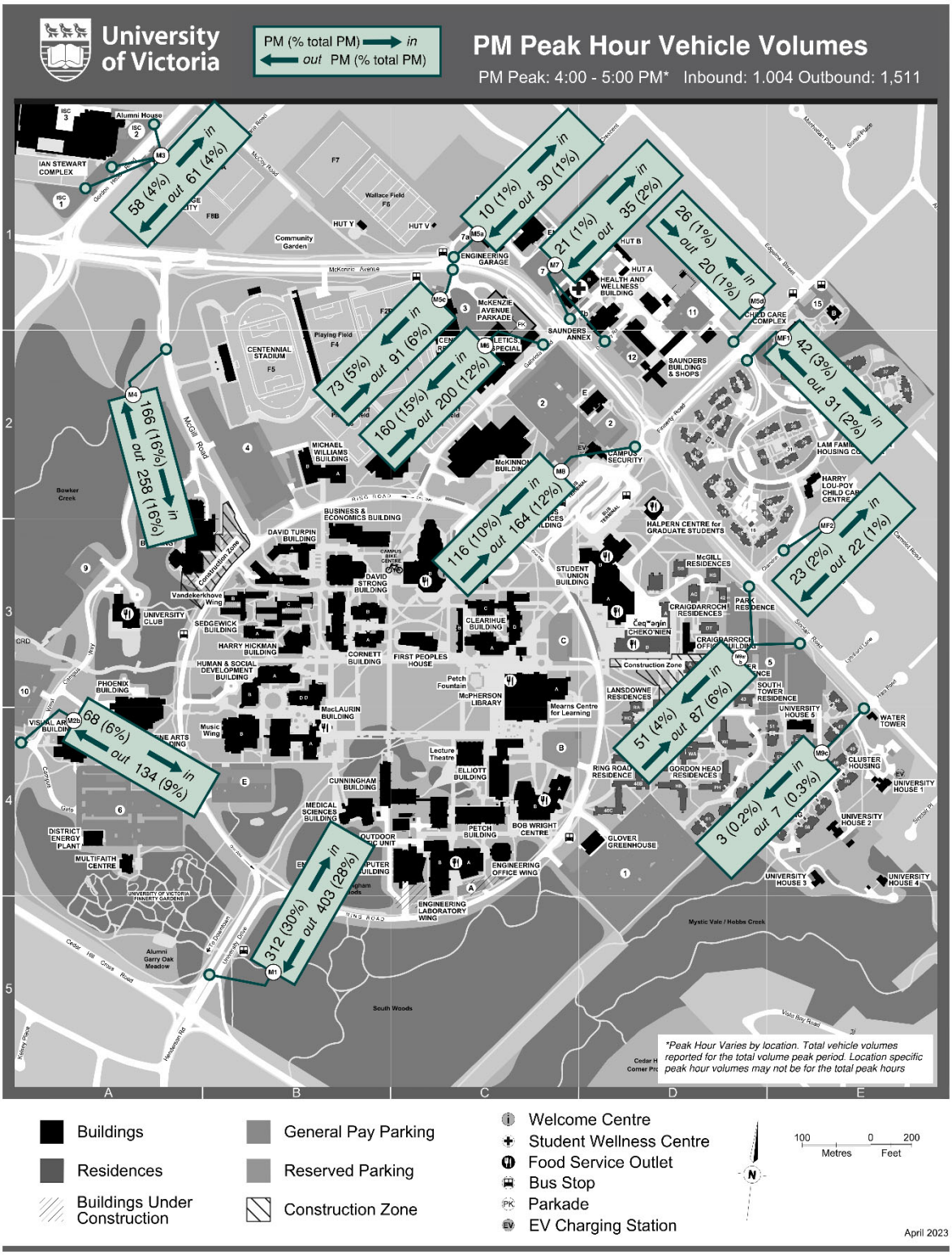


Figure 8 – PM Peak Hour Vehicle Volume Distribution

3.1.2. Daily Vehicle Traffic

Daily, 24-hour, traffic counts were taken for the roadways on University Dr (M1), West Campus Gate (M2b), McGill Rd (M4), Gabriola Rd (M6) and Finnerty Rd (M8). A profile of the hourly vehicle traffic at these locations is shown in *Figure 9* for inbound (arriving to the Campus) traffic, and *Figure 10* for outbound (leaving the Campus) traffic. Tables with the summarized data are provided in *Appendix B.*

The daily profile illustrates the distribution of traffic volume during the peak time periods. During the AM, the inbound peak volumes occur between 8 – 10 AM. During the PM peak period, there is more of a spread of outbound vehicle traffic between 2– 6 PM, with the peak hour between 4 – 5 PM. As previously noted, the peak hours have shifted since the 2021 survey but are consistent with previous surveys.

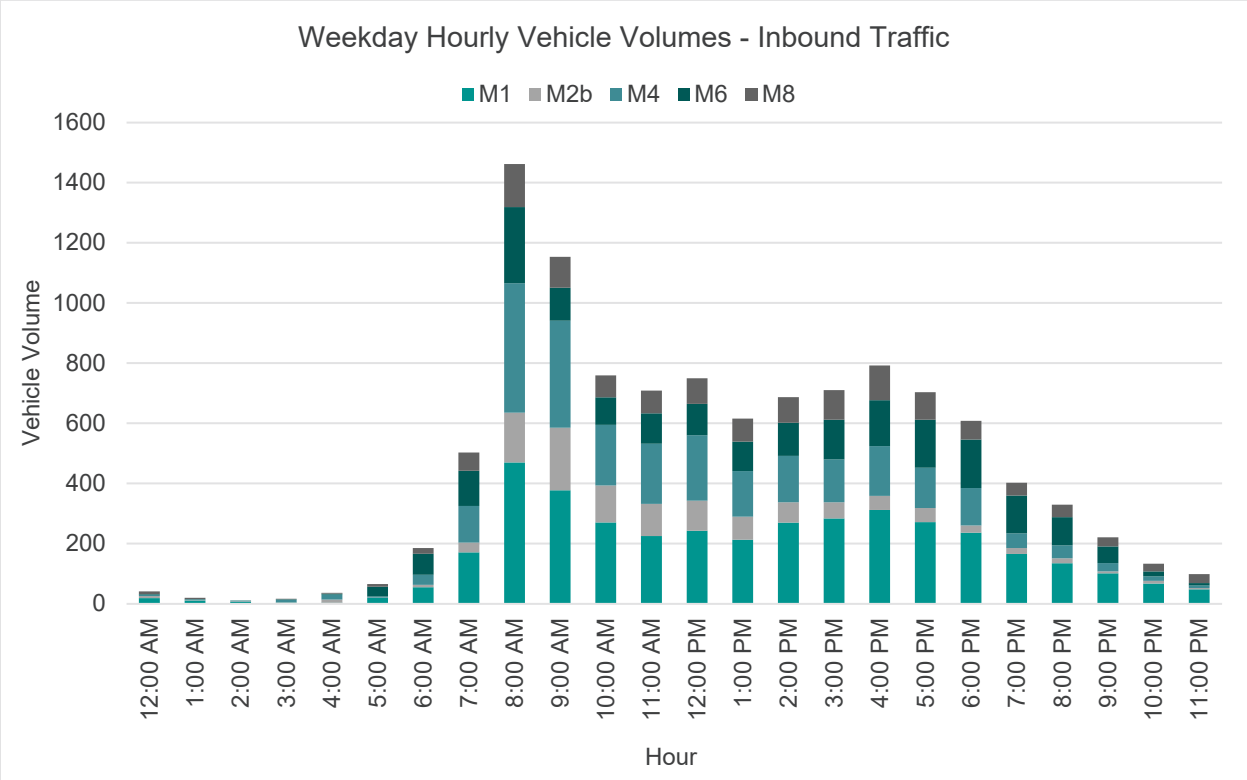


Figure 9 – Daily Hourly Vehicle Volume – Inbound Traffic

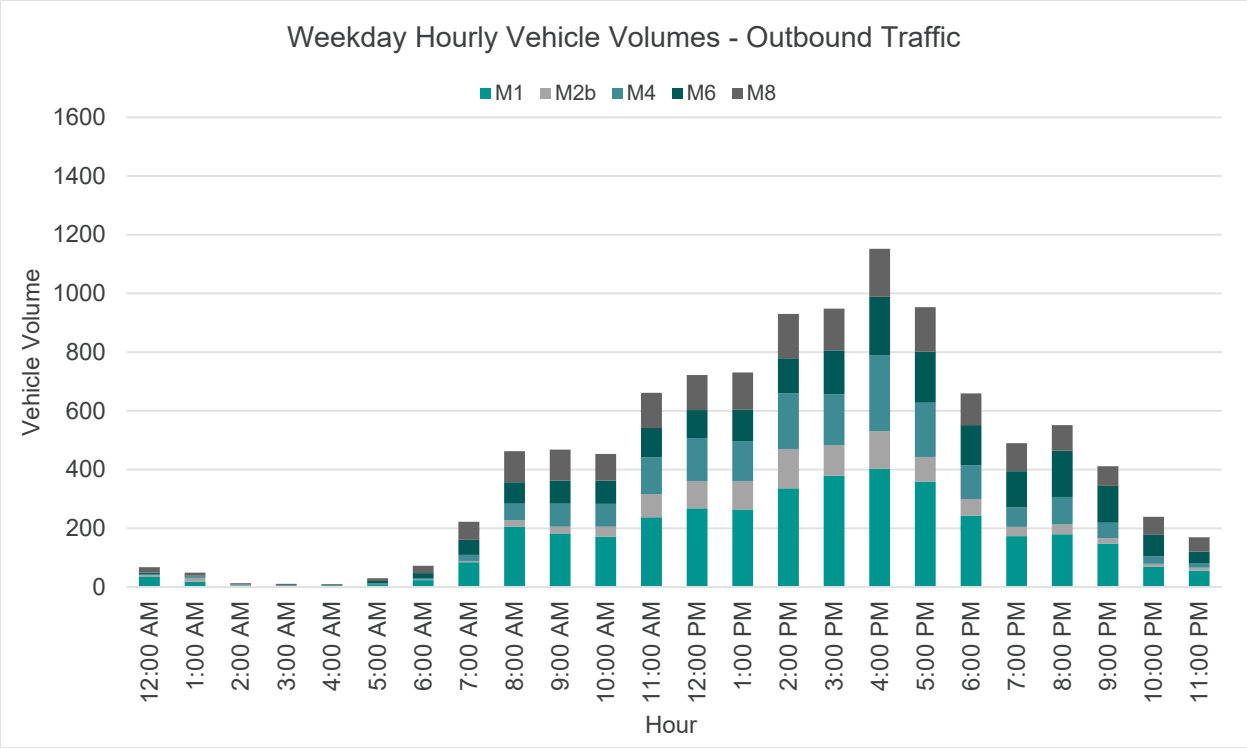


Figure 10 – Daily Hourly Vehicle Volume – Outbound Traffic

3.2. AUTO PASSENGERS

3.2.1. Data Analysis Methodology

Auto passenger counts were determined by developing vehicle occupancy (VO) factors using recorded footage at parking lots with high utilization (refer to *Figure 1)*. The VO factors for each location were determined using the following methodology:

1. Each count location was assigned a parking lot where it was assumed cars passing through that count location would be parking. For locations without a nearby parking lot, the Campus Wide vehicle occupancy Factor (CWF) was used. The parking lot counts and assigned locations are shown in the *Table 2.*

2. At each parking lot location, the total number of vehicles and associated number of people that exited that vehicle were recorded. Note that for this study, drop-offs were considered as passengers. The VO factor is the summation of the total number of people divided by the summation of total vehicles. Note that UVic vehicles and McElhanney vehicles were excluded from this analysis. In the small percentage of cases where it was unclear as to how many passengers exited the vehicle, it was assumed only 1 passenger (the driver) exited that vehicle.

3. The CWF was calculated by taking the total number of passengers that exited vehicles across all parking lots divided by the total number of vehicles parked at all observed parking lots which are identified in *Figure 1*.

4. The total auto passenger count at each location was calculated by multiplying the VO factor (either from the adjacent parking lot or the CWF) by the vehicle count at the respective location.

Table 2 presents peak period VO factors and corresponding parking lot which was used to determine the auto passenger count for each location.

Table 2 – Peak Period Vehicle Occupancy Factors

Location	Parking Lot	Vehicle Occupancy Factor	
		AM - Inbound	PM - Outbound
M1	P1	1.14	1.20
M2b	P6	1.12	1.13
M3	Campus Wide	1.10	1.20
M4	P4/P8	1.06	1.14
M5a	P2	1.10	1.20
M5c	P2	1.10	1.20
M5d	Campus Wide	1.10	1.20
M6	P2	1.10	1.20
M7	Campus Wide	1.10	1.20
M8	P2	1.10	1.20
M9a/b	P5	1.10	1.30
M9c	P5	1.10	1.30
MF1	Campus Wide	1.10	1.20
MF2	Campus Wide	1.10	1.20

3.2.2. Auto Passenger Summary

The total auto passenger counts for the morning and afternoon peak periods at each location are provided in *Appendix B*. The total 7-hour peak auto passenger counts by direction for each location are visually illustrated in *Figure 11.*

The VO factors for the UVic Campus is on average 1.1 for the AM peak period, and 1.2 for the PM peak period. Parking lot number five (P5) had the highest vehicle occupancy factor of 1.3 in the PM peak. For all locations, the VO factors were lower than previous surveys, yet with an increase in vehicle trips for the 2023 survey there was no change to total peak period auto passenger trips since 2021.

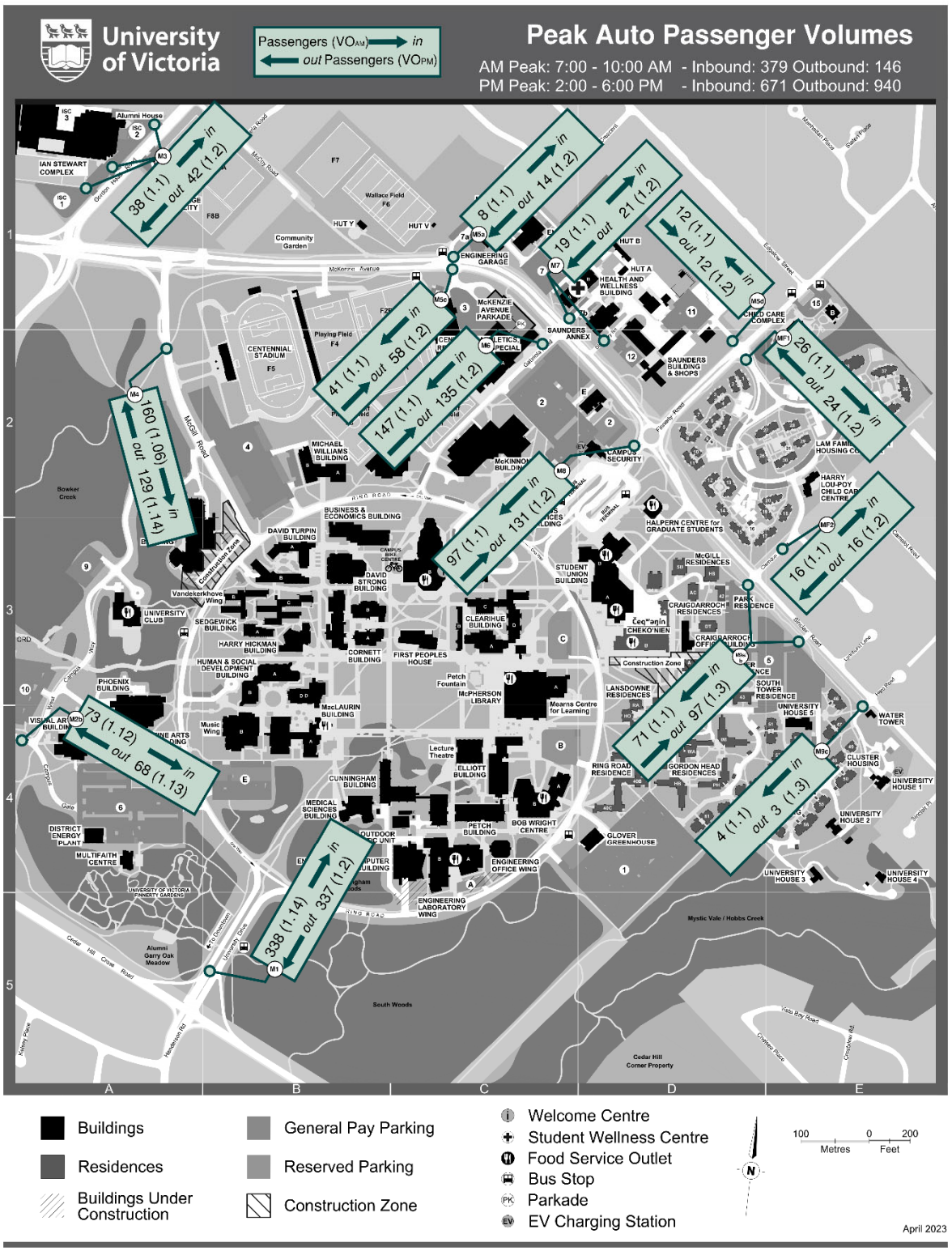


Figure 11: Auto Passenger Volumes

3.2.3. Data Accuracy

The video footage methodology at parking lots offers several advantages over the manual counting of vehicle occupants as they pass through each location, such as:

- **Illuminated parking lots:** October's shortened daylight hours were overcome with artificially illuminated parking lots, increasing accuracy in low-light conditions.
- **Equipment:** Redundant cameras at different angles and a VO factor minimized the impact of potential electronic malfunctions on results.
- **Ability to rewatch/stop footage:** In the field there is no way to correct missed vehicles. Recorded footage allowed for error correction by replaying or stopping the video to verify passenger counts.
- **Ability to record unknowns:** Captured video allows the ability to record if you could not see in a car, rather than assuming you saw or didn't see a passenger. Using the unknown data, we are able to extrapolate and factor for uncertainties.
- **Ease of counting during peak hours:** Counting passengers in heavy traffic is challenging. The updated methodology with video footage enables capturing occupants in every car during peak hours by adjusting video speed.

When evaluating the precision of recorded vehicle passenger numbers through parking lot video footage, various factors merit consideration. Some challenges with the video footage included:

- **Obstructed Camera View**: Trees in parking lots obscured some stalls. Cameras at varied heights and angles were used to obtain unobstructed views.
- **Pedestrian Thoroughfares**: Active pedestrian areas, like Parking Lot 2 near the CARSA Recreation Centre, made determining vehicle occupants challenging during peak hours. Accuracy of occupant counts was maintained through the ability to rewind and slow down video as needed.
- **Cruising/Circling:** During peak hours of arrival and departure from campus, there were instances of greater than 10 vehicles circling a lot searching for available parking. This circling behaviour was especially apparent at Parking lot 2 where there are some spots that appear to be free but are reserved. Managing simultaneous on-screen movement was addressed by using video review features.
- **Representative Sample**: As not every parking lot was observed. The parking lot locations chosen for video collection were informed by historical parking lot utilization. McElhanney captured contingency video at additional parking lot locations as contingency which were not ultimately included in the study but could be used to verify vehicle occupancy rates across the campus.

3.3. TRANSIT RIDERSHIP

Total trips for passengers arriving to (inbound) and leaving (outbound) the Campus were summarized for the transit lines described in *Section 2.2*. A summary of the total passenger and bus trips for all routes is provided in *Appendix C*. A historical comparison of transit passenger trips is provided in *Table 3* and illustrated graphically in *Figure 12*.

Table 3 - Historical Daily Transit Passengers (5am – 2am)

Transit Passengers (Daily)	2000	2004	2006	2008	2010	2012	2014	2016	2018	2021	2023
Inbound	4,860	8,194	7,885	9,426	8,805	9,569	7,892	8,381	8,203	6,309	7,644
Outbound	5,054	6,694	7,550	8,546	8,314	7,628	8,134	8,634	8,067	6,229	7,921
Total	9,914	14,888	15,435	17,972	17,119	17,197	16,026	17,015	16,270	12,538	15,565

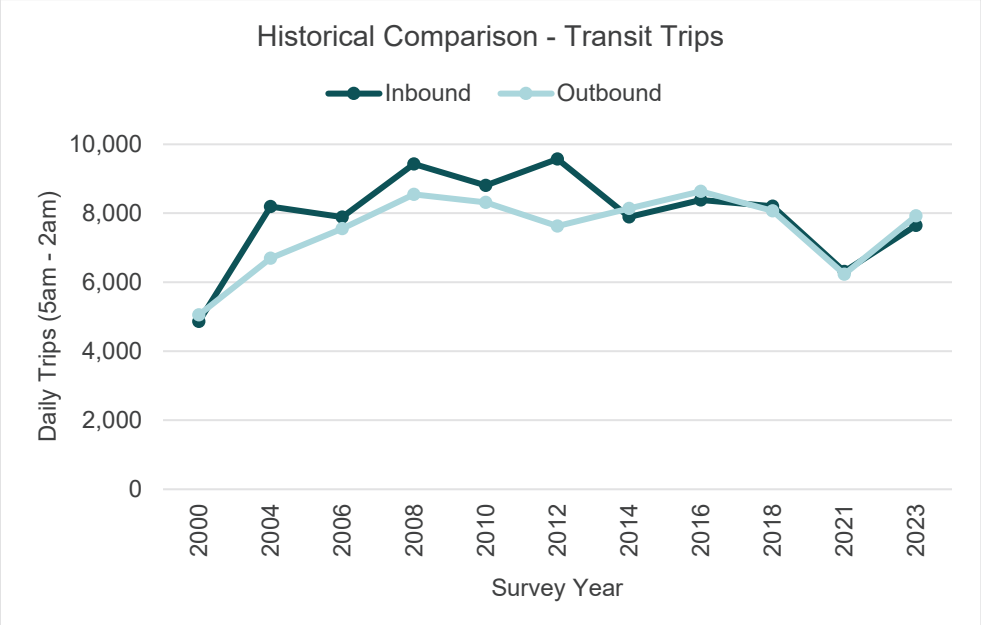


Figure 12 - Historical Daily Transit Ridership

As shown in *Table 3*, there was 24% increase in daily transit ridership from 2021 to 2023. Comparing the 2023 and 2018 surveys, there was a 4% decrease in transit ridership. 2021 saw a notable decrease in transit ridership due to the Covid-19 pandemic and the increase in ridership in 2023 is more consistent with pre-pandemic ridership.

There are a total of 1,083 bus movements to and from the Campus on a typical weekday. Routes 4, 14, 15, and 26 operate at the highest frequency of 6-8 minutes during the peak hours. These routes also have the highest ridership as described below:

- Route 4 (UVic /Downtown): 19% of transit passenger trips, 16% of bus trips to and from UVic

- Route 14 (Vic General/ UVic): 17% of transit passenger trips, 17% of bus trips to and from UVic
- Route 15 (Esquimalt/UVic) 12% of transit passenger trips, 15% of bus trips to and from UVic
- Route 26 (Dockyard/UVic): 22% of transit passenger trips, 16% of bus trips to and from UVic

In 2023, these four routes carried 70% of the total weekday passengers to and from campus which is consistent with the 2021 survey. *Figure 13* illustrates the transit passenger distribution with respect to the roadways to the Campus. As shown in the figure, University Dr (Routes 15, 4, 9, 7 14) carries the majority of the daily transit passengers.

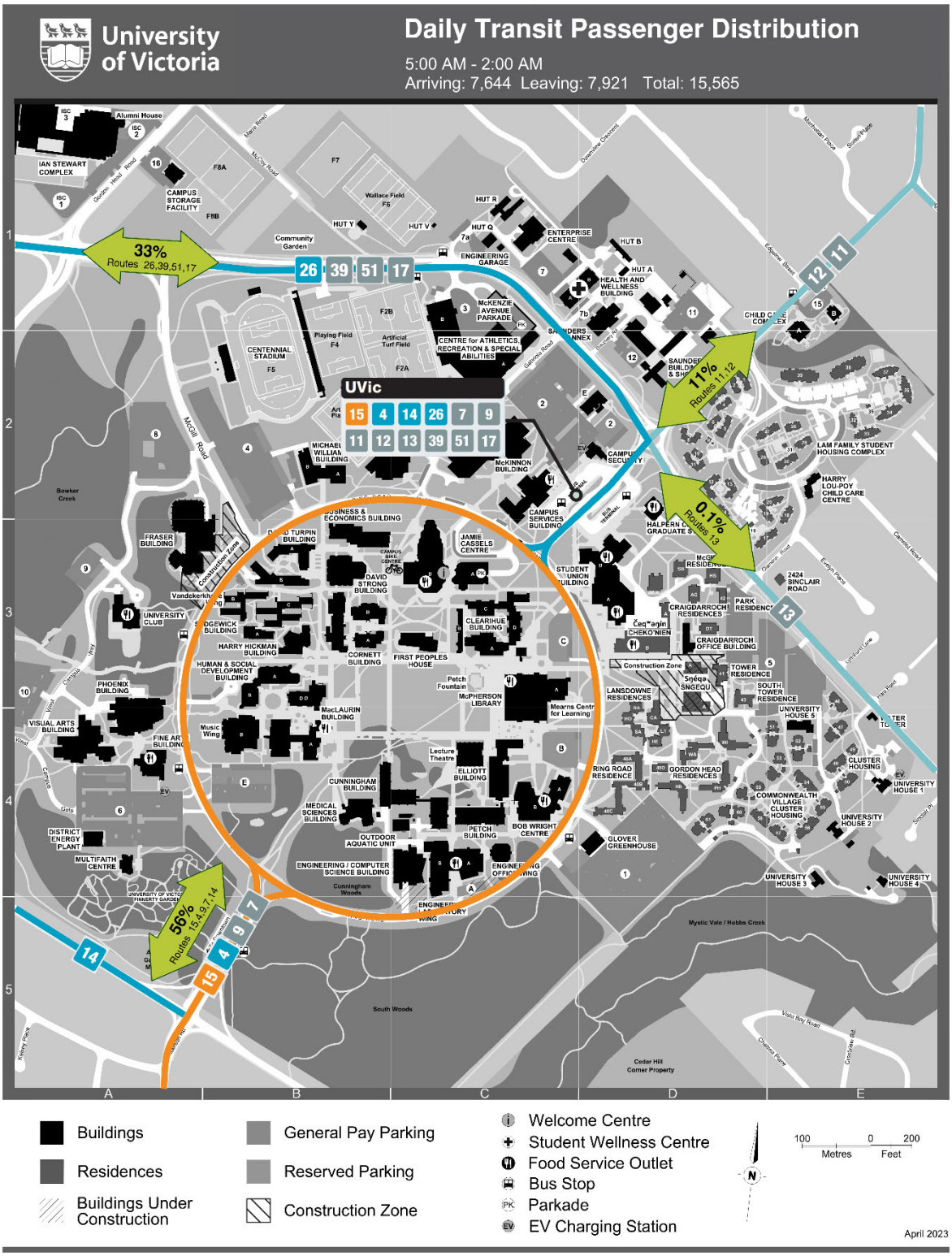


Figure 13 - Transit Passenger Distribution

3.4. CYCLISTS

A summary of the total peak period inbound and outbound cycling trips for the Campus is provided in *Appendix B*. For the 2023 survey, an average of 1,220 inbound and 1070 outbound weekday trips are made during the 7 peak hours. Compared to the 2021 survey, 2023 had a 17% increase in total cyclist trips made sure the AM and PM peak period. Across all locations, the AM peak hour was 8 – 9 AM, and the PM peak hour was from 4 - 5 PM. These peak hours are the same as the vehicle peak hours.

Figure 14 illustrates the distribution of cyclists for each of the count locations. The most heavily used roadways to access the Campus were:

1. University Drive (M1): 27% of total peak cyclist trips
2. West Campus Gate Trail (M2a): 13% of total peak cyclist trips
3. McGill Road (M4): 12% of total peak cyclist trips
4. Dawnview Crescent (M5a): 11% of total peak cyclist trips

Together these four locations represent 63% of the total peak period cycling trips to and from the Campus. The West Campus Gate Trail (M2a) increased from 4% in 2021 to 13% in 2023 as construction of the path reached completion. Note that the distribution is now similar to as in 2018, which had a distribution of 14% at M2a. As previously noted, there were some sensor issues with the UVic permanent counter at M2a but appear to only affect the pedestrian counts. It is also worth noting that cycling numbers are far more susceptible to variability due to weather than other modes and this may have some influence over the volumes counted.

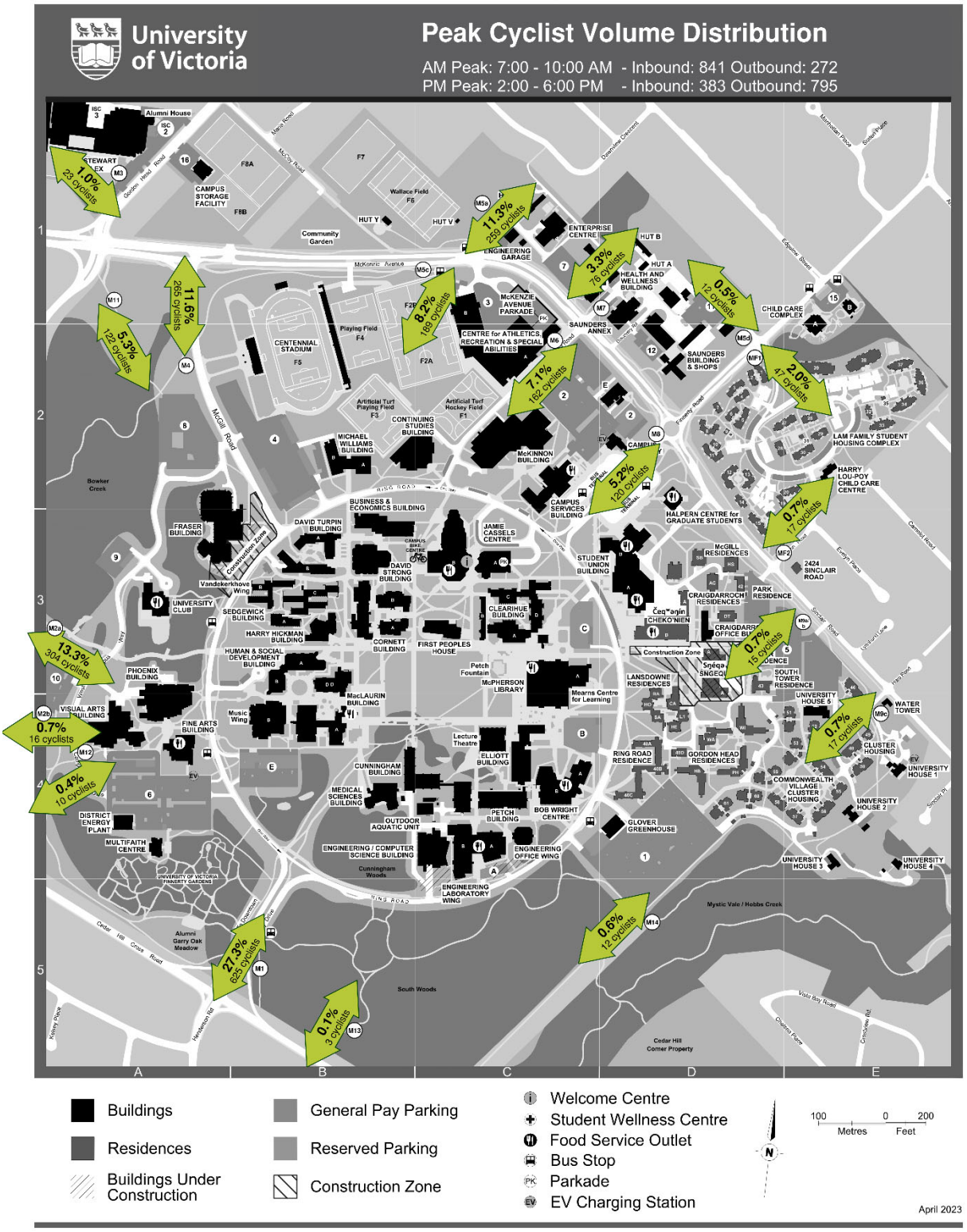


Figure 14 - Cyclist Volume Distribution

3.5. PEDESTRIANS

A summary of the total peak hour inbound and outbound pedestrian trips for the Campus is provided in *Appendix B*. For the 2023 survey, an average of 2,240 inbound and 1,950 outbound trips were made during the weekday AM and PM peak hours. Like the vehicle and cyclist modes, the peak hours for pedestrians were 8 - 9AM in the morning, and 4 - 5PM in the afternoon.

Compared with 2021, the total AM and PM peak period pedestrian trips decreased significantly, by 14%. It should be noted that for the 2023 survey the location of the M5c pedestrian counter was moved to avoid double counting pedestrians using the bus stop. As a result, the pedestrian volume at M5c decreased by over 50% and accounts for the much of the decrease in pedestrian trips compared to 2021. The same goes for comparing with 2018 which had recorded large pedestrian traffic at M5c which may have been double-counted from transit trips.

Figure 15 illustrates the distribution of pedestrians for each of the count locations. The most heavily used roadways and pathways to access the Campus were:

1. West Campus Gate Trail (M2a): 13% of total peak pedestrian trips
2. University Dr (M1): 11% of total peak pedestrian trips
3. McKenzie Avenue Multi-Use Pathway (M11): 11% of total peak pedestrian trips
4. Dawnview Crescent (M5a): 11% of total peak pedestrian trips
5. Gabriola Road (M6): 10% of total peak pedestrian trips

Together these five locations represent over 50% of the total peak period pedestrian trips to and from the Campus. The pedestrian access distribution is similar to the 2021 distribution with the exception of M5c and M1. The 2021 survey had a notable increase at the CARSA corridor (M5c). As previously mentioned, the location of this counter was moved showing a significant decrease from 2021 which is now confirmed that the location double counted pedestrians using the bus stop on Mackenzie Ave. The 2023 survey also saw a 5% increase in pedestrian access at M1, University Dr.

The West Campus Gate Trail at M2a saw an increase in pedestrian traffic with the completion of previous construction. As previously noted, there were some calibration issues with the UVic permanent counter sensor; however, the October 24th data collection is consistent with the pre-malfunction counts at the West Campus Gate Trail UVic permanent counter.

Previous studies had noted that high parking lot usage at the family housing parking lots may result in pedestrian counts travelling through the MF1, MF2 and M8 corridors. The parking lot utilization data collected was insufficient to accurately subtract pedestrians that had parked at the Lam Family housing complex parking lots from the pedestrian counts at M8, MF1, and MF2; therefore, no adjustments were made. The data was not separated by time of day and there was no reference point as to how utilized the

lot was before the data was collected. It was also explored to subtract pedestrian counts from M13 and M14 due to high parking utilization on Ceder Hill Cross road. The parking lot utilization data was completed at the beginning and end of the peak period time intervals; and hence not sufficient for any subtraction from the pedestrian counters. Furthermore, the pedestrian counts at M13 and M14 were low in comparison to the parking usage. If any subtraction was made the pedestrian counts would turn negative. Therefore, no adjustments were made to the pedestrian counts.

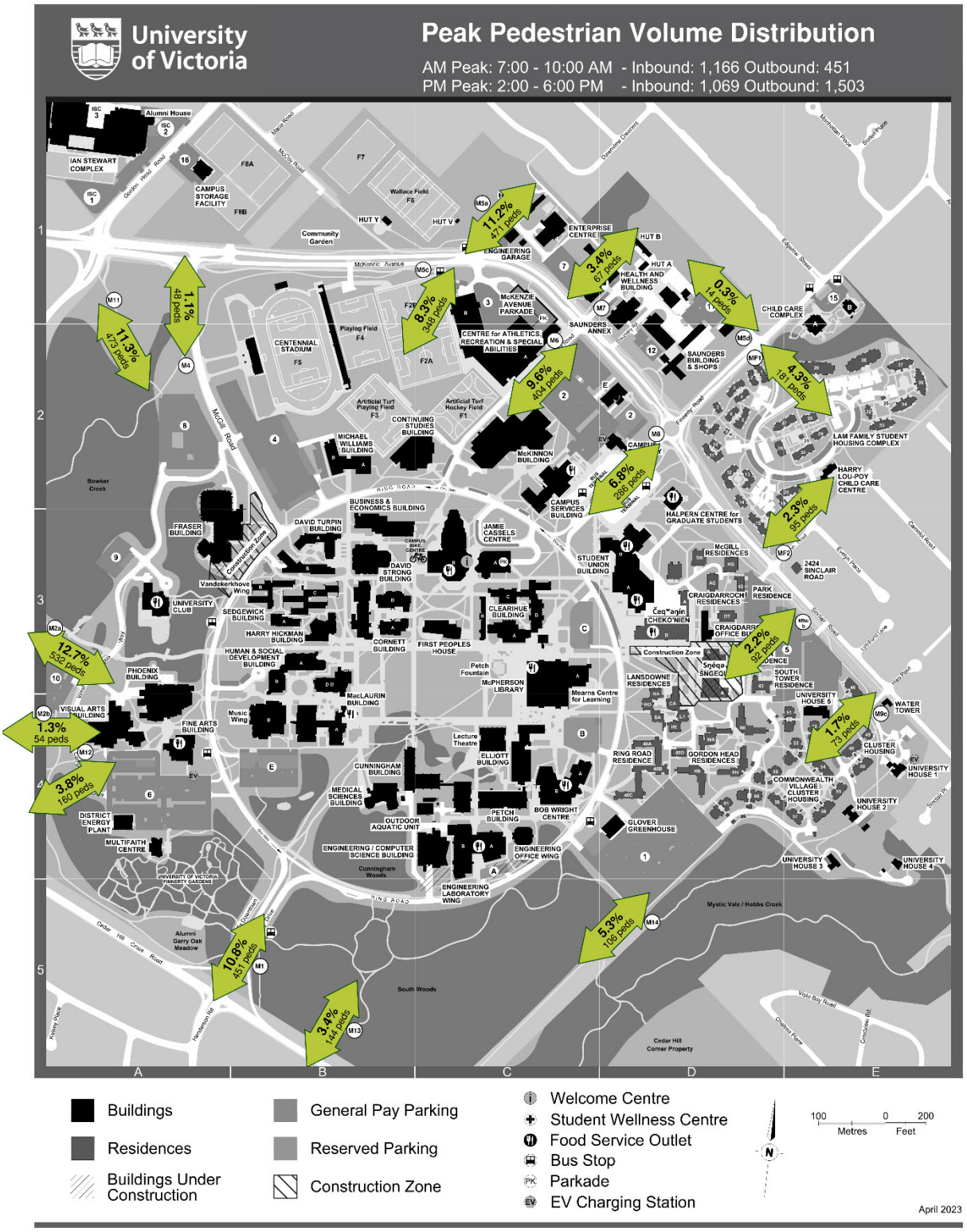


Figure 15 - Pedestrian Volume Distribution

4. Travel by Mode Summary

4.1. 2023 DAILY MODE SHARE

The daily mode share was analyzed using the total trips made from 7AM – 10PM by mode. The daily auto driver and auto passenger trips were calculated by applying a time-of-day factor to the peak seven-hour traffic volumes which was derived from the 24-hour Automatic Traffic Recorder (ATR) counts.

The pedestrian and cyclist volumes were factored by the UVic permanent counters at the West Campus Greenway and the South Campus Entrance Multi-Use Pathway. Previous studies had used the 24-hour Automatic Traffic Recorder (ATR) counts to factor the active mode peak trips to daily. The 2021 survey noted that active mode data should be factored by active mode 24-hour data as it is more representative of short duration and distance trips. While there were calibration issues with the West Campus Greenway counter, the 24-hour data on October 24th is consistent with historical time of day travel patterns and was therefore used to factor the peak period trips to daily trips from 7AM – 10PM. BC Transit provided transit ridership for trips between 7AM – 10PM; therefore, no factoring was needed.

A summary of the total trips and mode share for the 2023 survey is provided below in *Table 4.* Included in the table are both the collected peak 7-hour trips, and the factored daily (7AM – 10PM) totals.

Table 4 – 2023 Mode Share and Trip Summary

2023 Mode Share Summary				
Mode	Total Trips		Mode Share	
	Peak 7 Hours	Daily	Peak 7 Hours	Daily
Auto Drivers	14,440	26,220	45%	46%
Auto Passengers	2,140	3,890	7%	7%
Transit Passengers	8,930	14,910	28%	26%
Cyclists	2,290	3,630	7%	7%
Pedestrians/ Rollerbladers	4,190	7,760	13%	14%
Skateboarders	10	20	0.03%	0.03%
Total	32,000	56,430	-	-

Based on the collected traffic data, an estimated 56,430 trips occur daily between 7AM and 10PM to and from the Campus. *Figure 16* visualizes the 2023 survey's total daily trips and mode share as it compares to the 2021 survey. There was only a 3% increase in total daily trips from 2021 to 2023. As illustrated the graph, some modes saw a larger increase in daily trips such as transit, while other modes saw a decrease in trips such as pedestrians.

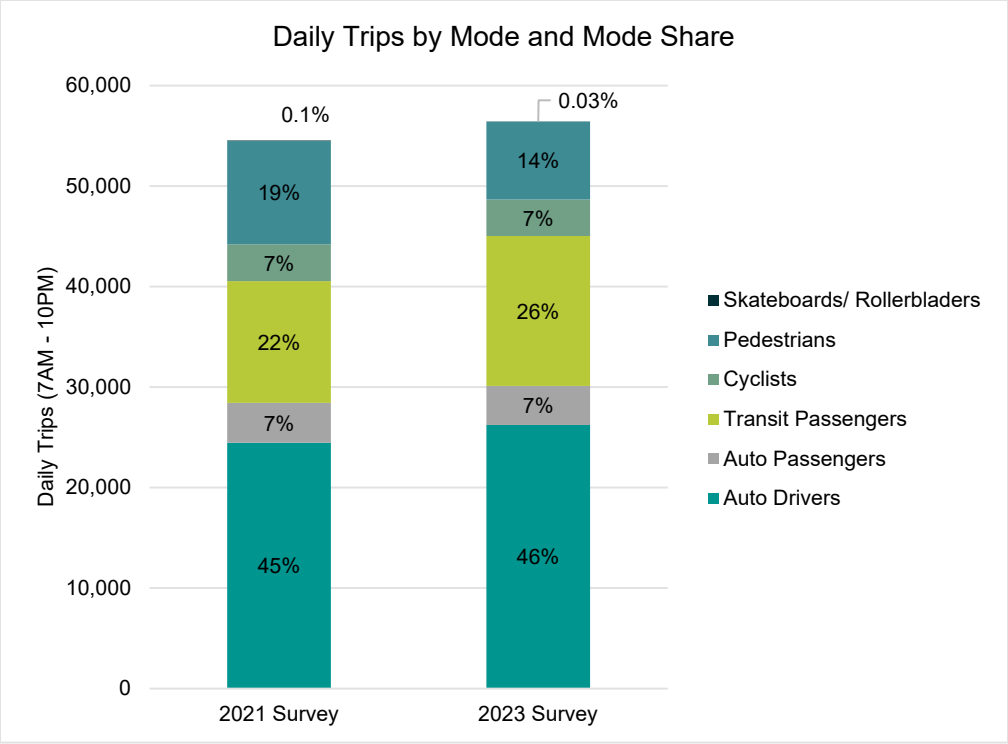


Figure 16: Daily Trips and More Share

The daily auto driver mode share is about 46%, which is a 1% increase from the previous survey. The remaining modes have a mode share of 54%, with transit having the largest share at 26% of the daily mode share. The daily auto passenger mode share remained constant with 2021 at 7%. There was a decrease in pedestrian mode share at only 14% for the 2023 survey compared to 19% in 2021. As previously noted, the pedestrian mode share should not be viewed in isolation as a decrease, since previous studies may have double counted transit trips as pedestrian trips.

Other highlights from the 2023 dataset include:

- **Slight decrease in daily auto driver mode share:** The daily auto driver mode share is about 46%, a 1% decrease from the 2021 survey. There were also more vehicle trips to and from campus compared to 2021.
- **Increase in transit passenger trips:** Transit ridership has rebounded from the drop in transit ridership due to the Covid-19 pandemic. Transit mode share increased from 22% to 26%, and total daily transit ridership is almost at 2018 ridership.
- **Decrease in pedestrian trips:** Total daily pedestrian trips decreased by 26% from 2021, and the daily mode share decreased from 19% to 14%. This decrease in pedestrian trips may be due to eliminating the double-counted pedestrian trips at M5c.

- **Minimal skateboarders:** There were only 20 recorded skateboarder trips which represents less than 1% of the total mode share. Data collection for skateboarders has a low benefit to cost ratio and is not a useful metric when analyzing the predominant travel modes at UVic.

- **No change to auto passenger and cyclist mode share:** For the 2023 survey both the auto passenger and cyclist mode share are 7%, the same mode share as in 2021.

4.2. HISTORICAL COMPARISON

The total average weekly daily (7AM – 10PM) two-way mode share since 1996 is summarized in *Table 5* and illustrated in *Figure 17.* It should be noted that rollerbladers were included as pedestrians in the both the 2021 and 2023 surveys.

Since 1996 there had been a decrease in auto driver mode share, with an increase in 2021 to 45%, and a slight increase again to 46% for 2023. While the auto driver daily mode share and total auto driver trips have increased, transit mode share has rebounded to the 2018 levels.

Table 5 - Historical Mode Share

Mode Share (7am - 10pm)	2000	2004	2006	2008	2010	2012	2014	2016	2018	2021*	2023*
Auto Drivers	54%	47%	44%	38%	39%	40%	40%	40%	38%	45%	**46%**
Auto Passengers	11%	12%	12%	13%	10%	10%	9%	10%	11%	7%	**7%**
Transit Passengers	18%	26%	27%	31%	26%	28%	27%	27%	26%	22%	**26%**
Cyclists	6%	6%	5%	7%	9%	8%	8%	8%	9%	7%	**7%**
Pedestrians	11%	9%	11%	11%	16%	15%	16%	15%	17%	19%	**14%**
Skateboards/ Rollerbladers	0.0%	0.2%	0.1%	0.3%	0.4%	0.1%	0.2%	0.2%	0.3%	0.1%	**0.03%**

** Skateboarders and rollerbladers combined for surveys from 1996 – 2018. 2021 survey had rollerbladers combined with pedestrians.*

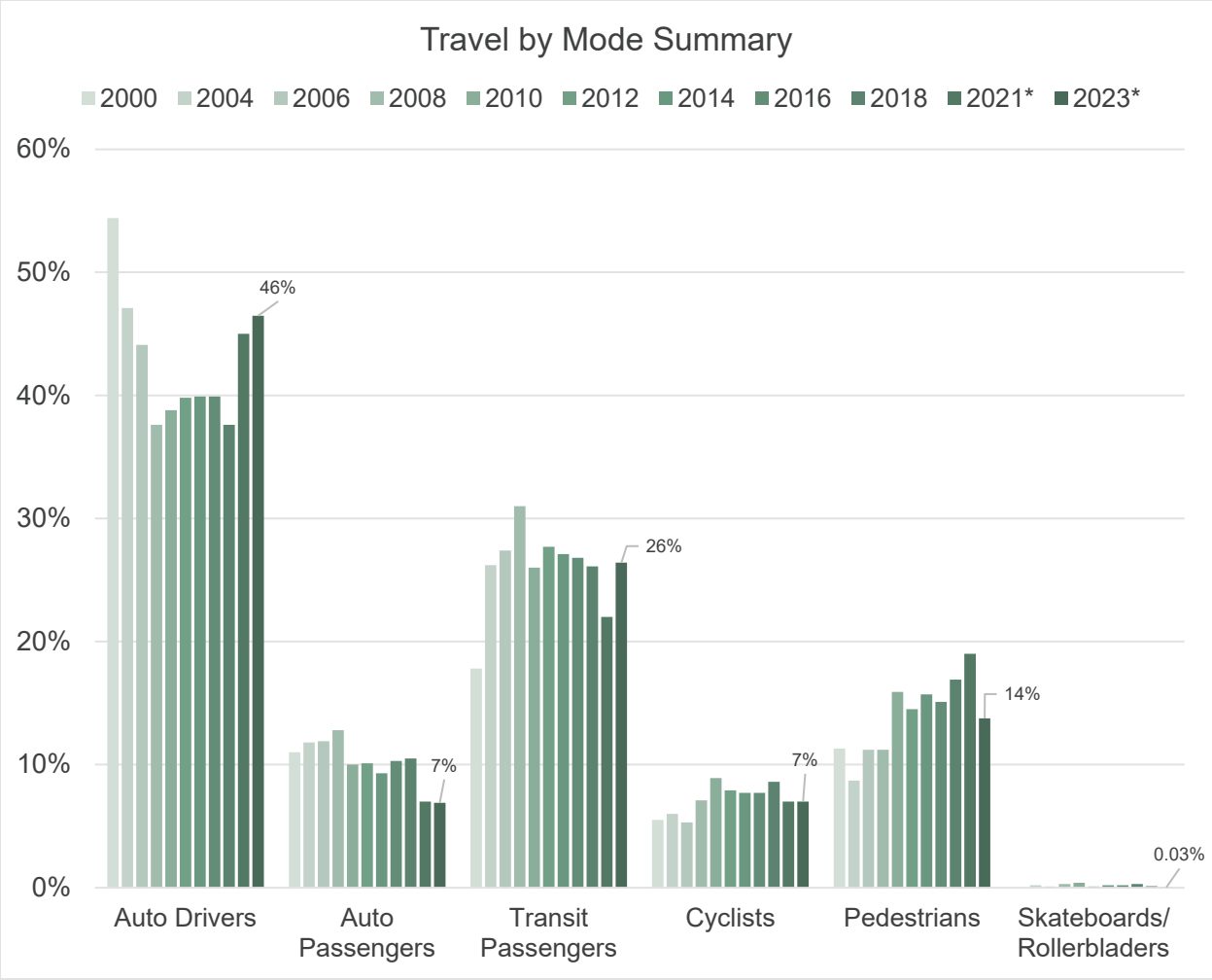


Figure 17 - Historical Mode Share

5. Conclusions and Recommendations

The 2023 survey saw an increase in total trips to and from the Campus compared to the 2021 survey which took place during the Covid-19 pandemic. Among this increase was a 7% increase in automobile trips to and from campus, with an auto driver mode share of 46%.The sustainable mode share for 2023 is 54%, a 1% decrease from the 2021 survey. 2023 saw a significant rebound in transit ridership.

2023 Sustainable Mode Share

The 2023 survey daily sustainable mode share (all modes except auto driver) is **54%,** a 1% decrease from the 2021 survey.

The mode shares within the "sustainable" modes appear to have trended more towards transit rather than pedestrian largely due to changes in methodology that eliminate double-counting trips as pedestrian. Total daily transit ridership increased by 24% compared to 2021, with a daily mode share of 26%. There was no change between 2021 and 2023 to the cycling and auto passenger mode shares, which are both 7% for the 2023 survey. Note that a different methodology was used for the 2023 survey to calculate auto passenger trips as previously described.

5.1. CONSIDERATIONS FOR FUTURE SURVEYS

To enhance the accuracy and findings for future transportation surveys, we suggest exploring the following recommendations:

- Continue utilizing the capabilities of new traffic count technologies to increase the efficiency and reliability of data collected.
- Continue to apply mode specific time of day factors for walk and bike trips to convert peak hour trips to daily trips using the UVic permanent active modes counters.
- Eliminate data collection for skateboarders and rollerbladers as they represent less than 1% of the total mode share.
- With new video watching auto passenger methodology drop-offs are more easily recorded. Future surveys should consider if the auto driver for a drop-off trip should be considered as a trip to and from campus in the mode share. The video methodology can also help inform how many vehicles stop at parking lots near student housing for parcel deliveries.
- Complete parking time of day parking utilization surveys to subtract pedestrians leaving their vehicles and avoid double counting pedestrians at the count locations. For example, locations M13 and M14 may have pedestrian traffic from those exiting vehicles parked on Cedar Hill Cross Road be double counted. Completing time of day specific parking utilization surveys would inform if locations were double counting pedestrians that exit vehicles and should be only recorded as vehicle trips, not pedestrian trips. A similar process for avoiding double-counting transit passengers in locations where this suspected to happen.

APPENDIX A - DATA COLLECTION PLAN

AVAILABLE UPON REQUEST

APPENDIX B - HOURLY TRAFFIC DATA

Table B1: Vehicle Summary Inbound Daily Hourly Traffic

Vehicles Summary (excluding Buses) - Daily Hourly Counts					
Inbound					
Hour	**M1**	**M2b**	**M4**	**M6**	**M8**
12:00 AM - 1:00 AM	19	7	4	2	9
1:00 AM - 2:00 AM	11	1	3	1	4
2:00 AM - 3:00 AM	6	2	2	1	0
3:00 AM - 4:00 AM	4	1	9	1	2
4:00 AM - 5:00 AM	3	11	17	3	3
5:00 AM - 6:00 AM	20	1	4	32	9
6:00 AM - 7:00 AM	55	8	34	69	20
7:00 AM - 8:00 AM	171	32	122	117	61
8:00 AM - 9:00 AM	470	166	430	253	144
9:00 AM - 10:00 AM	377	208	356	110	103
10:00 AM - 11:00 AM	270	123	202	92	73
11:00 AM - 12:00 AM	225	107	200	101	76
12:00 PM - 1:00 PM	243	100	217	105	85
1:00 PM - 2:00 PM	213	77	152	98	77
2:00 PM - 3:00 PM	270	68	155	110	85
3:00 PM - 4:00 PM	284	54	143	132	99
4:00 PM - 5:00 PM	312	47	166	152	116
5:00 PM - 6:00 PM	271	47	134	160	92
6:00 PM - 7:00 PM	237	24	124	162	62
7:00 PM - 8:00 PM	165	20	49	126	43
8:00 PM - 9:00 PM	135	17	43	94	41
9:00 PM - 10:00 PM	101	7	28	55	31
10:00 PM - 11:00 PM	67	9	15	16	26
11:00 PM - 12:00 AM	48	4	9	8	30

Table B2: Vehicle Summary Outbound Daily Hourly Traffic

Vehicles Summary (excluding Buses) - Daily Hourly Counts					
Outbound					
Hour	**M1**	**M2b**	**M4**	**M6**	**M8**
12:00 AM - 1:00 AM	34	6	5	5	18
1:00 AM - 2:00 AM	18	13	5	2	11
2:00 AM - 3:00 AM	5	1	3	1	4
3:00 AM - 4:00 AM	3	1	3	0	4
4:00 AM - 5:00 AM	5	0	1	2	3
5:00 AM - 6:00 AM	10	1	2	8	10
6:00 AM - 7:00 AM	24	2	5	17	25
7:00 AM - 8:00 AM	84	4	21	52	61
8:00 AM - 9:00 AM	205	23	56	73	106
9:00 AM - 10:00 AM	183	23	79	79	105
10:00 AM - 11:00 AM	171	34	78	80	90
11:00 AM - 12:00 AM	238	79	126	100	120
12:00 PM - 1:00 PM	268	93	146	96	120
1:00 PM - 2:00 PM	265	97	136	107	127
2:00 PM - 3:00 PM	336	134	190	119	151
3:00 PM - 4:00 PM	379	104	174	149	142
4:00 PM - 5:00 PM	403	128	258	200	164
5:00 PM - 6:00 PM	359	84	185	174	152
6:00 PM - 7:00 PM	243	57	115	136	108
7:00 PM - 8:00 PM	173	32	66	123	95
8:00 PM - 9:00 PM	180	33	94	158	87
9:00 PM - 10:00 PM	148	18	53	125	67
10:00 PM - 11:00 PM	69	11	26	73	62
11:00 PM - 12:00 AM	56	10	16	39	49

Table B2: Vehicle Summary Peak Hourly Traffic

Vehicles Summary (excluding Buses)																			
Hour	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
7:00 - 8:00 AM	171	-	32	21	122	6	15	14	117	35	61	18	3	-	-	-	-	12	7	632
8:00 - 9:00 AM	470	-	166	73	430	25	78	22	253	38	144	60	7	-	-	-	-	37	15	1,814
9:00 - 10:00 AM	377	-	208	31	356	14	119	25	110	34	103	72	4	-	-	-	-	26	19	1,495
AM Sub-Total:	**1018**	**-**	**406**	**124**	**908**	**44**	**211**	**60**	**480**	**107**	**307**	**150**	**13**	**-**	**-**	**-**	**-**	**74**	**40**	**3,941**
2:00 - 3:00 PM	270	-	68	27	155	10	37	19	110	21	85	32	3	-	-	-	-	31	15	882
3:00 - 4:00 PM	284	-	54	58	143	9	73	26	132	19	99	36	3	-	-	-	-	37	17	988
4:00 - 5:00 PM	312	-	47	39	166	3	43	3	152	7	116	51	1	-	-	-	-	42	23	1,004
5:00 - 6:00 PM	271	-	47	34	134	5	42	0	160	2	92	37	2	-	-	-	-	17	14	856
PM Sub-Total:	**1136**	**-**	**215**	**158**	**596**	**27**	**195**	**48**	**554**	**49**	**391**	**156**	**9**	**-**	**-**	**-**	**-**	**127**	**69**	**3,731**
TOTAL:	**2154**	**-**	**621**	**282**	**1505**	**71**	**406**	**108**	**1034**	**156**	**698**	**306**	**22**	**-**	**-**	**-**	**-**	**201**	**109**	**7,671**
Outbound																				
7:00 - 8:00 AM	84	-	4	34	21	1	6	18	52	13	61	6	1	-	-	-	-	22	12	333
8:00 - 9:00 AM	205	-	23	69	56	10	12	13	73	24	106	23	4	-	-	-	-	34	20	668
9:00 - 10:00 AM	183	-	23	12	79	4	15	15	79	16	105	21	2	-	-	-	-	24	13	587
AM Sub-Total:	**472**	**-**	**50**	**114**	**155**	**14**	**33**	**46**	**204**	**52**	**272**	**49**	**6**	**-**	**-**	**-**	**-**	**80**	**44**	**1,588**
2:00 - 3:00 PM	336	-	134	18	190	12	67	20	119	35	151	80	3	-	-	-	-	20	15	1,197
3:00 - 4:00 PM	379	-	104	61	174	13	68	14	149	26	142	67	1	-	-	-	-	31	22	1,250
4:00 - 5:00 PM	403	-	128	49	258	30	91	18	200	33	164	87	4	-	-	-	-	29	20	1,511
5:00 - 6:00 PM	359	-	84	57	185	12	77	2	174	7	152	74	7	-	-	-	-	27	13	1,227
PM Sub-Total:	**1477**	**-**	**451**	**184**	**806**	**66**	**303**	**53**	**642**	**100**	**609**	**308**	**14**	**-**	**-**	**-**	**-**	**106**	**69**	**5,185**
TOTAL:	**1949**	**-**	**501**	**298**	**961**	**80**	**336**	**99**	**846**	**152**	**881**	**357**	**19**	**-**	**-**	**-**	**-**	**186**	**112**	**6,773**
TOTAL 7 HR PEAK:	**4103**	**-**	**1122**	**580**	**2466**	**151**	**742**	**207**	**1880**	**307**	**1579**	**663**	**41**	**-**	**-**	**-**	**-**	**387**	**221**	**14,445**
Vehicles (excluding Buses) - Peak Hour Volumes																				
Peak	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
AM Peak	470	-	208	73	430	25	119	25	253	38	144	72	7	-	-	-	-	37	19	**1,917**
PM Peak	312	-	68	58	166	10	73	26	160	21	116	51	3	-	-	-	-	42	23	**1,127**
Outbound																				
AM Peak	205	-	23	69	79	10	15	18	79	24	106	23	4	-	-	-	-	34	20	**705**
PM Peak	403	-	134	61	258	30	91	20	200	35	164	87	7	-	-	-	-	31	22	**1,540**

Table B3: Pedestrian Summary Peak Hourly Traffic

Pedestrian Summary																				
Hour	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
7:00 - 8:00 AM	10	16	1	-	2	11	13	1	7	5	17	3	2	10	8	15	5	7	0	129
8:00 - 9:00 AM	64	99	7	-	4	16	41	2	49	10	40	12	8	79	26	13	18	40	5	528
9:00 - 10:00 AM	50	101	7	-	7	12	34	0	56	13	24	12	9	106	30	12	23	15	3	509
AM Sub-Total:	**124**	**216**	**14**	**-**	**12**	**38**	**88**	**2**	**112**	**27**	**80**	**27**	**19**	**194**	**64**	**39**	**45**	**62**	**7**	**1,166**
2:00 - 3:00 PM	21	26	2	-	2	53	21	2	36	23	23	5	5	28	11	8	15	16	8	300
3:00 - 4:00 PM	37	18	2	-	2	40	70	2	24	8	18	6	2	26	9	6	10	10	11	296
4:00 - 5:00 PM	23	16	4	-	3	84	26	0	21	6	19	5	4	21	3	10	28	10	11	290
5:00 - 6:00 PM	23	17	4	-	2	42	22	1	10	4	11	2	4	7	5	8	9	5	12	184
PM Sub-Total:	**103**	**77**	**11**	**-**	**8**	**218**	**138**	**4**	**90**	**40**	**70**	**18**	**14**	**82**	**27**	**31**	**61**	**41**	**41**	**1,069**
TOTAL:	**227**	**293**	**25**	**-**	**19**	**256**	**225**	**6**	**202**	**67**	**150**	**44**	**32**	**276**	**91**	**70**	**106**	**102**	**48**	**2,235**
Outbound																				
7:00 - 8:00 AM	2	6	2	-	0	6	7	1	3	4	7	1	2	0	2	3	6	1	7	55
8:00 - 9:00 AM	13	9	4	-	2	45	21	1	16	12	19	5	3	6	1	4	8	16	12	193
9:00 - 10:00 AM	15	9	2	-	1	66	13	1	11	16	13	4	5	7	3	8	11	7	14	204
AM Sub-Total:	**30**	**24**	**7**	**-**	**3**	**117**	**41**	**3**	**29**	**32**	**38**	**10**	**10**	**12**	**5**	**14**	**24**	**23**	**32**	**451**
2:00 - 3:00 PM	39	53	5	-	7	25	10	2	46	20	23	6	6	53	16	10	17	18	3	354
3:00 - 4:00 PM	48	51	4	-	6	30	18	4	46	16	24	9	7	41	18	24	26	13	4	384
4:00 - 5:00 PM	59	71	6	-	9	26	27	0	48	9	27	13	10	59	16	11	22	18	4	433
5:00 - 6:00 PM	50	40	8	-	5	19	29	1	35	1	26	11	8	34	16	16	28	8	4	334
PM Sub-Total:	**195**	**215**	**22**	**-**	**26**	**99**	**83**	**6**	**174**	**45**	**99**	**38**	**31**	**186**	**65**	**60**	**92**	**56**	**15**	**1,503**
TOTAL:	**225**	**239**	**29**	**-**	**29**	**216**	**123**	**9**	**203**	**77**	**137**	**48**	**41**	**198**	**70**	**74**	**116**	**79**	**47**	**1,954**
TOTAL 7 HR PEAK:	**451**	**532**	**54**	**-**	**48**	**471**	**348**	**14**	**404**	**143**	**286**	**92**	**73**	**473**	**160**	**144**	**222**	**181**	**95**	**4,189**
Pedestrian - Peak Hour Volumes																				
Peak	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
AM Peak	64	101	7	-	7	16	41	2	56	13	40	12	9	106	30	15	23	40	5	**583**
PM Peak	37	26	4	-	3	84	70	2	36	23	23	6	5	28	11	10	28	16	12	**418**
Outbound																				
AM Peak	15	9	4	-	2	66	21	1	16	16	19	5	5	7	3	8	11	16	14	**235**
PM Peak	59	71	8	-	9	30	29	4	48	20	27	13	10	59	18	24	28	18	4	**475**

Table B4: Cyclist Summary Peak Hourly Traffic

Cyclist Summary																				
Hour	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
7:00 - 8:00 AM	37	3	0	0	8	4	7	1	5	6	7	0	1	7	0	0	0	2	0	84
8:00 - 9:00 AM	128	74	3	2	61	15	43	3	23	10	14	3	2	23	4	0	4	8	4	419
9:00 - 10:00 AM	92	61	2	1	53	8	52	1	16	3	16	3	3	25	0	1	2	3	0	338
AM Sub-Total:	**256**	**138**	**4**	**3**	**121**	**27**	**101**	**4**	**43**	**18**	**37**	**6**	**5**	**54**	**4**	**1**	**6**	**12**	**4**	**841**
2:00 - 3:00 PM	16	9	2	1	14	17	10	1	9	5	7	1	1	8	1	0	0	2	1	101
3:00 - 4:00 PM	16	5	1	0	11	22	8	0	4	6	6	1	1	5	1	0	1	5	0	89
4:00 - 5:00 PM	18	9	1	0	8	25	9	0	13	6	6	2	1	3	1	0	1	5	4	109
5:00 - 6:00 PM	15	14	1	0	5	20	10	1	4	3	4	2	2	5	0	0	0	3	0	85
PM Sub-Total:	**64**	**37**	**4**	**1**	**37**	**83**	**36**	**2**	**28**	**19**	**23**	**5**	**4**	**20**	**3**	**0**	**1**	**14**	**4**	**383**
TOTAL:	**320**	**175**	**8**	**4**	**158**	**110**	**137**	**6**	**71**	**37**	**59**	**11**	**9**	**73**	**7**	**1**	**7**	**26**	**8**	**1,223**
Outbound																				
7:00 - 8:00 AM	18	6	1	0	3	10	2	1	4	2	3	0	0	1	0	0	0	3	0	51
8:00 - 9:00 AM	14	5	1	12	3	43	3	0	10	8	8	0	2	1	1	0	0	2	4	114
9:00 - 10:00 AM	14	4	1	2	6	50	6	1	9	7	5	1	1	2	0	0	0	2	1	108
AM Sub-Total:	**45**	**15**	**2**	**13**	**12**	**102**	**11**	**1**	**22**	**17**	**16**	**1**	**3**	**4**	**1**	**0**	**0**	**6**	**5**	**272**
2:00 - 3:00 PM	38	26	1	1	21	15	13	2	11	6	8	2	2	11	1	0	1	3	0	159
3:00 - 4:00 PM	46	17	1	2	17	9	5	1	18	3	9	0	0	7	0	0	1	6	1	140
4:00 - 5:00 PM	83	41	2	1	33	12	11	2	25	12	14	2	3	15	2	0	1	3	4	263
5:00 - 6:00 PM	94	30	2	3	26	12	12	1	16	3	15	1	2	14	0	1	4	3	1	234
PM Sub-Total:	**261**	**114**	**6**	**6**	**95**	**48**	**41**	**5**	**69**	**23**	**46**	**4**	**6**	**45**	**3**	**1**	**7**	**15**	**5**	**795**
TOTAL:	**305**	**129**	**8**	**19**	**107**	**149**	**52**	**6**	**91**	**39**	**61**	**5**	**9**	**49**	**4**	**1**	**7**	**21**	**10**	**1,067**
TOTAL 7 HR PEAK:	**625**	**304**	**16**	**23**	**265**	**259**	**189**	**12**	**162**	**76**	**120**	**15**	**17**	**122**	**10**	**2**	**14**	**47**	**17**	**2,290**
Cyclist - Peak Hour Volumes																				
Peak	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
AM Peak	128	74	3	2	61	15	52	3	23	10	16	3	3	25	4	1	4	8	4	**434**
PM Peak	18	14	2	1	14	25	10	1	13	6	7	2	2	8	1	0	1	5	4	**130**
Outbound																				
AM Peak	18	6	1	12	6	50	6	1	10	8	8	1	2	2	1	0	0	3	4	**134**
PM Peak	94	41	2	3	33	15	13	2	25	12	15	2	3	15	2	1	4	6	4	**287**

Table B5: Skateboarders Summary Peak Hourly Traffic

Skateboarders Summary																			
Hour	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
7:00 - 8:00 AM	0	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 9:00 AM	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 - 10:00 AM	2	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
AM Sub-Total:	**2**	**-**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
2:00 - 3:00 PM	0	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 - 4:00 PM	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00 PM	1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00 PM	0	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PM Sub-Total:	**1**	**-**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
TOTAL:	**3**	**-**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
Outbound																				
7:00 - 8:00 AM	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 9:00 AM	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 10:00 AM	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Sub-Total:	**1**	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
2:00 - 3:00 PM	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00 PM	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00 PM	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00 PM	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PM Sub-Total:	**2**	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
TOTAL:	**3**	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
TOTAL 7 HR PEAK:	**6**	**-**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**

Skateboarders - Peak Hour Volumes																				
Peak	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
AM Peak	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**3**
PM Peak	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	**3**
Outbound																				
AM Peak	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
PM Peak	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**

Table B6: Auto Passenger Summary Peak Hourly Traffic

Auto Passenger Summary Summary																				
Hour	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
7:00 - 8:00 AM	10	-	0	2	0	0	1	1	5	3	3	0	0	-	-	-	-	1	1	27
8:00 - 9:00 AM	67	-	18	7	65	3	11	2	35	4	20	0	0	-	-	-	-	4	1	237
9:00 - 10:00 AM	43	-	26	3	5	1	6	2	6	3	5	10	1	-	-	-	-	2	2	115
AM Sub-Total:	**120**	**-**	**44**	**12**	**70**	**4**	**18**	**5**	**46**	**10**	**28**	**10**	**1**	**0**	**0**	**0**	**0**	**7**	**4**	**379**
2:00 - 3:00 PM	59	-	9	4	16	1	4	3	15	4	11	6	0	-	-	-	-	5	3	140
3:00 - 4:00 PM	42	-	10	9	23	1	5	4	12	3	9	21	1	-	-	-	-	5	3	148
4:00 - 5:00 PM	71	-	7	6	29	1	7	0	36	2	27	23	1	-	-	-	-	6	4	220
5:00 - 6:00 PM	46	-	3	7	22	1	7	0	38	0	22	11	1	-	-	-	-	3	2	163
PM Sub-Total:	**218**	**-**	**29**	**26**	**90**	**4**	**23**	**7**	**101**	**9**	**69**	**61**	**3**	**0**	**0**	**0**	**0**	**19**	**12**	**671**
TOTAL:	**338**	**-**	**73**	**38**	**160**	**8**	**41**	**12**	**147**	**19**	**97**	**71**	**4**	**0**	**0**	**0**	**0**	**26**	**16**	**1,050**
Outbound																				
7:00 - 8:00 AM	5	-	0	3	0	0	0	2	2	1	3	0	0	-	-	-	-	2	1	19
8:00 - 9:00 AM	29	-	2	7	8	1	2	1	10	2	15	0	0	-	-	-	-	3	2	82
9:00 - 10:00 AM	21	-	3	1	1	0	1	1	4	2	5	3	0	-	-	-	-	2	1	45
AM Sub-Total:	**55**	**0**	**5**	**11**	**9**	**1**	**3**	**4**	**16**	**5**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**4**	**146**
2:00 - 3:00 PM	74	-	18	3	19	2	9	3	16	6	20	10	0	-	-	-	-	3	2	185
3:00 - 4:00 PM	56	-	20	10	27	1	6	2	14	4	13	29	0	-	-	-	-	5	4	191
4:00 - 5:00 PM	91	-	20	8	44	7	22	3	47	5	39	36	1	-	-	-	-	5	3	331
5:00 - 6:00 PM	61	-	5	10	30	3	18	0	42	1	36	19	2	-	-	-	-	4	2	233
PM Sub-Total:	**282**	**-**	**63**	**31**	**120**	**13**	**55**	**8**	**119**	**16**	**108**	**94**	**3**	**0**	**0**	**0**	**0**	**17**	**11**	**940**
TOTAL:	**337**	**-**	**68**	**42**	**129**	**14**	**58**	**12**	**135**	**21**	**131**	**97**	**3**	**0**	**0**	**0**	**0**	**24**	**15**	**1,086**
TOTAL 7 HR PEAK:	**675**	**-**	**141**	**80**	**289**	**22**	**99**	**24**	**282**	**40**	**228**	**168**	**7**	**0**	**0**	**0**	**0**	**50**	**31**	**2,136**
Auto Passenger - Peak Hour Volumes																				
Peak	**M1**	**M2a**	**M2b**	**M3**	**M4**	**M5a**	**M5c**	**M5d**	**M6**	**M7**	**M8**	**M9a/b**	**M9c**	**M11**	**M12**	**M13**	**M14**	**MF1**	**MF2**	**Total**
Inbound																				
AM Peak	67	0	26	7	65	3	11	2	35	4	20	10	1	0	0	0	0	4	2	**257**
PM Peak	71	0	10	9	29	1	7	4	38	4	27	23	1	0	0	0	0	6	4	**234**
Outbound																				
AM Peak	29	0	3	7	8	1	2	2	10	2	15	3	0	0	0	0	0	3	2	**87**
PM Peak	91	0	20	10	44	7	22	3	47	6	39	36	2	0	0	0	0	5	4	**336**

APPENDIX C - BC TRANSIT DATA SUMMARY

BC Transit Data

October 16, 2023– November 3, 2023

Table C1 – Transit Passenger Trips Arriving to UVic

Transit Passenger Count - Arriving to UVic Average Per Monday to Friday - Oct. 16 to Nov. 3, 2023 Fall Period													
Hour	**#4 - UVic**	**#7 - UVic**	**#9 - UVic**	**#11 - UVic**	**#12 - UVic**	**#13 - UVic**	**#14 - UVic**	**#15 - UVic**	**#17 - School Special**	**#26 - UVic**	**#39 - UVic**	**#51 - UVic**	**Total**
5:00 AM	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	59	6	0	5	3	0	11	13	0	17	0	0	**114**
7:00 AM	145	23	0	19	34	0	44	53	0	76	30	75	**499**
8:00 AM	202	126	37	55	127	0	222	171	12	187	128	99	**1,367**
9:00 AM	100	86	0	48	141	2	233	161	0	268	90	41	**1,171**
10:00 AM	106	61	0	25	69	0	111	86	0	148	63	0	**669**
11:00 AM	133	49	0	30	66	2	115	83	0	91	54	0	**622**
12:00 PM	86	50	0	25	57	0	119	79	0	127	65	0	**607**
1:00 PM	67	32	0	21	31	0	78	48	0	78	39	0	**395**
2:00 PM	54	30	0	16	36	0	55	51	0	100	36	0	**377**
3:00 PM	74	21	0	19	28	0	48	67	0	110	32	0	**399**
4:00 PM	73	26	0	17	4	1	54	44	0	75	37	5	**335**
5:00 PM	69	25	0	24	11	0	48	36	0	50	30	7	**300**
6:00 PM	40	21	0	13	6	0	37	29	0	63	14	0	**224**
7:00 PM	32	6	0	9	4	0	23	18	0	38	10	0	**141**
8:00 PM	30	6	0	7	0	0	16	15	0	32	5	0	**113**
9:00 PM	18	7	0	4	0	0	16	14	0	24	4	0	**87**
10:00 PM	7	2	0	2	0	0	11	9	0	18	0	0	**49**
11:00 PM	8	3	0	4	0	0	12	5	0	11	0	0	**44**
12:00 AM	13	1	0	4	0	0	5	9	0	7	0	0	**40**
1:00 AM	17	0	0	0	0	0	13	13	0	6	0	0	**49**
2:00 AM	6	0	0	0	0	0	5	10	0	14	0	0	**34**
Total	**1,351**	**582**	**37**	**346**	**619**	**5**	**1,274**	**1,015**	**12**	**1,540**	**637**	**227**	**7,644**

Table C2 – Transit Passenger Trips Leaving UVic

Transit Passenger Count - Leaving UVic Average Per Monday to Friday - Oct. 16 to Nov. 3, 2023 Fall Period													
Hour	**#4 - UVic**	**#7 - UVic**	**#9 - UVic**	**#11 - UVic**	**#12 - UVic**	**#13 - UVic**	**#14 - UVic**	**#15 - UVic**	**#17 - School Special**	**#26 - UVic**	**#39 - UVic**	**#51 - UVic**	**Total**
5:00 AM	1	0	0	0	0	0	1	1	0	3	0	0	**6**
6:00 AM	10	2	0	1	0	0	11	8	0	7	5	0	**43**
7:00 AM	12	10	0	5	2	0	7	10	0	23	16	4	**89**
8:00 AM	28	14	0	8	1	0	15	28	0	35	17	7	**152**
9:00 AM	33	12	0	9	4	0	28	23	0	33	10	0	**152**
10:00 AM	55	16	0	8	4	0	37	23	0	50	11	0	**203**
11:00 AM	93	22	0	5	17	0	73	50	0	77	28	0	**364**
12:00 PM	108	34	0	10	35	0	95	46	0	100	25	0	**453**
1:00 PM	92	33	0	10	33	0	99	63	0	143	60	0	**534**
2:00 PM	212	67	0	33	45	0	202	106	0	261	63	0	**988**
3:00 PM	182	53	0	40	87	0	185	116	0	272	97	71	**1,103**
4:00 PM	157	65	19	65	50	3	194	123	0	243	93	72	**1,084**
5:00 PM	185	73	12	35	89	0	158	100	0	148	70	48	**917**
6:00 PM	110	29	0	16	53	0	100	69	0	146	60	0	**583**
7:00 PM	81	18	0	21	58	0	60	38	0	97	24	0	**397**
8:00 PM	62	19	0	21	22	0	68	23	0	105	21	0	**340**
9:00 PM	47	13	0	11	0	0	52	23	0	77	19	0	**242**
10:00 PM	34	7	0	3	0	0	24	16	0	46	0	0	**129**
11:00 PM	20	4	0	4	0	0	16	4	0	20	0	0	**69**
12:00 AM	10	2	0	2	0	0	7	6	0	18	0	0	**45**
1:00 AM	17	0	0	0	0	0	2	3	0	0	0	0	**22**
2:00 AM	9	0	0	0	0	0	0	0	0	0	0	0	**9**
Total	**1,556**	**493**	**30**	**305**	**500**	**3**	**1,432**	**877**	**0**	**1,905**	**616**	**203**	**7,921**

Table C3 – Transit Passenger Trips Total Arriving and Leaving UVic

Transit Passenger Count - Total Arriving and Leaving UVic Average Per Monday to Friday - Oct. 16 to Nov. 3, 2023 Fall Period													
Hour	**#4 - UVic**	**#7 - UVic**	**#9 - UVic**	**#11 - UVic**	**#12 - UVic**	**#13 - UVic**	**#14 - UVic**	**#15 - UVic**	**#17 - School Special**	**#26 - UVic**	**#39 - UVic**	**#51 - UVic**	**Total**
5:00 AM	10	0	0	0	0	0	1	1	0	3	0	0	**15**
6:00 AM	69	7	0	6	3	0	21	21	0	24	5	0	**157**
7:00 AM	158	33	0	24	36	0	50	63	0	99	46	79	**588**
8:00 AM	230	140	37	63	128	0	236	199	12	222	145	107	**1,519**
9:00 AM	133	99	0	56	145	3	261	184	0	301	100	41	**1,323**
10:00 AM	161	77	0	32	72	0	148	109	0	199	73	0	**871**
11:00 AM	226	72	0	35	82	2	188	132	0	168	81	0	**987**
12:00 PM	194	84	0	35	93	0	213	125	0	227	90	0	**1,060**
1:00 PM	159	65	0	31	64	0	177	112	0	222	99	0	**929**
2:00 PM	266	97	0	49	81	0	256	157	0	361	99	0	**1,365**
3:00 PM	256	74	0	59	115	0	233	183	0	382	128	71	**1,501**
4:00 PM	230	91	19	82	55	3	247	167	0	317	130	77	**1,419**
5:00 PM	254	98	12	59	100	0	206	136	0	198	100	55	**1,216**
6:00 PM	150	50	0	29	59	0	138	98	0	209	74	0	**807**
7:00 PM	113	24	0	30	62	0	83	56	0	135	35	0	**538**
8:00 PM	92	26	0	28	22	0	84	38	0	137	26	0	**453**
9:00 PM	66	20	0	15	0	0	68	37	0	101	22	0	**329**
10:00 PM	41	9	0	4	0	0	35	25	0	64	0	0	**178**
11:00 PM	28	7	0	8	0	0	28	10	0	31	0	0	**112**
12:00 AM	23	3	0	6	0	0	12	15	0	25	0	0	**84**
1:00 AM	34	0	0	0	0	0	15	16	0	6	0	0	**70**
2:00 AM	15	0	0	0	0	0	5	10	0	14	0	0	**43**
Total	**2,907**	**1,075**	**68**	**651**	**1,119**	**8**	**2,706**	**1,891**	**12**	**3,445**	**1,253**	**430**	**15,565**

Table C4 – Transit Bus Trips Arriving to UVic

Transit Bus Trips Count - Arriving to UVic Average Per Monday to Friday - Oct. 16 to Nov. 3, 2023 Fall Period													
Hour	**#4 - UVic**	**#7 - UVic**	**#9 - UVic**	**#11 - UVic**	**#12 - UVic**	**#13 - UVic**	**#14 - UVic**	**#15 - UVic**	**#17 - School Special**	**#26 - UVic**	**#39 - UVic**	**#51 - UVic**	**Total**
5:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	6	1	0	3	1	0	2	3	0	2	0	0	**18**
7:00 AM	7	3	0	3	2	0	4	5	0	5	2	3	**34**
8:00 AM	10	6	2	4	4	0	10	8	1	8	6	3	**62**
9:00 AM	5	4	0	4	5	1	11	7	0	9	4	1	**51**
10:00 AM	4	3	0	3	2	0	5	4	0	4	2	0	**27**
11:00 AM	5	3	0	3	2	1	5	4	0	3	2	0	**28**
12:00 PM	5	3	0	3	2	0	5	4	0	4	2	0	**28**
1:00 PM	4	3	0	3	2	0	5	4	0	4	2	0	**27**
2:00 PM	4	3	0	2	2	0	4	4	0	5	2	0	**26**
3:00 PM	4	3	0	3	2	0	5	8	0	7	2	0	**34**
4:00 PM	4	4	0	3	1	1	5	5	0	8	4	1	**36**
5:00 PM	5	4	0	5	2	0	5	4	0	6	4	1	**36**
6:00 PM	4	5	0	4	1	0	5	5	0	4	2	0	**30**
7:00 PM	3	2	0	3	1	0	3	3	0	4	2	0	**21**
8:00 PM	4	2	0	3	0	0	3	3	0	3	1	0	**19**
9:00 PM	3	2	0	2	0	0	3	3	0	3	1	0	**17**
10:00 PM	2	2	0	2	0	0	3	3	0	2	0	0	**14**
11:00 PM	2	1	0	2	0	0	2	2	0	2	0	0	**11**
12:00 AM	2	2	0	2	0	0	2	2	0	2	0	0	**12**
1:00 AM	2	0	0	0	0	0	2	2	0	1	0	0	**7**
2:00 AM	1	0	0	0	0	0	2	2	0	1	0	0	**6**
Total	**88**	**56**	**2**	**57**	**29**	**3**	**91**	**85**	**1**	**87**	**38**	**9**	**546**

Table C5 – Transit Bus Trips Leaving UVic

Transit Bus Trips Count - Leaving UVic Average Per Monday to Friday - Oct. 16 to Nov. 3, 2023 Fall Period													
Hour	**#4 - UVic**	**#7 - UVic**	**#9 - UVic**	**#11 - UVic**	**#12 - UVic**	**#13 - UVic**	**#14 - UVic**	**#15 - UVic**	**#17 - School Special**	**#26 - UVic**	**#39 - UVic**	**#51 - UVic**	**Total**
5:00 AM	1	0	0	0	0	0	1	1	0	1	0	0	**4**
6:00 AM	3	3	0	1	0	0	4	3	0	3	2	0	**19**
7:00 AM	4	4	0	3	1	0	5	4	0	5	3	1	**30**
8:00 AM	5	4	0	4	1	0	4	4	0	8	4	1	**35**
9:00 AM	4	4	0	3	2	1	5	4	0	6	2	0	**31**
10:00 AM	5	3	0	3	2	0	5	5	0	4	2	0	**29**
11:00 AM	5	3	0	4	2	1	5	4	0	4	2	0	**30**
12:00 PM	5	3	0	2	2	0	5	4	0	4	2	0	**27**
1:00 PM	4	3	0	3	2	0	5	4	0	5	2	0	**28**
2:00 PM	7	3	0	4	2	0	6	6	0	6	2	0	**36**
3:00 PM	6	4	0	4	3	0	9	8	0	9	4	3	**50**
4:00 PM	5	4	1	4	2	1	9	7	0	8	4	2	**47**
5:00 PM	6	4	1	4	3	0	7	6	0	7	3	2	**43**
6:00 PM	4	3	0	3	2	0	4	4	0	4	2	0	**26**
7:00 PM	4	2	0	4	2	0	3	3	0	3	1	0	**22**
8:00 PM	3	2	0	4	1	0	3	3	0	3	1	0	**20**
9:00 PM	3	2	0	2	0	0	3	3	0	3	1	0	**17**
10:00 PM	3	2	0	2	0	0	2	2	0	2	0	0	**13**
11:00 PM	2	2	0	2	0	0	2	2	0	2	0	0	**12**
12:00 AM	2	1	0	2	0	0	2	2	0	2	0	0	**11**
1:00 AM	2	0	0	0	0	0	1	2	0	0	0	0	**5**
2:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	**2**
Total	**84**	**56**	**2**	**58**	**27**	**3**	**90**	**82**	**0**	**89**	**37**	**9**	**537**

Table C6 – Transit Bus Trips Arriving and Leaving UVic

Transit Bus Trips Count - Total Arriving and Leaving UVic Average Per Monday to Friday - Oct. 16 to Nov. 3, 2023 Fall Period													
Hour	**#4 - UVic**	**#7 - UVic**	**#9 - UVic**	**#11 - UVic**	**#12 - UVic**	**#13 - UVic**	**#14 - UVic**	**#15 - UVic**	**#17 - School Special**	**#26 - UVic**	**#39 - UVic**	**#51 - UVic**	**Total**
5:00 AM	3	0	0	0	0	0	1	1	0	1	0	0	**6**
6:00 AM	9	4	0	4	1	0	6	6	0	5	2	0	**37**
7:00 AM	11	7	0	6	3	0	9	9	0	10	5	4	**64**
8:00 AM	15	10	2	8	5	0	14	12	1	16	10	4	**97**
9:00 AM	9	8	0	7	7	2	16	11	0	15	6	1	**82**
10:00 AM	9	6	0	6	4	0	10	9	0	8	4	0	**56**
11:00 AM	10	6	0	7	4	2	10	8	0	7	4	0	**58**
12:00 PM	10	6	0	5	4	0	10	8	0	8	4	0	**55**
1:00 PM	8	6	0	6	4	0	10	8	0	9	4	0	**55**
2:00 PM	11	6	0	6	4	0	10	10	0	11	4	0	**62**
3:00 PM	10	7	0	7	5	0	14	16	0	16	6	3	**84**
4:00 PM	9	8	1	7	3	2	14	12	0	16	8	3	**83**
5:00 PM	11	8	1	9	5	0	12	10	0	13	7	3	**79**
6:00 PM	8	8	0	7	3	0	9	9	0	8	4	0	**56**
7:00 PM	7	4	0	7	3	0	6	6	0	7	3	0	**43**
8:00 PM	7	4	0	7	1	0	6	6	0	6	2	0	**39**
9:00 PM	6	4	0	4	0	0	6	6	0	6	2	0	**34**
10:00 PM	5	4	0	4	0	0	5	5	0	4	0	0	**27**
11:00 PM	4	3	0	4	0	0	4	4	0	4	0	0	**23**
12:00 AM	4	3	0	4	0	0	4	4	0	4	0	0	**23**
1:00 AM	4	0	0	0	0	0	3	4	0	1	0	0	**12**
2:00 AM	2	0	0	0	0	0	2	3	0	1	0	0	**8**
Total	**172**	**112**	**4**	**115**	**56**	**6**	**181**	**167**	**1**	**176**	**75**	**18**	**1,083**

Figure C1 – Distribution Transit Passenger Trips Total Arriving to UVic

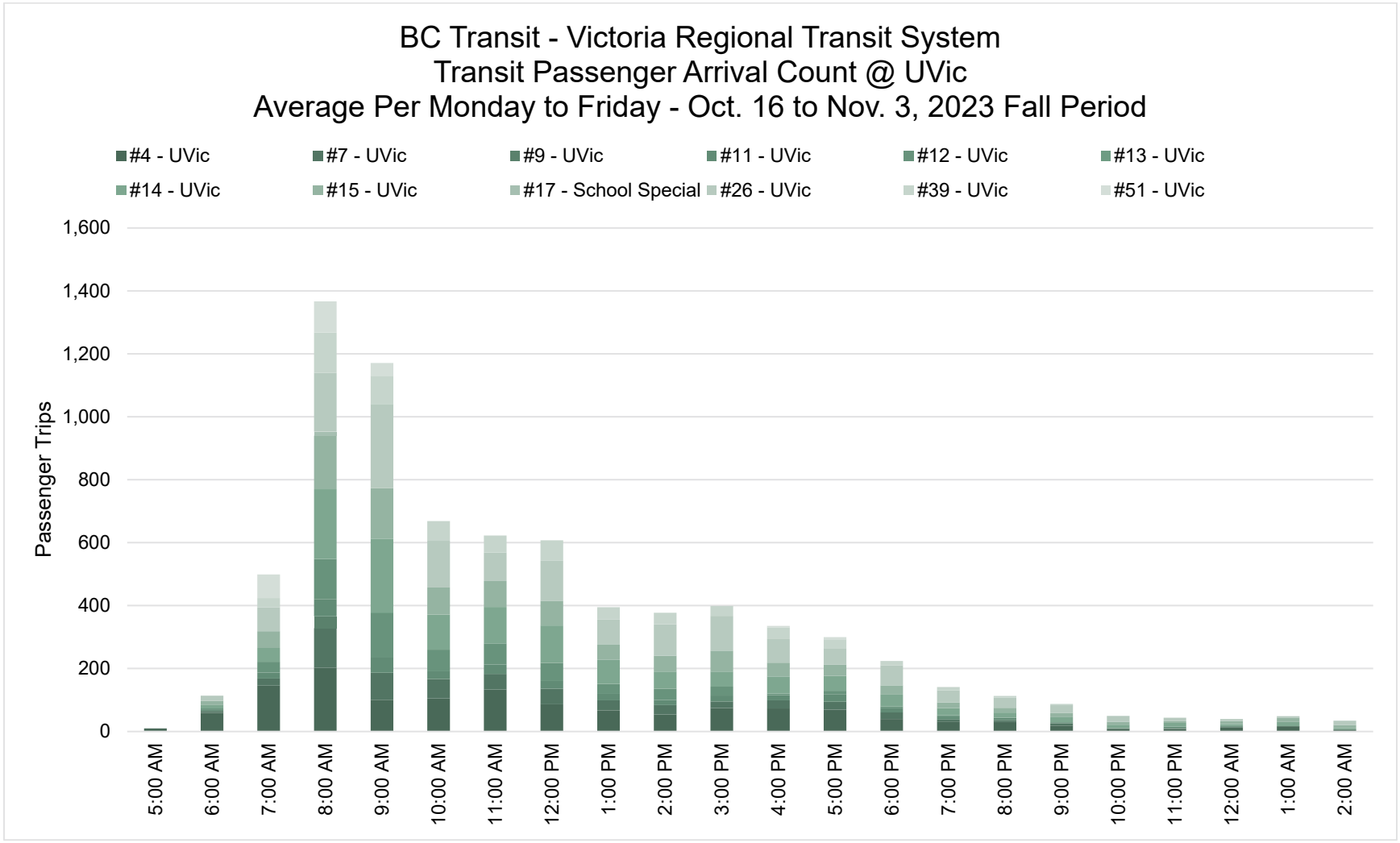


Figure C2 – Distribution Transit Passenger Trips Total Leaving UVic

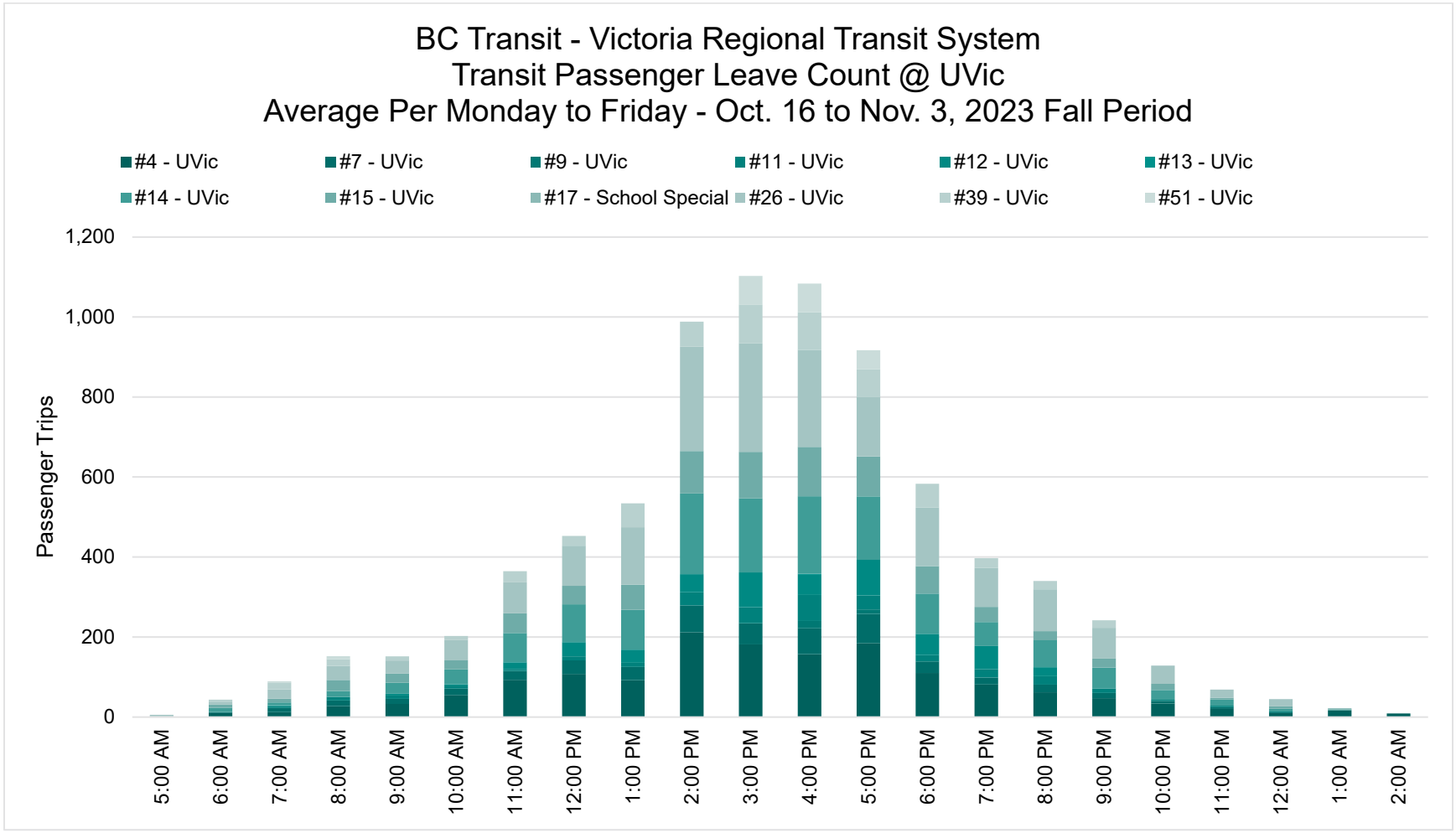


Figure C3 – Distribution Transit Passenger Trips Total Arriving and Leaving UVic

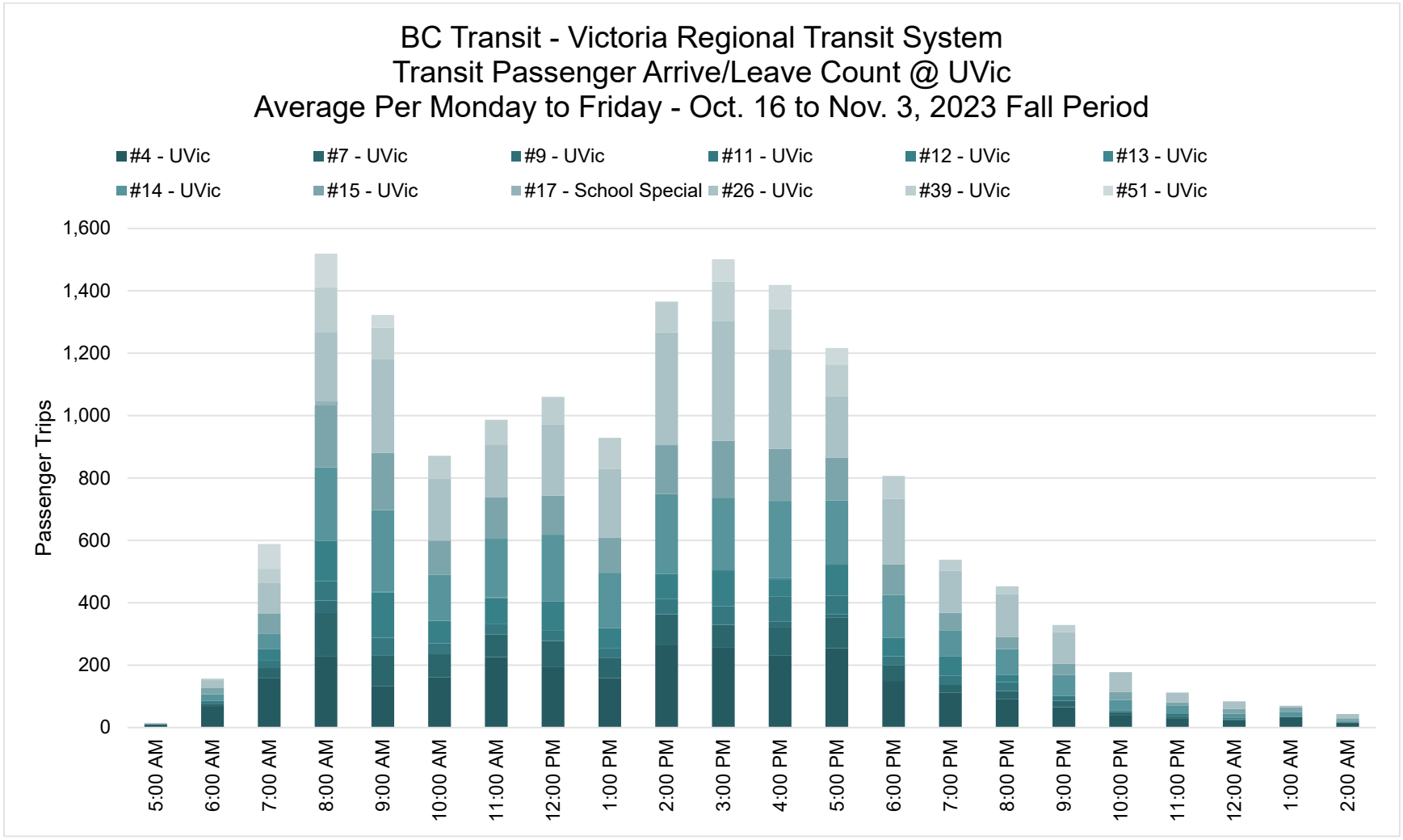
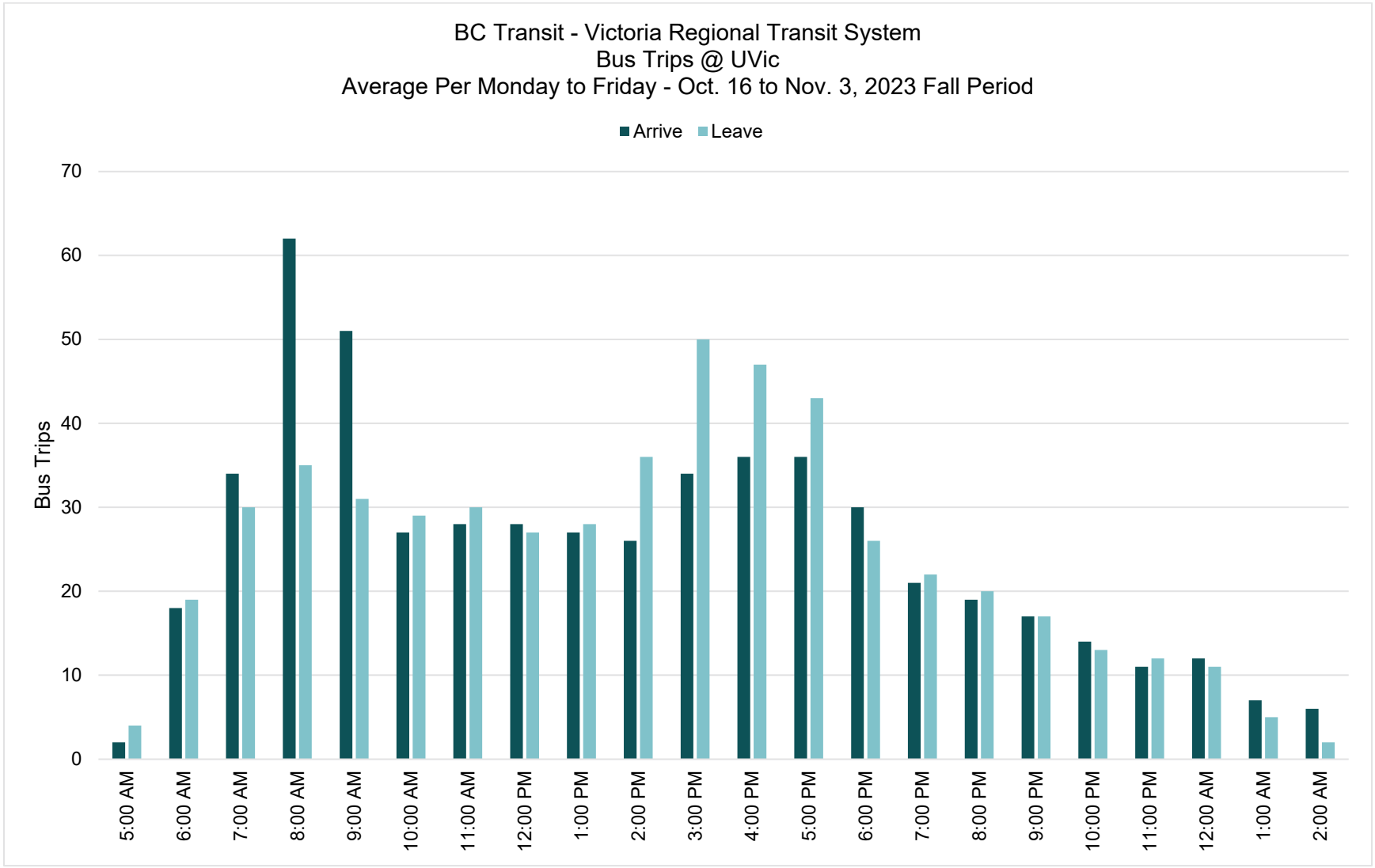


Figure C4 – Distribution Transit Bus Trips Arriving and Leaving UVic



APPENDIX D – PARKING UTILIZATION DATA

FULL CAMPUS PARKING SURVEY

Date: 10-24-23 Day: Tuesday Officer: 201 Weather: Cloudy/Rain

LOT	LOCATION	TIME	GENERAL	RESERVED	METERS	DISABILITY	CARPOOL RIDESHARE	EV CHARGING	MOTORCYCLE	OTHER/LZ/ VISITOR	TOTAL
A	ELW	10:54			0	2				2	15
B	ELLIOTT	10:53		32	-	3			5		67
C	CLEARIHUE	10:53		30	4	1					71
D	SEDGEWICK	10:34			1	2					5
E	MACLAURIN	10:52	0	4	6	2			10	1	161
PARKADE	UVIC CENTRE	10:56		8		5			28		68
PARKADE	MCKENZIE AVE	10:42	100			7			14		348
HSD	HSD BUILDING	10:50			6	1				1	16
1	HENDERSON	10:55	0			2		0	0	2	689
2	MCKINNON	10:30	0	8	18	6	2	2	24	0	397
3	VIKES WAY	11:36	0		3	1					71
4	STADIUM	10:36	0	13	2	5		1	18	2	442
5-U	CADBORO COMMONS	11:08	0		0	3			6	5	151
5-M	CADBORO COMMONS	11:10	0		0	2					169
5-L	UH 5	11:12	33		1						122
6	FINE ARTS	10:47	0	7	6	5			19	5	305
7	MCKENZIE AVE	11:30	44		2	1			3		109
7A	"R" HUT	11:32	15			1					24
7B	Health & Wellness	11:28	4	4	4	1				0	26
8	FRASER	10:38	0		0	1					280
9	UNIVERSITY CLUB	10:40	0	4	12	2					64
10	GORDON HEAD	10:42	170						2		314
11	SAUNDERS (REAR)	11:24	39						7	8	100
12	SAUNDERS (FRONT)	11:26	2		4					2	28
15	CHILD CARE	11:22	6		2	1				5	25
RING RD	SUB	10:53			0	3				2	12
RING RD	STUDENT SERVICES	10:32				0					2
RING RD	McKINNON GYM	10:32			1						4
GABRIOLA	CONTINUING STUDIES	10:32			1	1				1	3
UVIC CENTRE	CENTRE LOOP	10:55			1	1				3	11
ISC	IAN STEWART	11:34	133	2	2	2			5	2	189
VELOX	3957 GORDON HEAD	11:34	44								46
FAMILY HOUSING	LAM CIRCLE	11:21	0		6		125				293
UH1	OFF SINCLAIR	11:16	6		2						22
UH2	OFF LOT 5	10:58	5		1						6
UH3	OFF LOT 1	10:58	12			2			-		22
CLUSTER	OFF LOT 5	11:14	0			2				2	18
			3748	242	166	83	228	4	161	63	

	LAM CIRCLE	2:00	61		CH X RD	145	
	LAM CIRCLE	6:00	33				
	CEDAR HILL X RD	2:00	140				
	CEDAR HILL X RD	6:00	64				

PUBLIC PARKING	4695
MOTORCYCLE	161
OTHER	63
GRAND TOTAL	4695

FULL CAMPUS PARKING SURVEY

Date: 10-26-23 Day: Thursday Officer: PS Weather: Sunny, Cool

LOT	LOCATION	TIME	GENERAL	RESERVED	METERS	ACCESSIBLE	RESIDENT	MOTORCYCLE	EV CHARGING	OTHER	TOTAL
A	ELW	10:56			5	1				2	12
B	ELLIOTT	11:00		19		4		2			60
C	CLEARIHUE	11:04		19	0	2					71
D	SEDGEWICK	10:51			2	2					5
E	MACLAURIN	10:54	0	11	2	2		13		0	148
PARKADE	UVIC CENTRE	11:06		17		5		26			40
PARKADE	MCKENZIE AVE	10:31	164			7		14			334
HSD	HSD BUILDING	10:50			8	2				1	15
1	HENDERSON	10:57	3			3		4	0	4	679
2	MCKINNON	11:30	0	7	14	5		21	0	5	362
3	VIKES WAY	10:26	18		4	1					71
4	STADIUM	10:50	1	14	2	6		18	0	5	425
5-U	CADBORO COMMONS	11:20	0		1	3		6		6	138
5-M	CADBORO COMMONS	11:20	0		1	1					168
5-L	UH 5	11:20	34	2	2						124
6	FINE ARTS	11:09	0	4	6	6		17	0	5	285
7	MCKENZIE AVE	10:22	66		3	1		3			106
7A	"R" HUT	10:25	23			1					24
7B	Health & Wellness	10:26	6		4	1				1	27
8	FRASER	10:51	28		4	1					280
9	UNIVERSITY CLUB	10:42	10	3	16	2					64
10	GORDON HEAD	10:40	207					2			312
11	SAUNDERS (REAR)	10:20	26					10		-	69
12	SAUNDERS (FRONT)	10:19	1		4					2	26
15	CHILD CARE	10:18	7		1	1				5	20
RING RD	SUB	11:18			3	3				2	10
RING RD	STUDENT SERVICES	11:05				2					2
RING RD	McKINNON GYM	11:04			2						4
GABRIOLA	CONTINUING STUDIES	11:07			1	1				1	2
UVIC CENTRE	CENTRE LOOP	11:05			4	1				3	8
ISC	IAN STEWART	10:35	142	2	2	2		5		2	182
VELOX	3957 GORDON HEAD	10:35	46								46
FAMILY HOUSING	LAM CIRCLE	10:15	7		3		127				293
UH1	OFF SINCLAIR	11:25	7		2						23
UH2	OFF LOT 5	11:23	5		1						6
UH3	OFF LOT 1	10:59	16			2				1	21
CLUSTER	OFF LOT 5	11:22	0			2				2	16
			3753	240	166	82	219	163	17	81	

	LAM CIRCLE	2:00	61		CH X RD	11:15	141		PUBLIC PARKING	4478
	LAM CIRCLE	6:00	35						MOTORCYCLE	163
	CEDAR HILL X RD	2:00	134						OTHER	81
	CEDAR HILL X RD	6:00	51						GRAND TOTAL	4722

McElhanney

CANADA BEST MANAGED COMPANIES