BUNT & ASSOCIATES

2008 CAMPUS TRAFFIC SURVEY
University of Victoria
Victoria, B.C.

Prepared for:	**University of Victoria**
Prepared by:	**Bunt & Associates Engineering Ltd.**
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1.0 Introduction

In October 2008, 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. The reporting structure of the 2008 survey was closely modeled upon the previous traffic surveys conducted for the University in 1992, 1996, 2000, 2004 and 2006 by Bunt & Associates.

UVic completed a Transportation Demand Management (TDM) Study in September 2003, which examined ways in which the University could promote the use of alternative modes of transport to and from the campus and reduce reliance on single occupant automobiles. Many of the study recommendations have now been implemented and include a broad range of initiatives such as parking pricing strategies, cycling infrastructure improvements, transit subsidies, crosswalk improvements, rideshare programs, and educational activities.

More recently, the University of Victoria completed a Long Term Traffic and Parking Management study to support the university's aim of increasing sustainable transportation choices by reducing single-occupant vehicle trips, encouraging non-private auto trips, and reducing impacts on climate change.

The two key objectives of this study were to:

- Establish a parking supply and management strategy that supports sustainability objectives, is cost-effective, and is sensitive to the needs of all stakeholders; and,

- Establish a multi-modal on-site traffic management strategy that minimizes conflicts while promoting safe and efficient movement within the campus for all campus users.

A complete copy of this report can be found through the Office of Campus Planning and Sustainability.

One of the primary purposes of the 2008 traffic survey is to provide the University with an up-to-date snapshot of traffic and transportation patterns on campus to assist with monitoring the effectiveness of TDM over the past two years.

The 2008 campus traffic surveys consider the following modes of traffic:

- Automobile driver;
- Automobile passenger;
- Transit passenger;
- Cyclist;
- Pedestrian;
- Skateboard; and
- Rollerblade.

As with the 2006 survey, Bunt & Associates were assisted by Transtech Data Services for some of the traffic data collection and BC Transit for the transit data collection.

1.1. University of Victoria: 2008 Status

1.1.1. Size of Campus and Facilities

UVic presently has a total enrollment of approximately 19,190 students (July 2008). In addition, UVic employs 4,124 people through various appointments from tenured faculty to support staff (September 2008). These numbers are similar to 2006.

In 2003, UVic completed its Campus Plan. The Campus Plan is intended to guide the physical growth of the campus for several years to come. The Travel and Parking Goals aim to "reduce motor vehicle traffic to campus and to encourage the increased use of public transit, cycling and walking". The plan itself has three main goals supported by nine principles and 30 action items.

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.

There have been a number of new buildings constructed on the Gordon Head campus including:

- Engineering / Computer Science Building (2006);
- Mearns Centre for Learning (2008) – an addition and renovation to the McPherson Library;
- Social Science and Mathematics Building (2008) – built on a former major parking lot;
- Bob Wright Centre - Ocean, Earth and Atmospheric Sciences Building (2008); and the
- Administrative Services Building – Support Services (2008)

In addition to these, two projects are currently under construction and anticipated for completion in 2009 including:

- Enterprise Data Centre; and
- First Peoples House of Learning

Despite this new construction, the basic configuration and operation of the road access and internal ring road system has not changed appreciably since 2006.

1.1.2. Parking Fees

At present, parking charges range from $375 per year for general parking, and $656 per year for reserved staff parking. These rates reflect an increase of approximately 23% over the past two years. The current parking rates at UVic are as follows:.

2008 - 2009
PARKING RATES

NOTE: GST calculated at 5%

(EFFECTIVE SEPT 1, 2008)

CATEGORY	Sept 1 to Aug 31	Jan 1 to Aug 31	May 1 to Aug 31	SEMESTER TERM	Monthly	Weekly (Monday – Friday)	Daily
PARKADE	1500.00 + 75.00 GST 1575.00	1000.00 + 50.00 GST 1050.00	500.00 + 25.00 GST 525.00	N/A	N/A	N/A	$1/hr up to $10/day
GENERAL / RESERVED COMMERCIAL	656.00 + 32.80 GST 688.80	437.50 + 21.88 GST 459.38	219.00 + 10.95 GST 229.95	N/A	125.00 + 6.25 GST 131.25	40.00 + 2.00 GST 42.00	10.00
GENERAL (GP, SF, RZ)	375.00 + 18.75 GST 393.75	250.00 + 12.50 GST 262.50	125.00 + 6.25 GST 131.25	216.00 + 10.80 GST 226.80	72.00 + 3.60 GST 75.60	24.00 + 1.20 GST 25.20	6.00
MOTORCYCLE & SCOOTER	117.00 + 5.85 GST 122.85	78.00 + 3.90 GST 81.90	39.00 + 1.95 GST 40.95	N/A	N/A	24.00 + 1.20 GST 25.20	6.00
CARPOOL	Regular General or Reserved rate	Regular General or Reserved rate	Regular General or Reserved rate	N/A	N/A	N/A	N/A
NT & FAMILY HOUSING	187.50 + 9.38 GST 196.88	125.00 + 6. 25 GST 131.25	62.50 + 3.13 GST 65.63	N/A	N/A	N/A	N/A
FLEXI-PASS (GEN)	280.00 + 14.00 GST 294.00	N/A	N/A	N/A	N/A	N/A	N/A
FLEXI-PASS (GEN/RES)	486.00 + 24.30 GST 510.30	N/A	N/A	N/A	N/A	N/A	N/A

It is recognized that the University has a separate Residence Student Parking Permit and dedicated parking areas in existing lots to ensure students who reside on campus have a guaranteed parking space close to the housing area. These permits cost the same as regular General permits.

The Flexible Parking Permit Program is designed to encourage staff to use non-vehicular modes of transport as their primary means of travel to and from the campus, but allow the flexibility of occasional vehicle use for tasks such as running errands. The Flex Pass allows 12 parking uses per month at a cost much lower than the regular daily parking rate. Flex Passes are not sold on a monthly basis, therefore, to participate in the program, users must commit to a full year. The cost is $486 for Reserved and $280 for General Parking.

A variety of rideshare programs have been introduced to the campus. In August 2005, UVic introduced a rideshare parking permit that allows vehicles with 3 or more riders to park in designated spaces. These spaces are reserved between 7 a.m. and 10 a.m. and the cost of the permit is divided amongst the three (or more) occupants. These permits are the same price as regular parking permits.

Motorcycle parking spaces, including several covered areas, are located in numerous lots around campus. New motorcycle shelters will be constructed in Spring 2009 in Parking Lot 2 to accommodate up to 20 scooters and motorcycles. Limited speed motorcycles (without pedals, and requiring a license, registration and insurance) require a motorcycle permit and must be parked in motorcycle parking areas. A motorcycle permit costs $122.85 per year.

1.1.3. Car Share Co-op

The Victoria Car Share Co-op has also introduced a service to provide members with access to communally owned vehicles for occasional use such as running errands, etc. Currently there are sixteen vehicles in the fleet, with four located on the UVic campus. Three of the vehicles located on campus are located behind the UVic Security office and one located at Family Student Housing.

The monthly fee for eligible students and employees is $10, and rental rates are $2.68 per hour plus $0.40 per kilometer. Members can call the 24-hour booking line and then pick up their reserved vehicle from its reserved spot. When finished, they return the car to the same location. Members are billed for their usage each month.

Employees can fill out a UVic Employee Car Share Application and once eligibility is confirmed, the employee becomes a member in the Victoria Car Share Co-op. By doing so, the UVic employee commits to continuing to use sustainable transportation to get to and from campus and forgoes the right to purchase a parking permit on campus including semester, annual and flex-pass permits. The membership "share price" of $400 is paid for on the employee's behalf by UVic.

In September 2008, UVic introduced a new program where every car-free resident of the University of Victoria's Family Student Housing is eligible for a free membership in the Victoria Car Share Co-op through an agreement with UVic Sustainability. This program is designed to support those living on campus that cycle, walk, and take transit - and intended to encourage current vehicle drivers to switch to more sustainable transportation modes.

1.1.4. Transit Service and Programs

UVic is a major transit hub in the community. With more than 400 busses arriving and leaving each day, riders can connect from the campus to anywhere in the Capital Regional District (CRD). BC Transit provides fixed route bus services 365 days a year from 6:00 a.m. to midnight on most days. No significant changes to the routes, frequency, or vehicle capacity of transit services to and from UVic have been made since the 2006 survey except the following:

- Partial Sunday service introduced on route #39;
- Route #76 is now called route #80; and
- Route #7 now has 62 buses arriving on campus; an increase of 10 buses.

There were to be two new routes added in September 2008, but the launch has been delayed until May 2009. These routes are #12 University Heights / UVic and #13 Cadboro Bay / UVic. Route #80, which provides direct transit service on Friday afternoon and Sunday afternoons during the regular school year, has not been included in the survey or analysis which is consistent with previous years.

Effective April 2008, the two-zone fare system was eliminated by BC Transit and a single fare is now valid throughout the region, from Sooke to Sidney. The price of a single cash fare (adult and college) has increased by $0.25 to $2.25 for a one way trip.

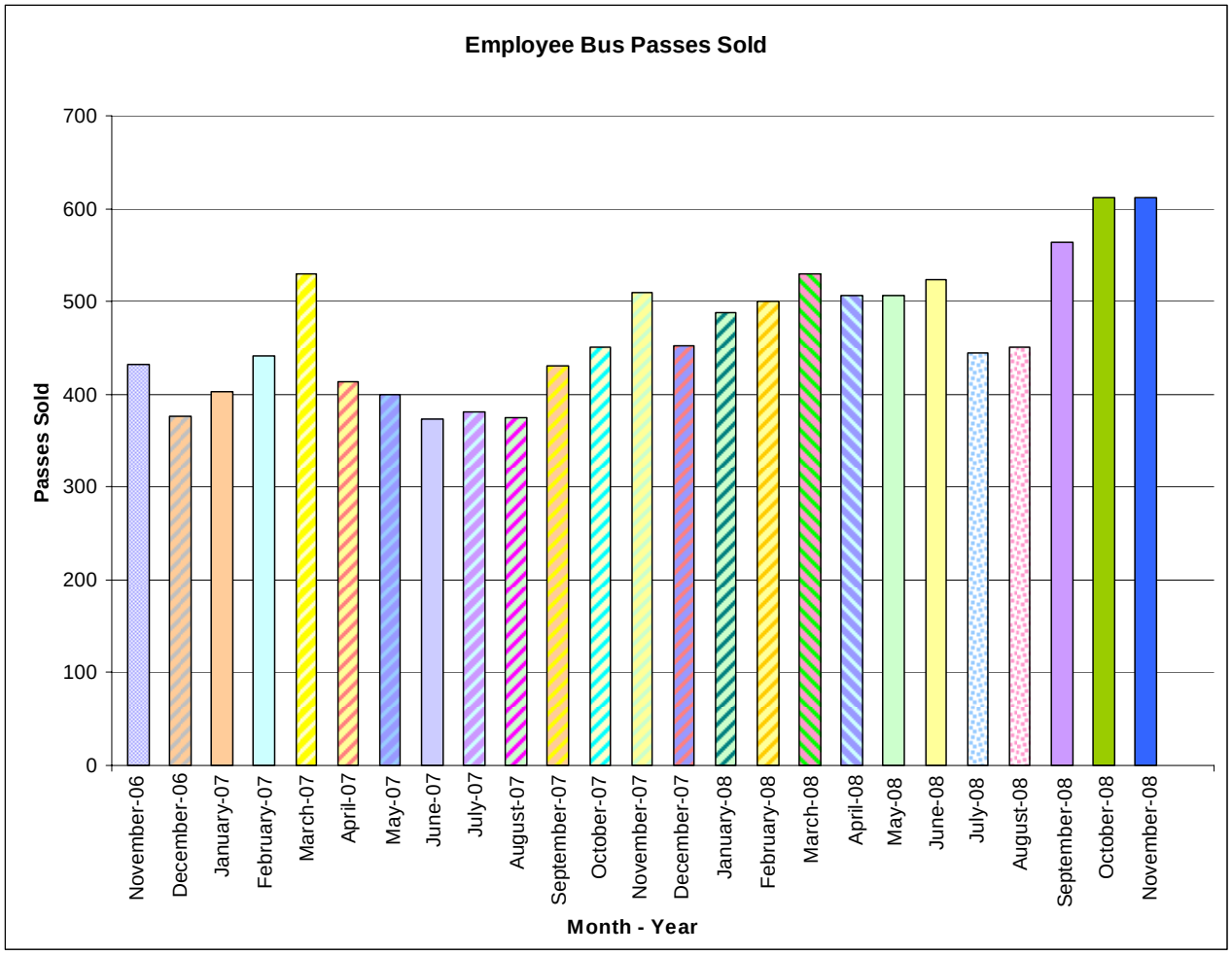
The following 12 bus routes service the UVic Transit Exchange located on the Gordon Head campus at Finnerty Road.

#4	UVic / Downtown	Downtown via Douglas, Hillside and Lansdowne
#7	UVic / Downtown	Downtown via Fairfield and Foul Bay
#11	Tillicum Mall / UVic	Tillicum Mall via Gorge, downtown, Fort, Cadboro Bay and Arbutus
#14	Vic General / UVic	from Victoria General via Fort, Richmond and Cedar Hill
#17	Cedar Hill School	Limited service, Monday to Friday AM and PM
#18	Cedar Hill School	Limited Service, Monday to Friday AM
#26	Dockyard / UVic	Esquimalt via McKenzie to UVic
#29	UVic	Gordon Head area to UVic, Monday to Friday
#33	UVic via Richmond	Monday to Friday AM service only
#39	UVic	Royal Roads University to Camosun College interurban campus, Royal Oak Exchange to UVic Monday-Saturday only. Sunday service between Royal Oak Exchange and UVIC
#51	Langford / UVic	CanWest Mall and Western Exchange to UVic (Monday-Friday only)
#80 (formerly #76)	Swartz Bay / UVIC	UVic to Swartz 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. The pass costs $69.25 per semester, up 13.5% from two years ago. The semesterly fee is mandatory, similar to Athletics and Recreation fees, and any fee increases outside of the existing UPASS agreement require

a referendum by the student body. Co-op students may also opt into this program. The only students exempt from this program are those registered solely in distance education programs, persons with a BC Transit 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 college bus passes are presently $65.25 per month as compared to the $17.31 per month for the U-PASS. In September 2008, approximately 14,000 passes were issued to students (up 10% from 2006).

The University introduced an Employee Bus Pass (EBP) in September 2005 to offset the difference in cost between parking and transit for campus employees. The pass cost $30.00 per month in 2006 and was raised to $33.00 per month in April 2007. The pass is subsidized by UVic and the Victoria Regional Transit Authority at $42.00 per month per pass. Approximately 612 employees purchased an EBP in October and November 2008, compared to 432 in November 2006 (note that these passes are sold on a monthly basis so the monthly sales total represents the total use of the program at that point in time). The following graph shows the EBP sales over the last two years.



Capacity of the main transit exchange loop is recognized as a concern and may need to be increased within the next few years to accommodate additional buses.

1.1.5. Cycling Facilities

With more than 2,900 bicycle parking spaces, UVic is a bicycle-friendly campus. Cyclists can take advantage of covered bicycle shelters, bike lockers, clothing storage lockers, shower and change room facilities, pressurized air hose and towel service.

Bicycle parking, lockers, shower and change facilities are to be provided in all new buildings including the First People's House of Learning and the Enterprise Data Centre, which are currently under construction. Showers and change rooms are located in the following buildings and facilities:

- Ian Stewart Complex;
- McKinnon Gym;
- Engineering Computer Science Building;
- Medical Sciences Building;
- Social Sciences and Mathematics Building;
- Continuing Studies Building (9am - 4:30pm only);
- Earth, Ocean and Atmospheric Sciences Building; and
- Administrative Services Building.

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

- 68 bicycle lockers on campus available for students, faculty and staff to rent; and hundreds of free clothing lockers on campus, located in almost every building;
- 95% of the transit fleet has bicycle racks on board;
- Continuation 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);
- Plans are underway for a self serve "bike kitchen" on campus where cyclists can have access to bike stands, compressed air, and basic tools for quick repairs and minor adjustments. The kitchen will be located between the Student Union Building and the Graduate Student Society Building and will be complete by Spring 2009;
- 4 free designated electric bike charging stations on campus. All stations are provided on a first-come first-served basis and are located at the following buildings:
    - Human and Social Development Building;
    - Visual Arts Building;
    - David Strong Building; and
    - University Centre Building
- Bike engraving and registration is free of charge to those participating in the Bicycle Registration Program with Campus Security Services.

1.1.6. Regional Growth and Transportation Infrastructure

It should be noted that in 2004, the CRD completed its own Travel Choices Strategy, an implementation component of the Regional Growth Strategy. The Travel Choices 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 of the Strategy to:

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 (note: current transportation measures are also indicated as per the CRD State of the Region Report – 2008 Regional Growth Strategy Five Year Monitoring Review):

- By 2016, complete 100% of the proposed Regional Trail Network;

  The Regional Trail Network is currently 51% complete. The goal is to have the E&N Rail Trail project between downtown Victoria and Goldstream Park in Langford complete prior to the 2010 Olympics.

- By 2026, achieve a minimum PM peak period region–wide transit mode share of 10% of trips;

  The region wide transit mode share was estimated at 6% in 2006. The number of transit rides per capita has grown from 52 in 1994 to 62 in 2006. The increase over the past few years is partially attributed to the introduction of the U-Pass.

- 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;

  The goal of 40% mode share by non-auto modes to, from and within the Metropolitan core was surpassed in 2006 with a 42% share.

- By 2026, achieve a minimum region–wide transit mode share of 15% for journey–to–work trips;

  In 2006, 10.2% of persons in the Victoria Census Metropolitan Area (CMA) and 12.6% of persons in the Urban Core (Victoria, Oak Bay, Saanich, and Esquimalt) used public transit to commute to work.

- By 2026, achieve a minimum cycling mode–share of 10% within the Victoria CMA 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.

  In 2006, the cycling mode share of trips within the Victoria CMA was 5.7% and within the Urban Core the share was 7.1%.

A five-year Travel Choices Implementation Plan was developed to identify key transportation projects required to achieve the objectives of the Travel Choices Strategy. UVic Travel Choices Program goals are:

- To reduce the number of commuter trips by students, faculty and staff to and from the University of Victoria;
- To shift travel time away from peak hours to reduce traffic congestion and improve local air quality;
- To shift the mode of travel from the Single Occupant Vehicle to either High Occupant Vehicles (carpool, rideshare, car-share, public transit etc.) or Active Transportation (cycling, walking, rollerblading etc); and
- To improve the efficiency of campus circulation on Ring Road.

Throughout 2008, the Office of Campus Planning and Sustainability undertook a process to develop a new Sustainability Policy and Sustainability Action Plan: Campus Operations. The transportation section in the Action Plan expand on the above goals to include the following vision, principles, and goals.

Vision: *A campus that has sustainable travel options for every campus community member.*

Principles:

- We will remain open and accessible while significantly reducing volumes of single occupant vehicle traffic.
- We support the creation of sustainable transportation networks in the region.

Goals:

- Increase bus use, cycling, and carpooling to 70% of campus modal split by 2014.
- Reduce the number of fleet vehicles that consume fossil fuels to 40% of total vehicle fleet.
- Increase support for persons with a disability as it relates to travel, parking and transportation choice.
- Quantify the emissions generated by university business-travel annually starting in 2012 to assist in developing reduction strategies.
- Work with neighbouring municipalities on linked transportation strategies to at least double the per capita proportion of bicycle use by 2014.

2.0 Survey Method

To simplify the study process and ensure consistency between the 2006 and 2008 traffic survey results, the traffic survey methodology used for the 2006 study was, where possible, replicated for 2008. As in 2006, the basic design of the travel mode survey was to establish a cordon around the periphery of the campus across which all trips entering and exiting the University could be systematically recorded.

Three different forms of traffic counts were used for the 2008 update:

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

The traffic survey locations used for the 2008 survey are summarized in **Exhibit 1** and are identical to those used in 2006. The transit count locations are summarized in **Exhibit 2,** as provided by BC Transit. As with the 2006 survey, results from the M-10 location are not included in the general results (consistent with the 2006 report) and are covered in a separate section of the report. Additional survey details are described below.

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

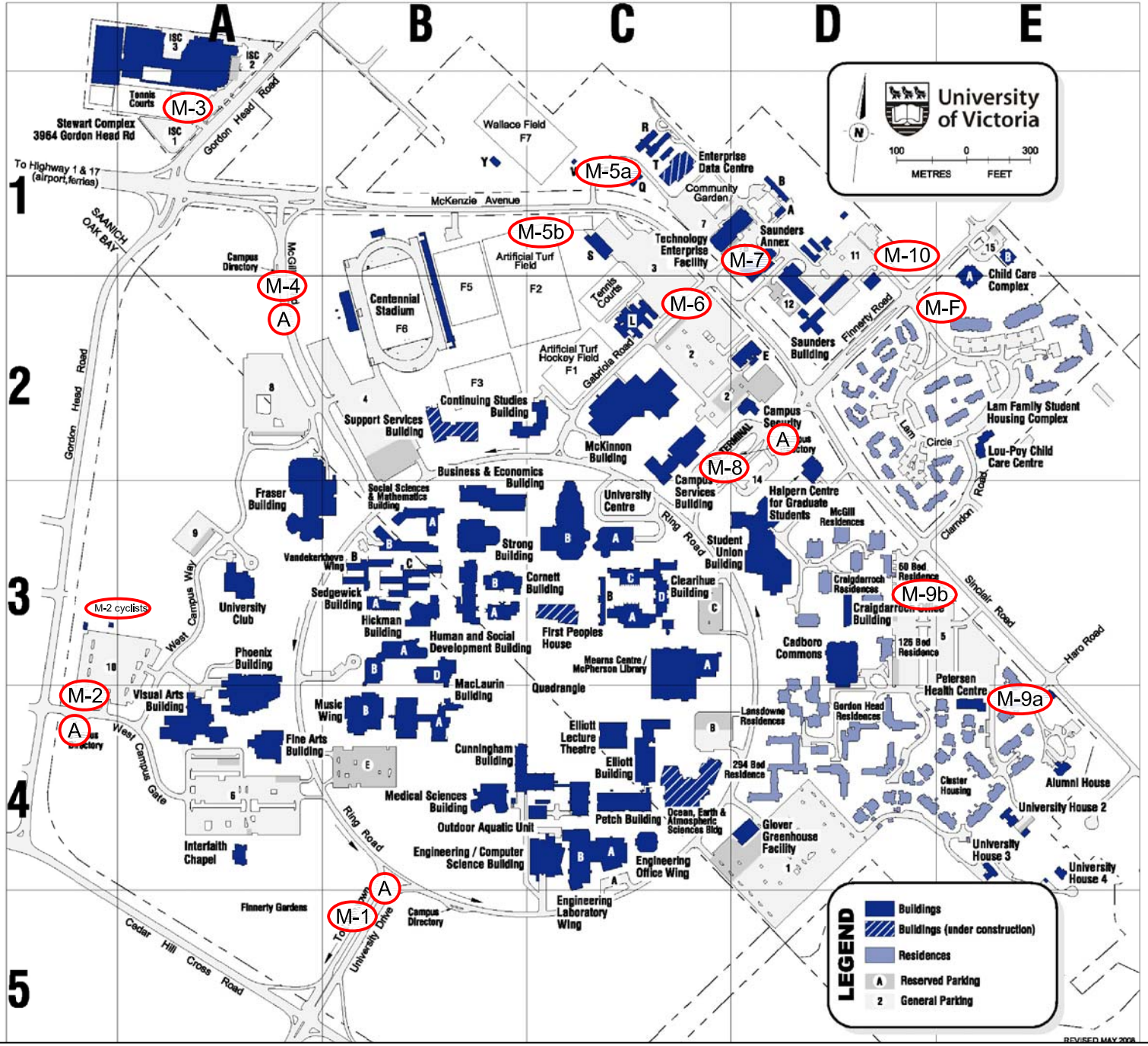
Transtech Data Services established ATC stations on the same three (3) driveways surveyed in 2006, i.e.: University Drive, McGill Road, and West Campus Gate Road. An additional ATC station was placed on Finnerty Road, south of McKenzie Avenue to complete a cordon around the campus. Results from the Finnerty station have not been included in the general results (consistent with previous reports) and are covered in a separate section of the report. The automatic tube counts provided a continuous, hourly record of all inbound and outbound vehicle traffic on these four driveways for a two week period.

The 2008 surveys were conducted between Monday, October 20 and Sunday October 26 (a one week period to allow consistent comparison with the 2006 surveys). The primary purpose of the ATCs was to provide some indication of the daily variation in total vehicle traffic activity at the University, as well as profiles of vehicle traffic activity throughout the course of a 24 hour period.

A complete record of the ATC data is provided in **Appendix 1**.

2.2. Driveway Counts: Peak Period Manual Counts

As shown in Exhibit 1, a total of 13 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.



M Manual Vehicle Counts (13)

A Automatic Vehicle Counts (4)

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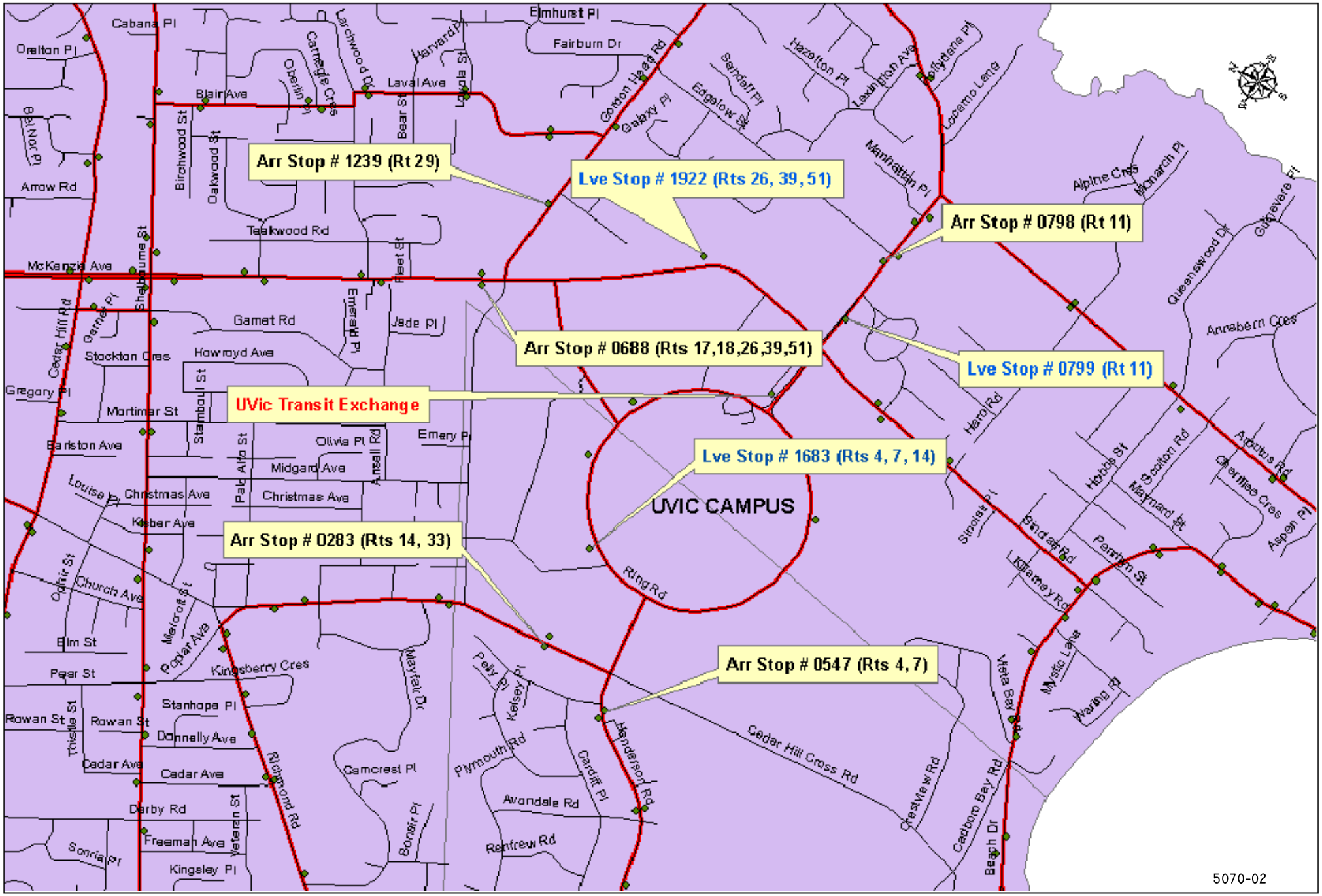
Location Plan and Traffic Count Stations

University of Victoria - 2008 Traffic Survey

Exhibit 1



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BC Transit Count Stop Locations

University of Victoria - 2008 Traffic Survey

Exhibit 2

As with the 2004 and 2006 surveys, the manual counts were conducted over two consecutive weekdays (Wednesday, October 22, 2006 and Thursday, October 23, 2008), during both the morning (7:00 a.m. – 10:00 a.m.) and afternoon (2:30 p.m. – 6:30 p.m. on Wednesday and 2:00 p.m. – 6:00 p.m. on Thursday) peak traffic periods at the University. The counts began a half hour later on Wednesday to coincide with the time class starts and finishes on this day. Data collected from the manual traffic counts included:

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

To ensure that the manual counts did not record the travel patterns of the same group of people, they were executed on two different class scheduling days (Wednesday and Thursday). A complete record of the peak period manual traffic count data is provided in **Appendix 2.**

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

2.3. BC Transit Passenger Counts

In 2004, 2006 and 2008, BC Transit conducted inbound and outbound transit passenger counts for the routes serving the University. The 'arrival load count' numbers represent total transit arrivals when the bus reached the Ring Road entrance. The 'leave load count' numbers represent total transit departures when the bus exited Ring Road. The arrive and leave count numbers were collected at the locations shown on Exhibit 2. A complete record of the BC Transit passenger data is provided in **Appendix 3.** A total of 12 bus routes serve the UVic Transit Exchange located on the Gordon Head campus at Finnerty Road, but the data from route #80 (special service route) has not been included, consistent with previous years studies.

Since 2000, BC Transit have equipped approximately 21% of their bus fleet with GPS automated passenger counters (APC) to record running time and passenger count information. APCs consist of directional infra-red sensors, a GPS antenna, and an on-board computer. The sensors are positioned either above the doors or side mounted (depending on the interior configuration), where they can detect people coming in or going out of the bus. The sensors' signals are sent to the on-board GPS antenna, which transmits the passenger information to the computer. For this survey, BC Transit was able to provide data relating to the average number of people entering and leaving the UVic campus during weekdays on the bus routes that service the site. The data supplied covered the period from September to November 2008 and is an average of Fall weekday ridership.

3.0 Travel Mode Survey Results

3.1. Automobile Drivers

The volume of automobile traffic (automobile drivers) was recorded using both automatic tube counts (ATC) and manual observations during the morning and afternoon peak periods on all key driveways and parking entrances (as previously mentioned, the new ATC station at Finnerty Road is discussed in a separate section). A summary of the combined daily traffic (24-hour inbound and outbound total) for the three ATC stations is provided in **Table 1** on the following page. Included in Table 1 for comparison are the results from the 2000, 2004, and 2006 surveys.

Overall, the average total weekday traffic (24 hour) recorded on the three driveways in 2008, was 15,343 vehicles, approximately 12% lower than in 2006 and 11% lower than the 2004 total. The results of the automatic tube counts in 2008 indicate that overall vehicle traffic to the University has lowered significantly from previous years.

A comparison between the manually counted 2000, 2004, 2006, and 2008 traffic volumes (a combined total of the AM and PM periods for all driveways) is included in **Table 2.**

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

	Survey Year			
	2000	2004	2006	2008
Inbound	8010	6598	6197	6683
Outbound	7006	6732	6534	6087
Total	15016	13330	12731	12770

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

Table 2 shows a 1% increase in the observed traffic volumes measured at the campus driveways during the daytime peak six hours in 2006. However, a decrease of 4.4% was observed compared to 2004. Inbound traffic has increased by approximately 7.8% since 2006, while outbound traffic has decreased by 7.3%.

Recall that ATC volumes on the major driveways show an overall reduction in automobile traffic to and from the campus over a 24 hour period. The discrepancy between observed and ATC traffic volumes may indicate that more vehicles arrive during the observed peak hours and stay on campus beyond the observed period.

Based on anecdotal information, there was a significant amount of construction activity occurring at the UVic campus (similar to 2006), which may have had some effect on daily traffic volumes, but could not be quantified.

Table 1: Combined Daily Traffic

Count Location		Monday				Tuesday				Wednesday				Thursday				Friday				Average weekday			
		2000	2004	2006	2008	2000	2004	2006	2008	2000	2004	2006	2008	2000	2004	2006	2008	2000	2004	2006	2008	2000	2004	2006	2008
University Drive	in	4179	4353	4172	3728	4323	4533	4276	4244	4379	4567	4542	4010	4425	4594	4644	3995	4007	4147	4120	3690	4263	4439	4351	3933
	out	4635	4570	4752	3997	4696	4515	4861	4340	4719	4645	5040	4176	4805	4803	5017	4200	4161	4306	4483	3736	4603	4568	4831	4090
West Campus Gate	in	1425	1448	1290	1293	1347	1460	1368	1301	1552	1423	1435	1346	1650	1384	1346	1334	1325	1059	1084	1052	1460	1355	1305	1265
	out	1420	1304	1178	1132	1388	1329	1299	1209	1348	1267	1335	1142	1452	1197	1261	1160	1155	981	981	949	1353	1216	1211	1118
McGill Road	in	3513	3410	3537	2950	3571	3590	3671	3065	3509	3536	3730	3103	3576	3489	3546	3195	2969	3102	3082	2875	3428	3425	3513	3038
	out	2474	2286	2301	1856	2429	2286	2340	1985	2497	2450	2388	1944	2491	2348	2270	1991	2086	2029	1936	1716	2395	2280	2247	1898
Totals	in	9117	9211	8999	7971	9241	9583	9315	8610	9440	9526	9707	8459	9651	9467	9536	8524	8301	8308	8286	7617	9150	9219	9169	8236
	out	8529	8160	8231	6985	8513	8130	8500	7534	8564	8362	8763	7262	8748	8348	8548	7351	7402	7316	7400	6401	8351	8063	8288	7107
	combined	17646	17371	17230	14956	17754	17713	17815	16144	18004	17888	18470	15721	18399	17815	18084	15875	15703	15624	15686	14018	17501	17282	17457	15343
% of average weekday		100.8	100.5	112.3	97.5	101.4	102.5	116.1	105.2	102.9	103.5	120.4	102.5	105.1	103.1	117.9	103.5	89.7	90.4	102.2	91.4	n/a	n/a	n/a	n/a

A summary of the morning peak hour (8:00 a.m. – 9:00 a.m.) and afternoon peak hour (4:00 p.m. – 5:00 p.m.) vehicle traffic, averaged between the October 22nd and 23rd counts, is shown in **Exhibit 3.** The heaviest volumes continue to be on University Drive with 28% of the morning traffic and 29% of the afternoon traffic. McGill Road is the next busiest access with 20% of the morning peak hour traffic, and 15% of the afternoon peak hour traffic. Exhibit 3 shows that between 08:00 and 09:00 a.m. and 4:00 and 5:00 p.m., driveway volumes have remained fairly consistent with the results of the 2004 and 2006 surveys.

Using the daily traffic profile derived from the 24-hour ATC stations, estimates of the inbound and outbound vehicle trip profiles were developed for the 7:00 a.m. to 10:00 p.m. period. Over this period, which is presumed to account for the majority of the total daily traffic at the University, the inbound vehicle traffic estimate is 11,545 vehicles while the outbound traffic estimate is 9,966 vehicles (note that the inbound / outbound imbalance may be attributed to some vehicles not having departed from the University at 10:00 p.m.) for an overall weekday daily trip generation of approximately 21,511 vehicles, which is approximately 2,632 vehicles less than in 2006. This calculation method has been used in place of using the ATC data to provide a consistent methodology that can also be applied to vehicle passengers, cycling, pedestrian, rollerblade, and skateboard modes of transport.

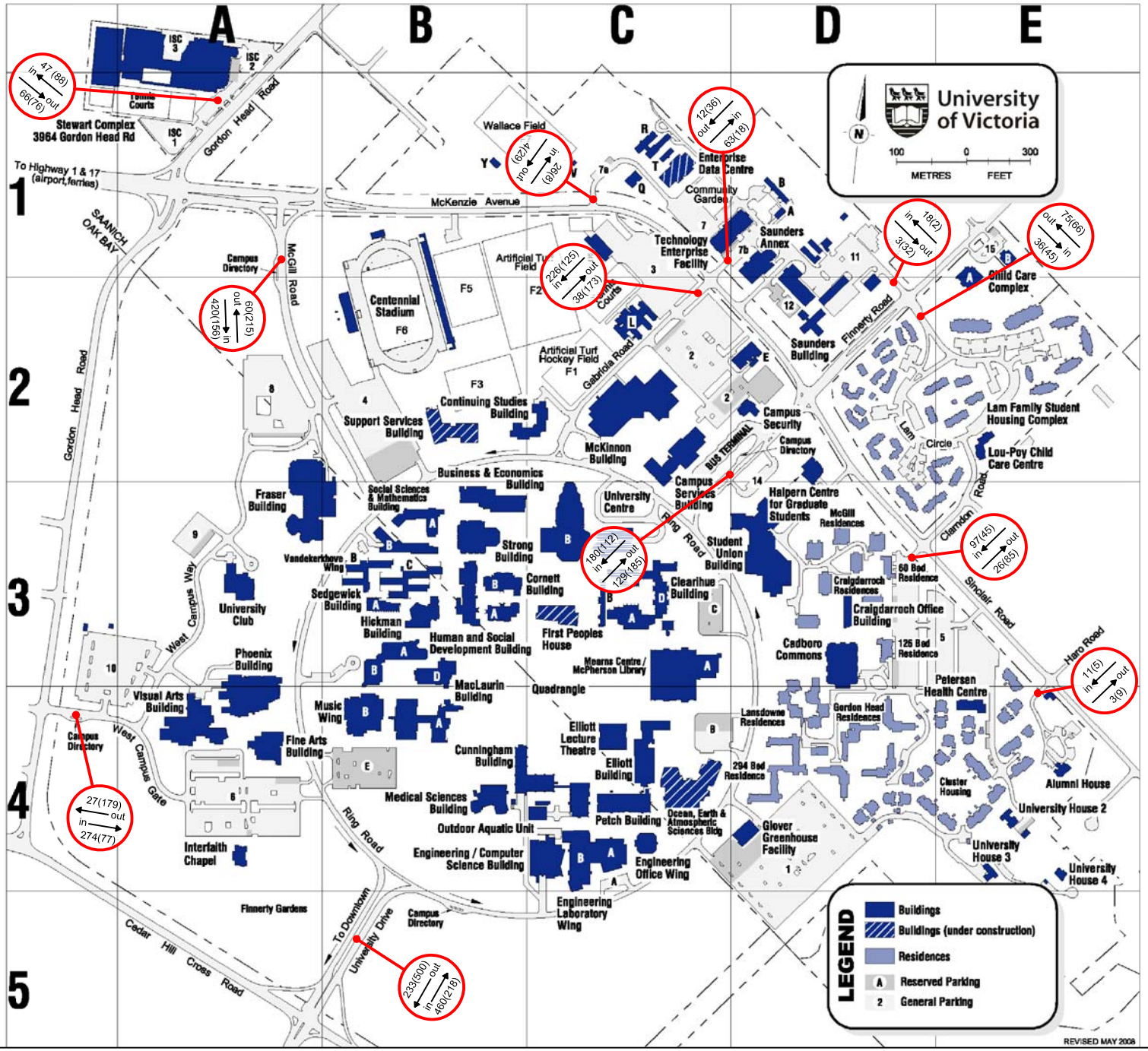
3.2. Automobile Passengers

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

Table 3: Vehicle Occupancy

Location	7-8am	8-9am	9-10am	Average (am)	2-3pm	3-4pm	4-5pm	5-6pm	Average (pm)	Average (day)
M1 - University Drive	1.18	1.26	1.24	**1.24**	1.27	1.27	1.32	1.27	**1.29**	**1.30**
M2 - West Campus Gate	1.10	1.23	1.16	**1.19**	1.17	1.23	1.17	1.24	**1.19**	**1.19**
M3 - Stewart Complex	1.25	1.38	1.08	**1.28**	1.69	1.38	1.55	1.50	**1.55**	**1.47**
M4 - McGill Road	1.15	1.19	1.18	**1.18**	1.25	1.29	1.27	1.29	**1.27**	**1.24**
M5a - R Hut	1.19	1.18	1.18	**1.18**	1.17	1.13	1.20	1.31	**1.19**	**1.17**
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	1.29	1.21	1.21	**1.23**	1.31	1.22	1.34	1.29	**1.30**	**1.26**
M7 - Saunders Annex	1.19	1.22	1.43	**1.24**	1.25	1.23	1.19	1.31	**1.21**	**1.20**
M8 - Finnerty Road	1.31	1.29	1.47	**1.35**	1.24	1.24	1.23	1.34	**1.26**	**1.32**
M9a - Haro Road	1.17	1.05	1.74	**1.27**	1.89	1.38	1.14	1.17	**1.32**	**1.26**
M9b - Clarndon Road	1.27	1.29	1.25	**1.27**	1.36	1.40	1.51	1.48	**1.44**	**1.36**
MF - Lam Circle	1.29	1.42	1.28	**1.35**	1.38	1.48	1.48	1.74	**1.53**	**1.48**
Overall Average				**1.25**					**1.32**	**1.30**

As with the 2000, 2004 and 2006 surveys, the vehicle occupancy varies considerably at the different count stations. For the morning and afternoon periods combined, the highest average occupancy of 1.48 persons per vehicle occurs at the driveways to the Family Student Housing Complex (Station M-F). The lowest average occupancy of 1.17



AM peak hour 08:00 - 09:00

Total inbound traffic = 1838 vehicles
Total outbount traffic = 669 vehicles

PM peak hour 16:00 - 17:00

Total inbound traffic = 895 vehicles
Total outbount traffic = 1551 vehicles

Note: Totals exclude M10

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Peak Hour Vehicle Traffic

University of Victoria - 2008 Traffic Survey

Exhibit 3

persons per vehicle occurs at the driveway to the playing fields (Station M-5a). The overall average occupancy for vehicles arriving at the University is 1.25 persons per vehicle, down from 1.27 in 2004 and 1.26 in 2006. The overall average occupancy for vehicles departing the University is 1.32 persons per vehicle, up from 1.28 in 2004 and 1.29 in 2006. The outbound vehicle occupancy was found to be higher than the inbound occupancy, which may be attributable to drivers offering friends and colleagues a ride home.

Similar to the 2000, 2004, and 2006 surveys, vehicles were grouped into one of six classes depending on the number of occupants per vehicle. The categories ranged from one person (driver only) up to six or more persons. A comparison of the 2000, 2004, 2006, and 2008 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
2008	Vehicles	6148	1909	195	47	6	2	8307
	%	74.0%	23.0%	2.3%	0.6%	0.1%	0.0%	
2006	Vehicles	7018	2033	183	44	10	3	9291
	%	75.5%	21.9%	2.0%	0.5%	0.1%	0.0%	
2004	Vehicles	7523	2069	187	49	4	3	9835
	%	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%	

For 2000, inbound occupancy was recorded in both the AM and PM peak. In 2004, 2006 and 2008, inbound occupancy was recorded in the AM and outbound occupancy in the PM peak. This may explain the difference between 2004, 2006 and 2008 totals being significantly higher than the 2000 totals.

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

- In 2008, single-occupant vehicles, i.e., driver only, accounted for 74% of all inbound trips between 7:00 a.m. – 10:00 a.m. and outbound trips between 2:00 p.m.– 6:00 p.m., lower than in 2006 (75.5%);
- In 2008, two person vehicle trips accounted for 23% of all measured trips, up from 21.9% in 2006;
- In 2008, three person vehicle trips accounted for 2.3% of all measured trips, up from 2% in 2006;
- Little change occurred between 2004, 2006 and 2008 for trips with four 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 and November 2008 is presented in **Appendix 3** and summarized in **Table 5** in terms of average weekday ridership.

Table 5: Transit Passenger Summary

	Survey Year		
	2004	2006	2008
Inbound	8149	7885	9426
Outbound	6694	7550	8546
Total	14843	15435	17972

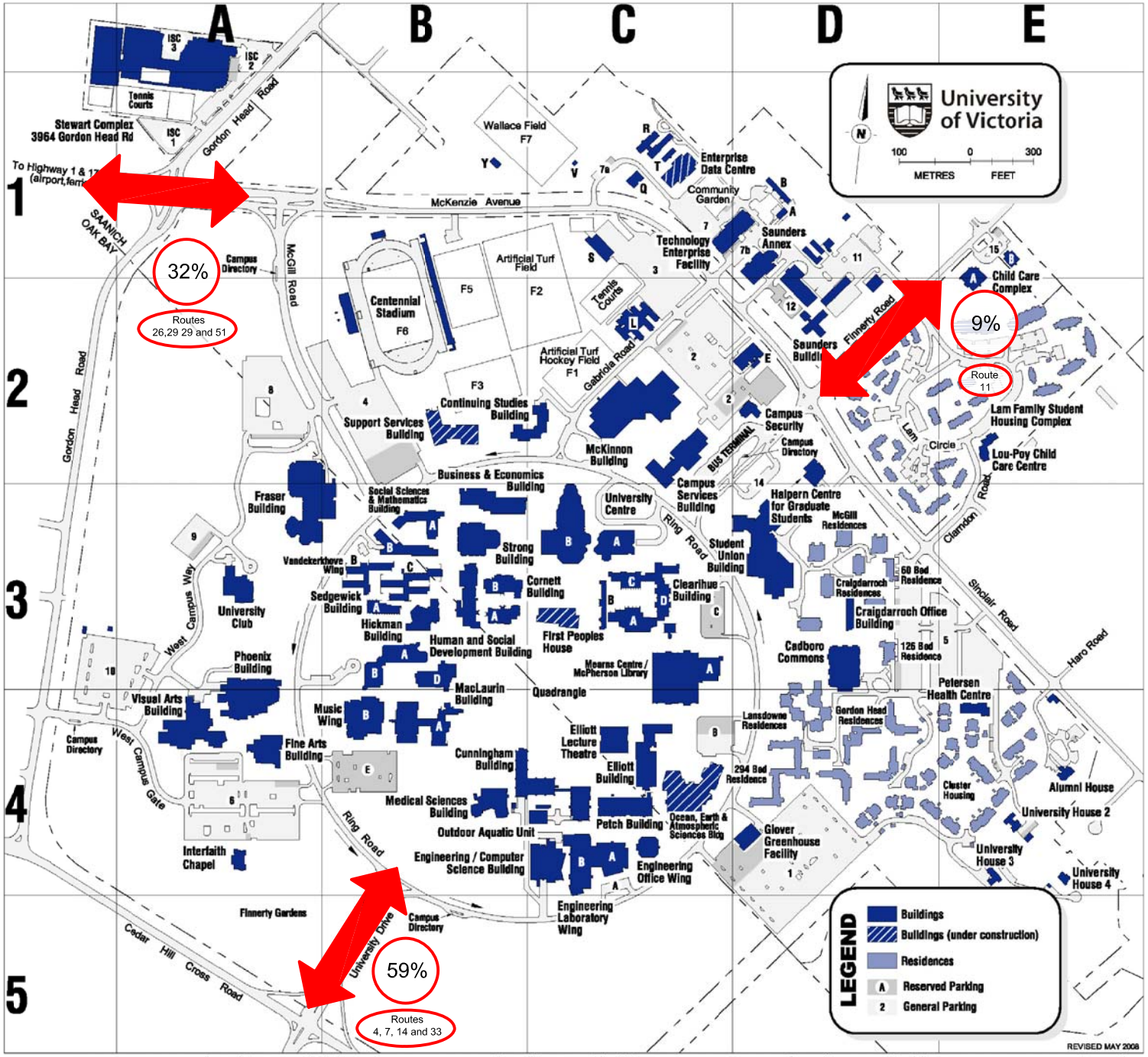
Highlights of Table 5 include:

- For a typical weekday in Fall 2008, 9,426 transit passengers arrive at the University (15.7% more than in 2004 and 19.5% more than in 2006). For inbound trips the busiest hour is between 08:00 a.m. and 09:00 a.m., when 1,618 passengers arrive;
- 8,546 passengers leave during the same typical weekday (27.7% more than in 2004 and 26.4% more than in 2006). The peak hour for outbound trips is 4:00 p.m.– 5:00 p.m., when 1,292 passengers depart;
- The combined total transit ridership for a typical weekday in Fall 2008 is 17,972 passengers (an increase of 21.1% over 2004 and 16.4% over 2006). In terms of bus frequency, an average of 851 inbound and outbound bus trips are made throughout the typical weekday with 132 trips made during the AM and PM peak hours.

It would appear that overall transit ridership has continued to increase over the past two years. The increase in transit travel may have been impacted by mode switching due to general improvements to service. It is noted cycling trips have also increased and pedestrian trips have remained consistent with the 2006 survey. (see Sections 3.4 and 3.5 below).

Of the routes serving the University, the most heavily used route is the #14 University route, accounting for 29.0% of all trips to and from the campus. The next most popular route is #26 (Crosstown) with 24.3% of all trips, followed by the #4 (Mount Tolmie) with 20.0% of all trips. These top three routes are the same as in 2000, 2004, and 2006.

The approximate distribution of transit trips at UVic is shown in **Exhibit 4**. As in 2004 and 2006, the predominant transit trip-orientation is to the south / southwest, primarily involving the #4, #7, and #14 routes. These three routes plus the #33, which heads in the same direction, account for 58% of all trips.



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Transit Passenger Directional Distribution

University of Victoria - 2008 Traffic Survey

Exhibit 4

3.4. Cyclists

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

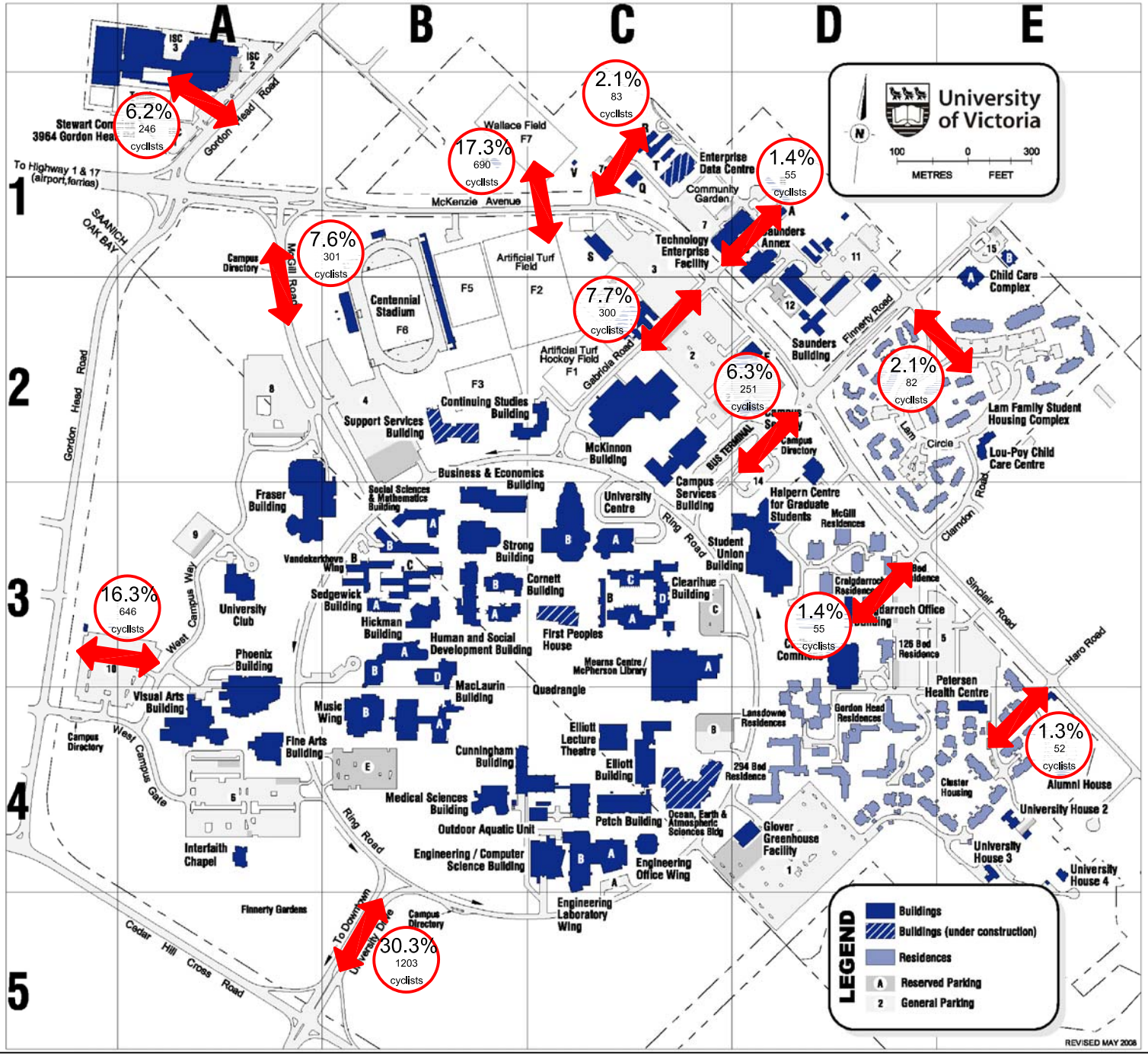
The most heavily used driveway for cycling trips is University Drive accounting for approximately 30%, followed by the McKenzie Avenue multi-use pathway at 17% and the West Campus gate at 16%. It appears that over an average weekday (from 7:00 a.m. to 10:00 p.m.) approximately 3,964 bicycle trips are made. This is an increase of approximately 37% more than in 2006 and is likely due to the improved weather conditions on the days of the manual surveys in 2008 compared to the poor conditions in 2006. Poor weather such as rain often results in cyclists altering their travel patterns to different transportation modes, particularly transit or walking, or to revise their need to make a trip at all.

The 2008 cycling trip total includes 2,483 inbound and 1,481 outbound cycling trips. The inbound / outbound imbalance may reflect that at 10:00 p.m. there are still cyclists on the campus who have not yet departed or who used transit for their outbound trip. The cumulative inbound and outbound cycle trip estimates were used to estimate on-site bicycle accumulation for each hour, as summarized in **Table 6.**

Based on this method, the peak accumulation of bicycles parked at the University is approximately 1,309 bicycles between 1:00 p.m. and 2:00 p.m. This is up from 931 in 2006, 870 in 2004, and 600 in 2000, and the 1,000 bicycles estimated in the 1996 survey. The increase in bicycle accumulation appears to coincide with the overall increase in cycling trips to and from the campus. A more accurate estimate of on-campus bicycle accumulation could be achieved through surveys of bike parking facilities throughout the day.

Table 6: On-Site Bicycle Parking Estimate

Hour beginning	Cumulative bicycle arrivals	Cumulative bicycle departs	On-site bicycle accumulation
7:00	85	33	52
8:00	511	119	392
9:00	867	168	699
10:00	1038	196	843
11:00	1234	227	1006
12:00	1424	258	1166
13:00	1595	286	1309
14:00	1711	451	1259
15:00	1828	661	1167
16:00	1999	924	1076
17:00	2144	1142	1002
18:00	2290	1288	1002
19:00	2397	1395	1002
20:00	2446	1444	1002
21:00	2483	1481	1002



Daily Cyclist Traffic (07:00 - 22:00)
Inbound: 2,483
Outbound: 1,481
Total: 3,964

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Cyclist Access Patterns

University of Victoria - 2008 Traffic Survey

Exhibit 5

3.5. Pedestrians

Using the same procedure as in the 'Cyclists' section, estimated daily inbound / outbound trip profiles were developed for the 7:00 a.m. to 10:00 p.m. period and are summarized in **Exhibit 6**. The number of daily pedestrian trips to / from the University is estimated at approximately 6,165 trips, comprising 3,396 inbound and 2,769 outbound trips. This is very similar to the 2006 survey when approximately 6,160 trips, comprising 3,326 inbound and 2,834 outbound trips were made. Compared with six years ago, it appears that pedestrian traffic has risen by approximately 29%. A component of this increase may be regular cyclists that switched transportation modes to walking or transit (and alighted prior to campus, traveling through the survey cordon as pedestrians) and the direct result of student housing being provided on the campus.

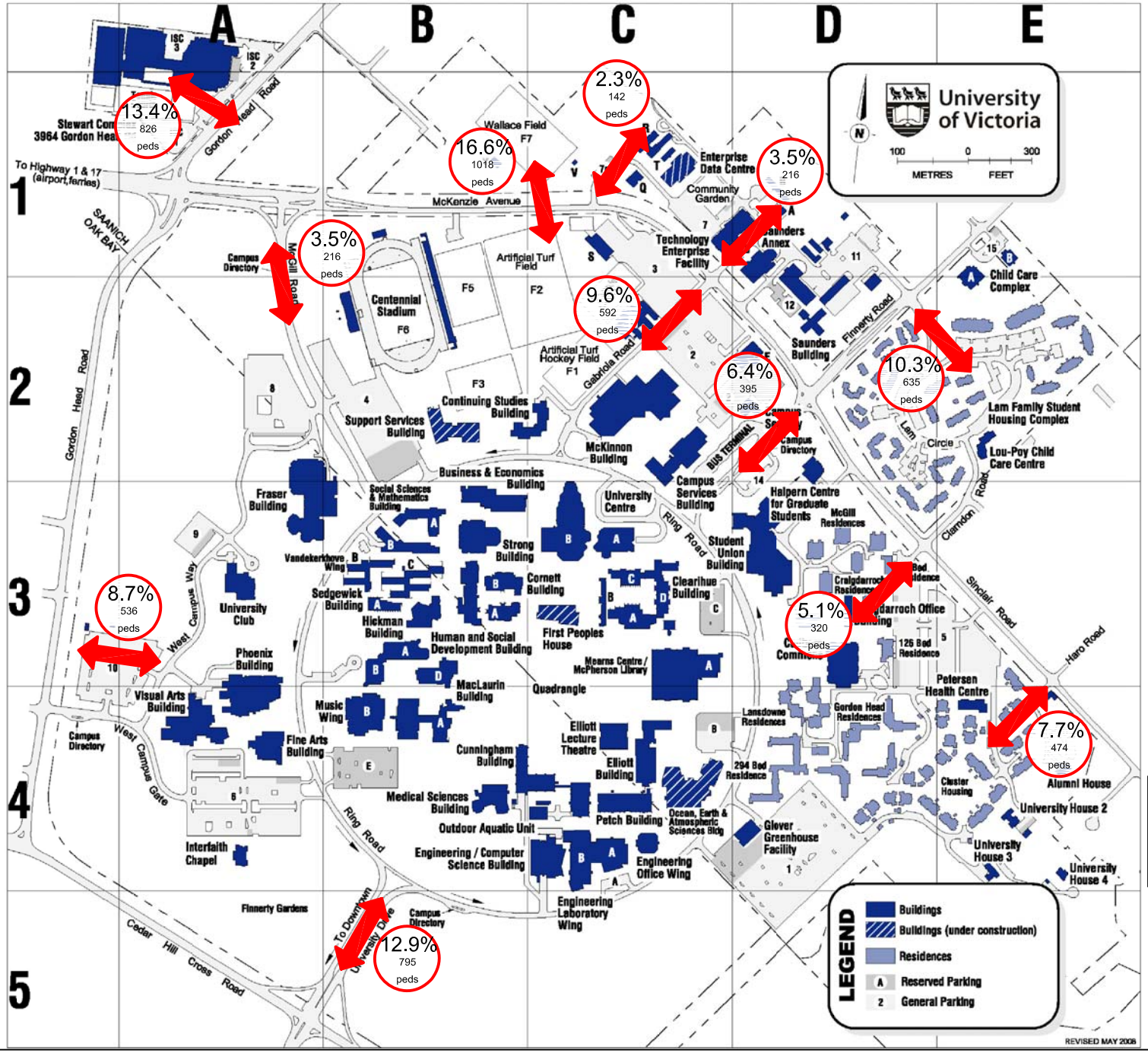
The highest percentage of pedestrians was recorded at the McKenzie Avenue multi-use pathway with 16.6% followed by the Stewart Complex at 13.4% and University Drive recording 12.9%.

3.6. Modal Split Summary

For a typical weekday condition, the estimated daily profiles of inbound and outbound trips to / from the University are summarized in **Table 7** (Inbound) and **Table 8** (Outbound) for all the major modes considered, i.e., vehicles, automobile passengers, transit passengers, cyclists, pedestrian, and rollerblade / skateboards. **Table 9** summarizes the overall mode split for 2006. The corresponding profiles for inbound and outbound trips, by all modes, are presented in **Exhibits 7** and **8** respectively.

Table 7: Inbound Modal Trip Split by Hour

Hour beginning	Automobile drivers	Automobile passengers	Transit passengers	Cyclists	Pedestrains	Skateboards/ rollerbladers	Total
7:00	625	192	638	85	106	1	1,648
8:00	1,748	555	1,618	426	457	6	4,809
9:00	1,187	350	1,135	356	371	12	3,411
10:00	755	233	839	171	195	4	2,197
11:00	731	225	796	195	189	4	2,141
12:00	796	245	643	190	206	4	2,085
13:00	719	222	503	171	186	4	1,805
14:00	680	208	520	116	278	7	1,808
15:00	743	179	459	117	311	17	1,826
16:00	755	183	498	172	384	4	1,996
17:00	767	182	566	145	268	7	1,935
18:00	790	201	325	146	248	10	1,719
19:00	487	124	235	107	153	6	1,113
20:00	237	60	144	49	74	3	568
21:00	190	48	143	36	60	2	479
Total	11,209	3,208	9,062	2,483	3,488	92	29,541
Modal split	37.9%	10.9%	30.7%	8.4%	11.8%	0.3%	100.0%



Daily Pedestrian Traffic (07:00 - 22:00)

Inbound:	3396
Outbound:	2769
Total:	6165

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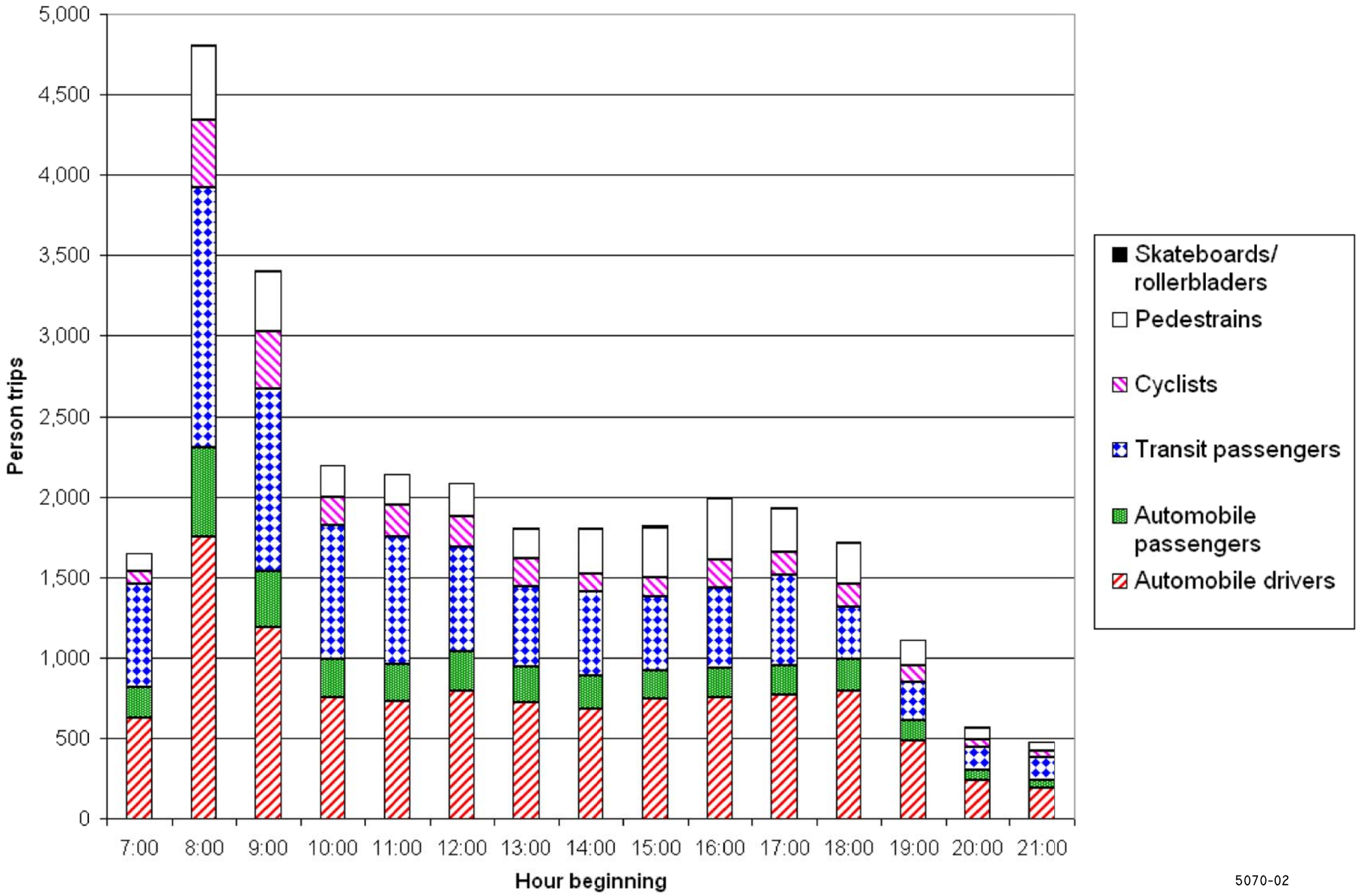
Pedestrian Access Patterns

University of Victoria - 2008 Traffic Survey

Exhibit 6



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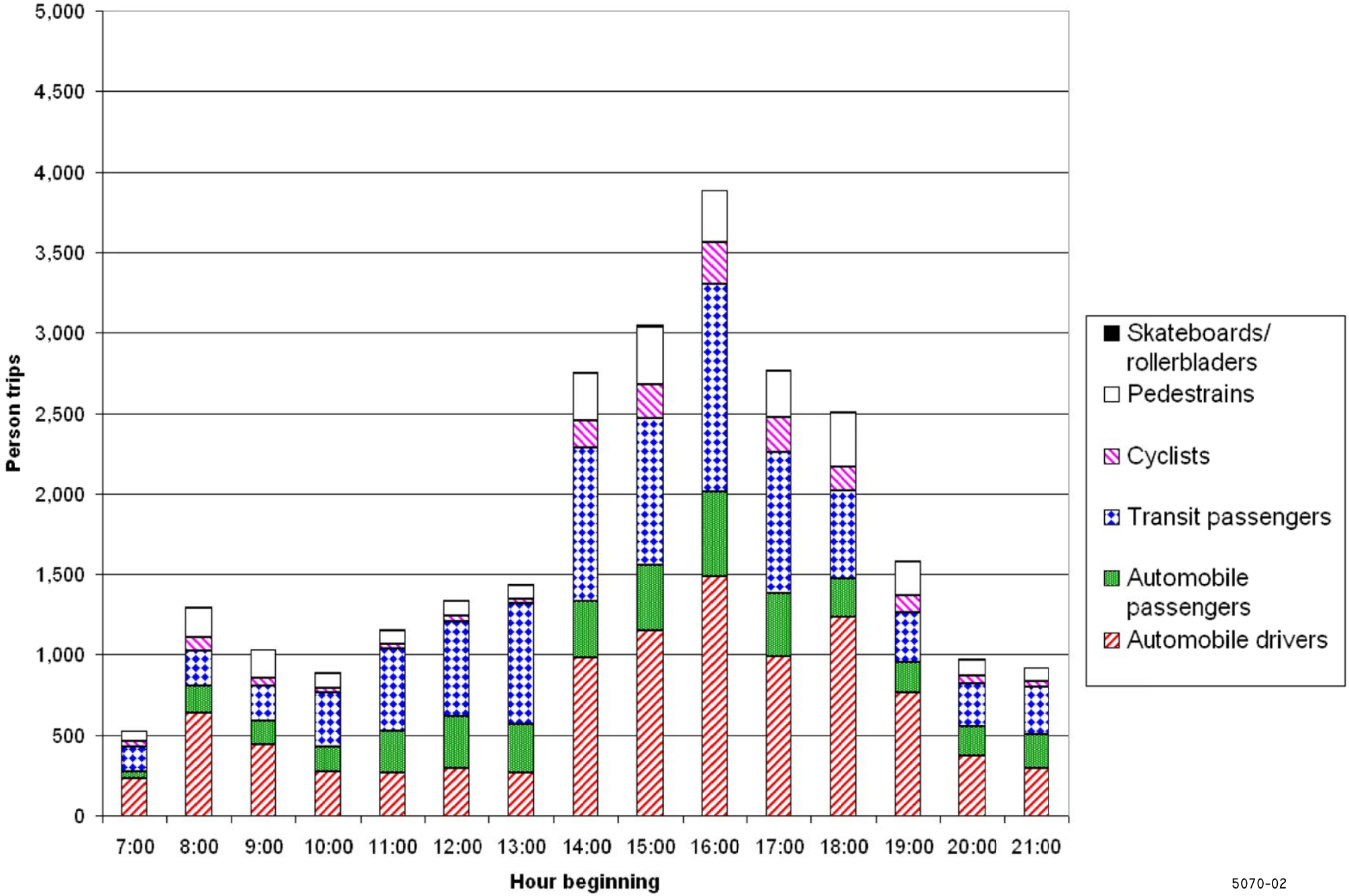
Inbound Traffic Profile (all travel modes)

University of Victoria - 2008 Traffic Survey

Exhibit 7



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Outbound Traffic Profile (all travel modes)

University of Victoria - 2008 Traffic Survey

Exhibit 8

Table 8: Outbound Modal Trip Split by Hour

Hour beginning	Automobile drivers	Automobile passengers	Transit passengers	Cyclists	Pedestrains	Skateboards/ rollerbladers	Total
7:00	228	48	155	33	59	2	526
8:00	635	170	217	86	184	5	1,299
9:00	442	149	215	49	174	3	1,031
10:00	277	153	338	28	89	4	889
11:00	268	260	507	32	87	8	1,160
12:00	292	327	588	31	94	10	1,342
13:00	264	308	744	28	85	9	1,437
14:00	979	351	958	166	296	7	2,757
15:00	1,150	408	910	209	359	12	3,048
16:00	1,486	524	1,292	263	317	4	3,886
17:00	990	389	878	218	287	9	2,771
18:00	1,235	241	545	146	338	5	2,509
19:00	762	190	310	107	209	4	1,582
20:00	370	184	263	49	102	4	972
21:00	297	209	293	36	81	4	921
Total	9,675	3,911	8,214	1,481	2,761	90	26,131
Modal split	37.0%	15.0%	31.4%	5.7%	10.6%	0.3%	100.0%

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

Hour beginning	Automobile drivers	Automobile passengers	Transit passengers	Cyclists	Pedestrains	Skateboards/ rollerbladers	Total
Total	20,884	7,119	14,982	3,963	6,249	181	53,379
Modal split	39.1%	13.3%	28.1%	7.4%	11.7%	0.3%	100.0%

3.7. M-10 Finnerty Road Parking Lot

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

The lot provides parking for facilities management staff and includes a total of 74 general parking stalls with 12 parking stalls used by UVic vehicles throughout the day (e.g. maintenance vehicles). Based on field observation, it would appear that in 2008 the lot is occupied up to 86-100% of capacity during periods of a typical weekday compared to the 95-100% occupancy reported in 2006.

During the observed peak hours (07:00 a.m. – 10:00 a.m. and 2:00 p.m. – 6:00 p.m.) a total of 44 vehicles entered the parking lot and 50 vehicles exited the lot, compared to 49 entering and 50 exiting during the 2006 survey. The amount traffic entering the parking lot appears to have been reduced by approximately 11%, which could mean that some vehicles entered the parking lot before the observed period began; however, the amount of traffic leaving the lot remains the same. The peak inbound hour was observed to remain between 07:00 a.m. and 08:00 a.m. when 18 vehicles entered the parking lot. The peak outbound hour was between 4:00 p.m. and 5:00 p.m. when 16 vehicles exited the parking lot (averaged over the two observation days). This compares to 20 entering and 32 exiting during the same peak period during the 2006 survey. The reduction of

50% in exiting vehicles during 2008 could be explained by some vehicles remaining on the lot beyond the observation period.

The average vehicle occupancy observed at the lot was consistent with the 2006 survey of approximately 1.08, which is well below the average vehicle occupancy for the remainder of the campus (1.32).

3.8. Finnerty Road Tube Count Station

As discussed in a previous section, the volume of automobile traffic (automobile drivers) was recorded using automatic tube counts on the University Drive, McGill Road, and the driveway leading in from Gordon Head Road. A new station was set up for the 2008 traffic audit at Finnerty Road, south of McKenzie Avenue. Due to a malfunction of the data collection equipment, this data was not collected during the same dates as the other stations. The data for the Finnerty Road station was collected during November 4 to November 10, 2008.

A summary of the combined daily traffic (24-hour inbound and outbound total) for this automatic count station is provided in **Table 10.**

Table 10: Combined Daily Traffic

Count Location		Monday 2008	Tuesday 2008	Wednesday 2008	Thursday 2008	Friday 2008	Average weekday 2008
Finnerty Road	in	1347	1524	1642	1809	1729	1610
	out	2154	2809	2849	3108	2834	2751
Total combined		3501	4333	4491	4917	4563	4361
% of average weekday		80.3	99.4	103.0	112.7	104.6	n/a

Overall, the average total weekday traffic (24 hour) recorded on this driveway in 2008 was 4,361 vehicles. The results of future automatic tube counts will indicate whether vehicle traffic at this driveway has been reduced.

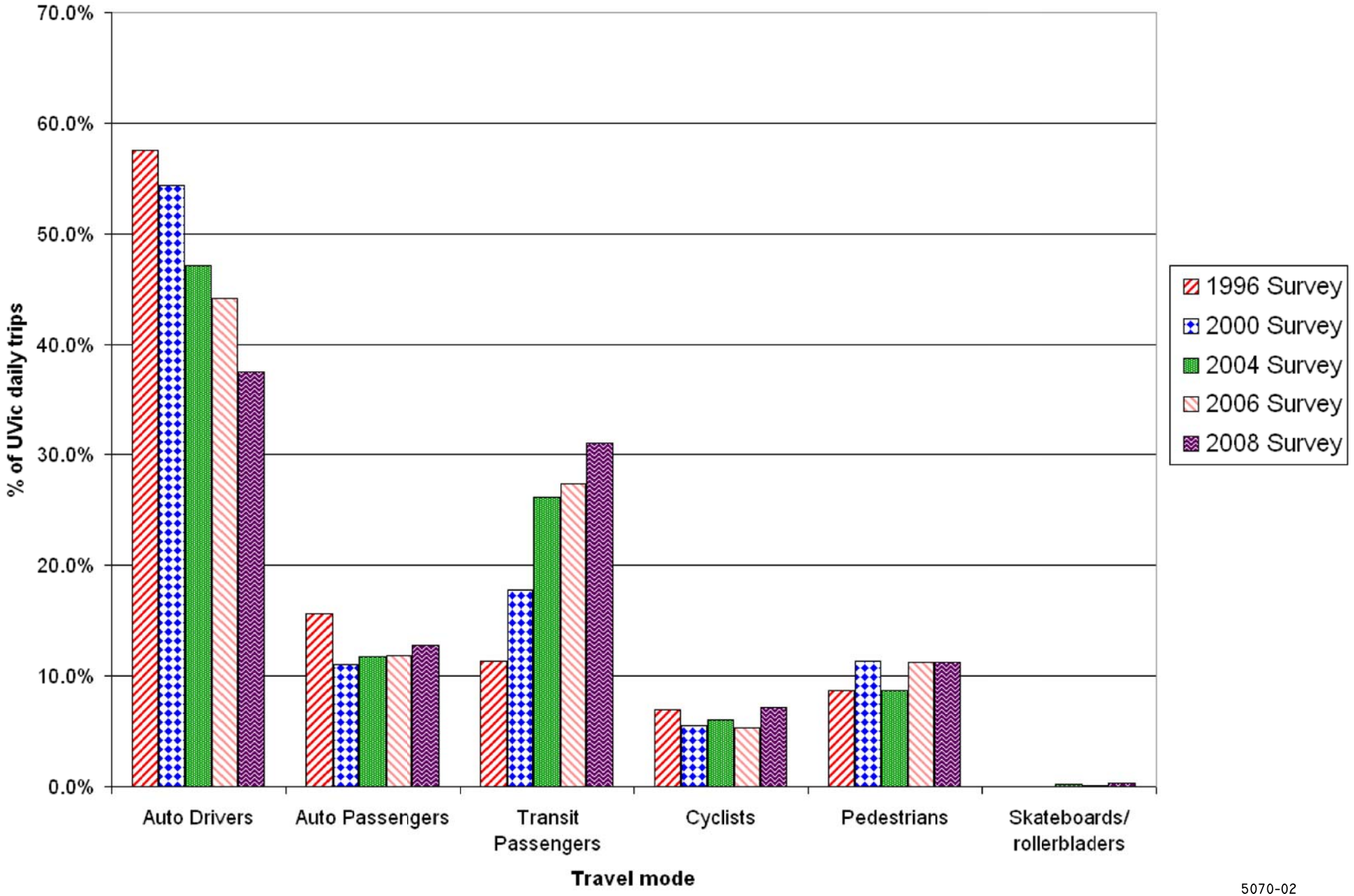
4.0 Modal Split Comparison-

A comparison of modal split results between 1996 and 2008 is shown in **Table 11** and visually in **Exhibit 9**.

Table 11: Modal Split Comparison with Previous Years

Travel Mode	1996 Survey	2000 Survey	2004 Survey	2006 Survey	2008 Survey
Auto Drivers	57.5%	54.4%	47.1%	44.1%	37.5%
Auto Passengers	15.6%	11.0%	11.8%	11.9%	12.8%
Transit Passengers	11.3%	17.8%	26.2%	27.4%	31.0%
Cyclists	6.9%	5.5%	6.0%	5.3%	7.1%
Pedestrians	8.7%	11.3%	8.7%	11.2%	11.2%
Skateboards/ rollerbladers	0.0%	0.0%	0.2%	0.1%	0.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

The percentage of auto drivers is at 37.5%, a decrease from 2006, while the percentage of auto passengers has increased since 2006 and has shown a steady increase since 2000. The percentage of transit users has risen significantly since 1996, and from 27.4% in 2006 to 31.0% in 2008. Cycling has experienced an increase from 2006 (5.3% to 7.1%), which may be somewhat attributable to improved weather conditions on the survey day in 2008. Walking has remained the same since 2006 and is approximately the same level as recorded in 2000 (11.3%). Skateboarders and rollerbladers currently make up only 0.3% of traffic to and from the campus, a slight increase from 2006.



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1996 / 2000 / 2004 / 2006 / 2008 Travel Mode Split Summary

University of Victoria - 2008 Traffic Survey

Exhibit 9

5.0 Summary

The campus population has remained relatively consistent since 2006, although several new buildings have been constructed which have led to a reduction in available parking. The findings of this report will help gauge the impact of the campus' Transportation Demand Management Strategy. The overall travel patterns observed at the UVic campus have changed dramatically since 1992, a trend continued between 2006 and 2008. The analysis of the 2008 Campus Survey showed the following trends since 2006:

- Single occupancy vehicles are now below 40% of all trips and have reduced consistently since 1996;
- Automatic tube counts reveal that over a 24-hour period, vehicular traffic volumes are 12% lower than in 2006. Less overall vehicle traffic was recorded during the peak daytime periods than in 2006. However, the manual counts show a slight increase in traffic compared to two years ago. This could be explained as less traffic occurring outside the peak six hours than in previous years;
- The percentage of single occupant vehicle trips compared to multi occupant trips has reduced another 1.5% since 2006 and indicates a steady pattern of reduction in single occupant vehicle trips since 2000;
- Transit ridership has increased by 3.6% from 2006 and now represents almost one-third of all trips. Transit ridership has steadily increased since 1996 from 11.3% to 31.0% of all trips;
- The volume of recorded pedestrian trips is consistent with 2006 and represents 11.2% of all trips;
- Cycling trips increased by 34% from 2006. This may be due, in part, to improved weather conditions during the survey period, compared to those in 2006. It is likely, based on the results, that there has been a shift to cycling from private auto use. Cycling currently represents 7.1% of all trips.

Appendix 1 - Automatic Traffic Count Data, Transtech Data Services

McGill Road

Northbound (out)

Start hour	Thu 23-Oct	Fri 24-Oct	Sat 25-Oct	Sun 26-Oct	Mon 20-Oct	Tue 21-Oct	Wed 22-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	11	7	21	14	18	3	11	85	12	50	10
1:00	4	9	4	2	7	7	6	39	6	33	7
2:00	0	5	8	6	1	3	3	26	4	12	2
3:00	2	1	5	4	0	2	1	15	2	6	1
4:00	3	2	3	0	0	1	0	9	1	6	1
5:00	3	2	2	5	3	5	2	22	3	15	3
6:00	4	5	2	2	9	4	5	31	4	27	5
7:00	19	11	12	3	20	13	8	86	12	71	14
8:00	66	51	17	9	70	73	73	359	51	333	67
9:00	73	75	21	17	79	58	75	398	57	360	72
10:00	80	114	54	23	66	103	91	531	76	454	91
11:00	135	134	55	39	119	140	106	728	104	634	127
12:00	157	153	82	39	125	132	113	801	114	680	136
13:00	125	211	80	46	126	162	140	890	127	764	153
14:00	162	218	102	46	176	204	188	1096	157	948	190
15:00	206	194	112	68	181	156	191	1108	158	928	186
16:00	234	234	198	152	268	229	221	1536	219	1186	237
17:00	202	108	70	84	158	178	186	986	141	832	166
18:00	124	50	56	68	124	147	128	697	100	573	115
19:00	104	31	35	33	97	96	100	496	71	428	86
20:00	83	34	19	26	63	112	124	461	66	416	83
21:00	143	47	10	33	100	112	108	553	79	510	102
22:00	29	11	10	19	33	32	44	178	25	149	30
23:00	22	9	21	20	13	13	20	118	17	77	15
24 hr total	1991	1716	999	758	1856	1985	1944				
12 hr total	1583	1553	859	594	1512	1595	1520				
7 - 10 total	1913	1665	923	686	1772	1915	1852				

		total	average
Overall weekday	**24hr**	9492	1,898
	12hr	7763	1,553
	7 - 10	9117	1,823

Peak hour 1600 - 1700

Southbound (in)

Start hour	Thu 23-Oct	Fri 24-Oct	Sat 25-Oct	Sun 26-Oct	Mon 20-Oct	Tue 21-Oct	Wed 22-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	6	6	20	20	5	3	3	63	9	23	5
1:00	10	5	9	2	1	5	3	35	5	24	5
2:00	2	5	3	3	3	1	3	20	3	14	3
3:00	2	3	3	3	2	1	1	15	2	9	2
4:00	21	22	5	6	20	21	22	117	17	106	21
5:00	6	2	3	3	5	6	5	30	4	24	5
6:00	39	35	4	1	38	32	38	187	27	182	36
7:00	147	135	86	6	190	161	153	878	125	786	157
8:00	555	496	139	36	531	544	432	2733	390	2558	512
9:00	383	341	67	66	371	360	341	1929	276	1796	359
10:00	180	272	113	88	197	266	285	1401	200	1200	240
11:00	234	248	153	89	254	218	184	1380	197	1138	228
12:00	250	260	179	104	22	22	219	1056	151	773	155
13:00	191	229	162	147	156	245	193	1323	189	1014	203
14:00	205	174	169	146	184	164	188	1230	176	915	183
15:00	166	158	117	102	175	139	160	1017	145	798	160
16:00	186	141	94	90	197	176	196	1080	154	896	179
17:00	160	100	77	89	156	203	164	949	136	783	157
18:00	204	83	56	66	201	229	212	1051	150	929	186
19:00	111	61	63	51	89	127	169	671	96	557	111
20:00	54	37	37	54	68	61	54	365	52	274	55
21:00	43	28	31	40	60	52	41	295	42	224	45
22:00	27	21	21	20	17	17	28	151	22	110	22
23:00	13	13	23	11	8	12	9	89	13	55	11
24 hr total	3195	2875	1634	1243	2950	3065	3103				
12 hr total	2861	2637	1412	1029	2634	2727	2727				
7 - 10 total	3069	2763	1543	1174	2851	2967	2991				

		Total	Average
Overall weekday	**24hr**	15188	3038
	12hr	13586	2717
	7 - 10	14641	2928

Peak hour 0800 - 0900

West Campus Gate

Eastbound (in)

Start hour	Thu 23-Oct	Fri 24-Oct	Sat 25-Oct	Sun 26-Oct	Mon 20-Oct	Tue 21-Oct	Wed 22-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	0	0	0	2	2	0	1	5	1	3	1
1:00	0	0	0	1	1	0	1	3	0	2	0
2:00	0	0	1	2	2	0	1	6	1	3	1
3:00	3	1	0	0	1	1	1	7	1	7	1
4:00	8	7	1	0	6	7	7	36	5	35	7
5:00	0	1	0	0	0	1	0	2	0	2	0
6:00	6	7	1	0	5	9	6	34	5	33	7
7:00	47	57	8	0	70	54	58	294	42	286	57
8:00	310	227	50	10	290	302	249	1438	205	1378	276
9:00	195	165	36	20	197	172	187	972	139	916	183
10:00	72	75	36	21	70	94	119	487	70	430	86
11:00	107	105	50	22	125	120	93	622	89	550	110
12:00	105	99	36	28	111	103	115	597	85	533	107
13:00	78	76	41	38	77	90	119	519	74	440	88
14:00	88	48	39	44	78	52	65	414	59	331	66
15:00	71	38	54	26	55	61	58	363	52	283	57
16:00	54	30	20	20	58	67	52	301	43	261	52
17:00	79	40	25	20	49	50	55	318	45	273	55
18:00	63	38	19	11	45	52	79	307	44	277	55
19:00	23	16	35	9	31	41	53	208	30	164	33
20:00	11	6	4	6	5	12	15	59	8	49	10
21:00	9	6	5	5	8	9	7	49	7	39	8
22:00	3	8	6	2	5	3	5	32	5	24	5
23:00	2	2	0	5	2	1	0	12	2	7	1
24 hr total	1334	1052	467	292	1293	1301	1346				
12 hr total	1269	998	414	260	1225	1217	1249				
7 - 10 total	1312	1026	458	280	1269	1279	1324				

		total	average
Overall weekday	**24hr**	6326	1,265
	12hr	5958	1,192
	7 - 10	6210	1,242

Peak hour 0800 - 0900

Westbound (out)

Start hour	Thu 23-Oct	Fri 24-Oct	Sat 25-Oct	Sun 26-Oct	Mon 20-Oct	Tue 21-Oct	Wed 22-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	4	4	8	1	2	5	4	28	4	19	4
1:00	7	4	3	0	3	5	4	26	4	23	5
2:00	0	0	0	1	0	0	2	3	0	2	0
3:00	1	2	0	0	0	0	0	3	0	3	1
4:00	2	0	3	0	0	0	1	6	1	3	1
5:00	0	1	2	2	0	0	1	6	1	2	0
6:00	1	2	0	0	1	2	1	7	1	7	1
7:00	7	8	2	0	11	10	10	48	7	46	9
8:00	24	20	8	1	26	30	33	142	20	133	27
9:00	20	33	7	13	47	30	35	185	26	165	33
10:00	24	49	33	9	32	42	33	222	32	180	36
11:00	99	79	25	13	82	94	56	448	64	410	82
12:00	115	113	16	22	105	110	120	601	86	563	113
13:00	103	108	36	22	81	114	108	572	82	514	103
14:00	127	119	33	12	154	134	103	682	97	637	127
15:00	114	81	61	30	110	100	90	586	84	495	99
16:00	181	126	39	47	196	200	205	994	142	908	182
17:00	109	69	23	24	92	100	113	530	76	483	97
18:00	72	39	33	14	54	63	46	321	46	274	55
19:00	62	21	8	8	48	46	38	231	33	215	43
20:00	35	15	5	5	29	27	54	170	24	160	32
21:00	31	26	19	6	35	72	61	250	36	225	45
22:00	18	26	11	6	16	22	21	120	17	103	21
23:00	4	4	7	3	8	3	3	32	5	22	4
24 hr total	1160	949	382	239	1132	1209	1142				
12 hr total	995	844	316	207	990	1027	952				
7 - 10 total	1123	906	348	226	1102	1172	1105				

		Total	Average
Overall weekday	**24hr**	5592	1118
	12hr	4808	962
	7 - 10	5408	1082

Peak hour 1600 - 1700

University Drive

Northbound (in)

Start hour	Thu 23-Oct	Fri 24-Oct	Sat 25-Oct	Sun 26-Oct	Mon 20-Oct	Tue 21-Oct	Wed 22-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	14	19	24	32	13	12	14	128	18	72	14
1:00	7	18	21	21	5	7	7	86	12	44	9
2:00	1	9	20	13	4	3	4	54	8	21	4
3:00	0	5	11	10	1	1	1	29	4	8	2
4:00	1	2	6	4	3	4	1	21	3	11	2
5:00	10	8	4	3	6	11	13	55	8	48	10
6:00	34	38	13	5	32	34	39	195	28	177	35
7:00	190	138	48	13	171	199	167	926	132	865	173
8:00	582	532	149	54	559	605	520	3001	429	2798	560
9:00	431	381	166	90	442	441	384	2335	334	2079	416
10:00	245	304	136	129	209	287	278	1588	227	1323	265
11:00	253	288	169	127	257	279	252	1625	232	1329	266
12:00	262	298	197	177	266	308	264	1772	253	1398	280
13:00	247	301	174	254	205	265	283	1729	247	1301	260
14:00	266	253	149	247	236	220	282	1653	236	1257	251
15:00	254	230	142	174	246	205	243	1494	213	1178	236
16:00	262	208	147	177	272	297	261	1624	232	1300	260
17:00	237	186	108	144	201	294	269	1439	206	1187	237
18:00	253	139	93	103	225	309	254	1376	197	1180	236
19:00	153	98	83	92	125	169	164	884	126	709	142
20:00	120	75	43	73	111	131	103	656	94	540	108
21:00	94	67	44	57	82	88	102	534	76	433	87
22:00	45	57	38	31	33	49	53	306	44	237	47
23:00	34	36	44	29	24	26	52	245	35	172	34
24 hr total	3995	3690	2029	2059	3728	4244	4010				
12 hr total	3482	3258	1678	1689	3289	3709	3457				
7 - 10 total	3849	3498	1848	1911	3607	4097	3826				

		total	average
Overall weekday	**24hr**	19667	3,933
	12hr	17195	3,439
	7 - 10	18877	3,775

Peak hour 0800 - 0900

Southbound (out)

Start hour	Thu 23-Oct	Fri 24-Oct	Sat 25-Oct	Sun 26-Oct	Mon 20-Oct	Tue 21-Oct	Wed 22-Oct	7 day Total	7 day Average	5 day Total	5 day Average
0:00	34	35	39	28	20	29	27	212	30	145	29
1:00	11	17	30	15	10	7	10	100	14	55	11
2:00	5	9	14	16	4	2	5	55	8	25	5
3:00	2	5	7	7	4	3	5	33	5	19	4
4:00	4	1	8	3	4	6	5	31	4	20	4
5:00	3	2	4	1	6	4	6	26	4	21	4
6:00	21	21	9	10	23	19	22	125	18	106	21
7:00	87	77	36	15	90	94	89	488	70	437	87
8:00	294	204	61	23	268	276	241	1367	195	1283	257
9:00	201	174	114	50	199	198	193	1129	161	965	193
10:00	179	213	142	65	192	206	185	1182	169	975	195
11:00	304	294	190	116	282	250	210	1646	235	1340	268
12:00	268	363	184	124	292	270	309	1810	259	1502	300
13:00	282	360	183	158	251	280	271	1785	255	1444	289
14:00	316	376	150	150	293	326	324	1935	276	1635	327
15:00	366	348	184	158	365	325	328	2074	296	1732	346
16:00	530	437	265	348	517	534	558	3189	456	2576	515
17:00	356	280	134	150	340	403	396	2059	294	1775	355
18:00	266	156	115	120	240	313	244	1454	208	1219	244
19:00	151	89	86	99	166	180	219	990	141	805	161
20:00	188	59	52	79	142	216	172	908	130	777	155
21:00	218	114	86	72	187	264	196	1137	162	979	196
22:00	76	74	42	61	66	90	107	516	74	413	83
23:00	38	28	34	52	36	45	54	287	41	201	40
24 hr total	4200	3736	2169	1920	3997	4340	4176				
12 hr total	3449	3282	1758	1477	3329	3475	3348				
7 - 10 total	4006	3544	1982	1727	3824	4135	3935				

		Total	Average
Overall weekday	**24hr**	20449	4090
	12hr	16883	3377
	7 - 10	19444	3889

Peak hour 1600 - 1700

Finnerty Road

Northbound (out)

Start hour	Thu 6-Nov	Fri 7-Nov	Sat 8-Nov	Sun 9-Nov	Mon 10-Nov	Tue 4-Nov	Wed 5-Nov	7 day Total	7 day Average	5 day Total	5 day Average
0:00	15	27	37	19	8	14	33	153	22	97	19
1:00	19	9	20	15	11	13	12	99	14	64	13
2:00	3	7	13	7	5	3	4	42	6	22	4
3:00	4	3	13	3	4	4	3	34	5	18	4
4:00	9	5	8	2	0	4	7	35	5	25	5
5:00	8	4	8	4	4	6	8	42	6	30	6
6:00	25	26	7	3	22	20	20	123	18	113	23
7:00	82	93	20	18	62	86	89	450	64	412	82
8:00	275	228	43	19	163	237	213	1178	168	1116	223
9:00	191	175	82	30	136	137	139	890	127	778	156
10:00	169	169	74	58	117	162	134	883	126	751	150
11:00	222	231	95	60	162	172	169	1111	159	956	191
12:00	162	209	132	106	164	189	188	1150	164	912	182
13:00	210	261	96	85	147	177	209	1185	169	1004	201
14:00	217	250	115	115	173	230	196	1296	185	1066	213
15:00	266	248	103	88	195	231	258	1389	198	1198	240
16:00	303	305	125	112	229	291	272	1637	234	1400	280
17:00	270	207	66	83	154	228	259	1267	181	1118	224
18:00	166	119	78	61	113	175	168	880	126	741	148
19:00	118	66	46	60	86	109	97	582	83	476	95
20:00	150	0	63	63	62	105	124	567	81	441	88
21:00	118	68	49	49	64	118	125	591	84	493	99
22:00	58	80	41	43	43	60	70	395	56	311	62
23:00	48	44	36	35	30	38	52	283	40	212	42
24 hr total	3108	2834	1370	1138	2154	2809	2849				
12 hr total	2533	2495	1029	835	1815	2315	2294				
7 - 10 total	2919	2629	1187	1007	2027	2647	2640				

		total	average
Overall weekday	**24hr**	13754	2,751
	12hr	11452	2,290
	7 - 10	12862	2,572

Peak hour 1600 - 1700

Southbound (in)

Start hour	Thu 6-Nov	Fri 7-Nov	Sat 8-Nov	Sun 9-Nov	Mon 10-Nov	Tue 4-Nov	Wed 5-Nov	7 day Total	7 day Average	5 day Total	5 day Average
0:00	6	6	11	8	7	6	10	54	8	35	7
1:00	3	1	10	3	3	2	5	27	4	14	3
2:00	1	3	4	4	3	1	1	17	2	9	2
3:00	3	1	2	2	5	3	6	22	3	18	4
4:00	2	5	3	2	2	4	1	19	3	14	3
5:00	6	6	2	3	6	8	6	37	5	32	6
6:00	19	18	14	5	19	24	14	113	16	94	19
7:00	79	84	9	14	58	72	91	407	58	384	77
8:00	260	240	36	21	136	214	202	1109	158	1052	210
9:00	150	150	53	40	125	116	123	757	108	664	133
10:00	97	121	63	47	65	97	105	595	85	485	97
11:00	131	137	56	51	84	93	124	676	97	569	114
12:00	120	142	87	63	118	106	131	767	110	617	123
13:00	123	130	63	53	122	86	125	702	100	586	117
14:00	118	125	61	84	111	99	108	706	101	561	112
15:00	142	127	49	59	100	106	120	703	100	595	119
16:00	143	126	59	65	131	134	134	792	113	668	134
17:00	121	77	55	35	70	104	86	548	78	458	92
18:00	90	68	104	31	48	90	96	527	75	392	78
19:00	61	40	52	23	45	40	44	305	44	230	46
20:00	51	33	42	23	28	46	36	259	37	194	39
21:00	48	35	26	20	23	41	39	232	33	186	37
22:00	23	38	29	9	27	20	25	171	24	133	27
23:00	12	16	26	11	11	12	10	98	14	61	12
24 hr total	1809	1729	916	676	1347	1524	1642				
12 hr total	1574	1527	695	563	1168	1317	1445				
7 - 10 total	1734	1635	815	629	1264	1444	1564				

		Total	Average
Overall weekday	**24hr**	8051	1610
	12hr	7031	1406
	7 - 10	7641	1528

Peak hour 0800 - 0900

Appendix 2 - Peak Period Manual Traffic Count Data

Summary

Inbound total vehicles

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF	Total
7:00	144	53	27	128	18		104	63	69	4	26	18	8	642
8:00	460	274	47	420	26		226	23	180	11	97	10	36	1798
9:00	312	185	23	309	13		128	19	120	6	79	8	29	1220
14:00	200	68	44	156	6		65	15	77	4	37	1	29	698
15:00	209	62	52	147	6		87	14	115	10	28	4	35	763
16:00	216	47	88	144	8		74	11	109	2	29	0	50	775
17:00	218	77	67	149	7		93	5	90	3	36	3	45	787
	1758	765	347	1452	82	0	775	150	760	39	329	42	230	

Outbound total vehicles

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF	
7:00	70	7	36	9	1		29	12	45	2	8	4	19	235
8:00	233	27	66	56	4		38	8	129	3	18	3	75	654
9:00	172	25	18	60	4		30	12	73	3	26	1	35	456
14:00	265	113	52	163	8		109	17	166	5	79	6	35	1009
15:00	340	115	50	185	24		116	36	180	9	66	16	66	1184
16:00	500	179	76	215	29		173	35	185	9	85	14	48	1531
17:00	283	90	72	178	14		115	6	151	5	57	6	53	1020
	1862	555	368	865	82	0	609	124	927	33	337	48	328	12770

AM and PM peak hour ins and outs at Manual stations

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF	Total
Inbound														
AM	460	274	47	420	26		226	63	180	11	97	18	36	1838
PM	218	77	88	156	8		125	18	112	5	45	2	45	895
Outbound														
AM	233	27	66	60	4		38	12	129	3	26	3	75	669
PM	500	179	76	215	29		173	36	185	9	85	32	66	1551

Summary

Inbound total cyclists

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF
7 - 10	316	149	20	75	18	149	75	12	57	11	9	5	6
14 - 18	100	129	54	28	10	147	29	6	41	8	8	3	28

Outbound total cyclists

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF
7 - 10	40	15	25	3	9	18	11	6	10	3	4	1	33
14 - 18	379	75	49	103	15	77	90	13	45	12	18	5	10

Summary

Inbound total peds

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF
7 - 10	191	173	60	16	5	148	103	46	88	60	40	0	19
14 - 18	82	193	248	35	19	215	83	23	80	78	68	3	158

Outbound total peds

	M1	M2	M3	M4	M5a	M5b	M6	M7	M8	M9a	M9b	M10	MF
7 - 10	16	22	33	6	31	84	41	18	14	42	18	1	109
14 - 18	196	105	182	80	32	186	134	40	57	111	71	0	106

Appendix 3 - Transit Passenger Count Data, BC Transit

ARRIVE

Time	#4 - UVic		#7 - UVic		#11 - UVic		#14 - UVic		#17 - School Special		#18 - School Special		#26 - UVic		#29 - UVic		#33 - UVic		#39 - UVic		#51 - UVic		TOTALS	
	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips
500																								
600	14	3			8	5	24	6					9	4									55	18
700	36	5	50	4	27	7	101	10					190	7			80	2	28	3	126	3	638	41
800	240	11	111	5	115	5	364	9	16	1	6	1	428	8	44	2	75	2	163	6	56	1	1,618	51
900	258	9	106	4	100	3	308	8					242	7					78	2	43	1	1,135	34
1000	133	5	60	4	53	3	284	8					309	4									839	24
1100	163	4	85	4	44	4	311	8					163	5					30	2			796	27
1200	135	5	69	4	36	3	211	9					148	5					44	3			643	29
1300	111	4	36	4	38	3	104	8					171	5					43	2			503	26
1400	76	6	58	4	61	3	177	9					115	5					33	2			520	29
1500	90	5	52	3	40	6	125	12					112	5					40	2			459	33
1600	107	4	33	5	98	6	135	10					108	5					13	2	4	2	498	34
1700	60	5	43	3	88	3	221	5					144	4					10	1			566	21
1800	82	4	25	4	51	3	76	4					78	3					13	1			325	19
1900	64	4	21	3	25	3	88	4					37	1									235	15
2000	45	4	5	3	19	3	38	4					37	2									144	16
2100	35	4	11	2	16	2	62	4					13	2					6	1			143	15
2200	29	2	6	2	30	2	58	3					38	1									161	10
2300	27	2	8	2	11		20	1					22	2									88	7
2400	45	1					15	1															60	2
2500																								
TOTALS	**1,750**	**87**	**779**	**60**	**860**	**64**	**2,722**	**123**	**16**	**1**	**6**	**1**	**2,364**	**75**	**44**	**2**	**155**	**4**	**501**	**27**	**229**	**7**	**9,426**	**451**

LEAVE

Time	#4 - Downtown		#7 - Downtown		#11 - Tillicum Ma		#14 - Vic Genera						#26 - Dockyard						#39 - Royal Roa		#51 - Langford		TOTALS	
	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips					Rides	Trips					Rides	Trips	Rides	Trips	Rides	Trips
500	1	1					1	2															2	3
600	5	2	1	1	5	5	10	4					8	3					1	1			31	16
700	24	5	25	4	16	6	37	8					26	3					17	4	10	1	155	31
800	59	5	28	4	26	4	55	7					39	6					10	3			217	29
900	41	4	25	4	22	3	54	8					63	5					10	1			215	25
1000	76	5	47	4	31	4	84	8					67	5					33	2			338	28
1100	130	5	47	4	46	3	131	8					123	5					30	2			507	27
1200	105	6	52	4	35	3	217	7					148	5					30	2			588	27
1300	170	6	81	4	77	4	208	8					161	4					46	2			744	28
1400	162	6	92	4	89	6	265	8					241	6					109	3			958	33
1500	185	7	72	4	93	7	322	12					134	5					42	2	63	3	910	40
1600	337	6	102	4	84	6	316	10					312	6					86	2	55	2	1,292	36
1700	144	5	68	3	39	3	293	8					241	6					69	2	22	1	878	28
1800	115	4	47	3	41	3	177	4					140	4					25	2			545	20
1900	72	4	46	3	29	3	85	4					79	2						1			310	17
2000	67	4	28	2	21	3	84	4					47	1					17	1			263	15
2100	83	4	34	3	28	3	75	4					63	2					12	1			293	17
2200	35	2	22	2	10	3	46	3					63	2									177	12
2300	30	2	12	1	7	1	24	2					42	1									114	7
2400	8	1																					8	1
2500																								
TOTALS	**1,848**	**84**	**829**	**58**	**700**	**70**	**2,483**	**119**	**0**	**0**	**0**	**0**	**1,996**	**71**	**0**	**0**	**0**	**0**	**538**	**31**	**151**	**7**	**8,546**	**440**

TOTAL																								
Time	#4 - UVic		#7 - UVic		#11 - UVic		#14 - UVic		#17 - School Special		#18 - School Special		#26 - UVic		#29 - UVic		#33 - UVic		#39 - UVic		#51 - UVic		TOTALS	
	#4 - Downtown		#7 - Downtown		#11 - Tillicum Ma		#14 - Vic Genera						#26 - Dockyard						39 - Royal Roac		#51 - Langford			
	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips	Rides	Trips
500	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
600	19	5	1	1	13	10	34	10	0	0	0	0	17	7	0	0	0	0	1	1	0	0	86	34
700	60	10	75	8	43	13	138	18	0	0	0	0	216	10	0	0	80	2	45	7	136	4	793	72
800	299	16	139	9	141	9	419	16	16	1	6	1	467	14	44	2	75	2	173	9	56	1	1,835	80
900	299	13	131	8	122	6	362	16	0	0	0	0	305	12	0	0	0	0	88	3	43	1	1,350	59
1000	209	10	107	8	84	7	368	16	0	0	0	0	376	9	0	0	0	0	33	2	0	0	1,177	52
1100	293	9	132	8	90	7	442	16	0	0	0	0	286	10	0	0	0	0	60	4	0	0	1,303	54
1200	240	11	121	8	71	6	428	16	0	0	0	0	296	10	0	0	0	0	74	5	0	0	1,231	56
1300	281	10	117	8	115	7	312	16	0	0	0	0	332	9	0	0	0	0	89	4	0	0	1,247	54
1400	238	12	150	8	150	9	442	17	0	0	0	0	356	11	0	0	0	0	142	5	0	0	1,478	62
1500	275	12	124	7	133	13	447	24	0	0	0	0	246	10	0	0	0	0	82	4	63	3	1,369	73
1600	444	10	135	9	182	12	451	20	0	0	0	0	420	11	0	0	0	0	99	4	59	4	1,790	70
1700	204	10	111	6	127	6	514	13	0	0	0	0	385	10	0	0	0	0	79	3	22	1	1,444	49
1800	197	8	72	7	92	6	253	8	0	0	0	0	218	7	0	0	0	0	38	3	0	0	870	39
1900	136	8	67	6	54	6	173	8	0	0	0	0	116	3	0	0	0	0	0	1	0	0	545	32
2000	112	8	33	5	40	6	122	8	0	0	0	0	84	3	0	0	0	0	17	1	0	0	407	31
2100	118	8	45	5	44	5	137	8	0	0	0	0	76	4	0	0	0	0	18	2	0	0	436	32
2200	64	4	28	4	40	5	104	6	0	0	0	0	101	3	0	0	0	0	0	0	0	0	338	22
2300	57	4	20	3	18	1	44	3	0	0	0	0	64	3	0	0	0	0	0	0	0	0	202	14
2400	53	2	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	3
2500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**3,598**	**171**	**1,608**	**118**	**1,560**	**134**	**5,205**	**242**	**16**	**1**	**6**	**1**	**4,360**	**146**	**44**	**2**	**155**	**4**	**1,039**	**58**	**380**	**14**	**17,972**	**891**