

These areas also guided the development of Capital Plan, particularly as it relates to capacity, efficiency, and the customers experience. These strategic focus areas are described below.

3.3.a Capacity Review and Service Enhancement Strategies

BC Ferries understands customers want timely, consistent and on-time access to vessel capacity and that when demand exceeds capacity the system becomes stressed. Transportation systems show stress when utilization exceeds 75 to 85 percent, resulting in increased congestion, less choice for customers and elimination of any slack in the system to absorb shocks. Accessing the last 15 to 25 percent of “Absolute Capacity”¹⁴ is challenging, more so on smaller routes with limited terminal infrastructure. When assessing service capacity, reaching “Practical Capacity”¹⁵ is a leading indicator for further review.

A continually stressed system leads to a negative experience for both customers and employees. Adding capacity is challenging when there is growing demand, yet fixed assets. The opportunities to increase capacity during peak times are limited by the size and number of vessels in the system. Significant increases in capacity, realized through the introduction of new vessels, take years to plan and implement.

Near and medium term operational changes provide opportunities to ensure the ferry system has the capacity to improve the customer experience and support future growth. These opportunities range from schedule and deployment changes to vessel procurement and terminal infrastructure projects. Building flexibility into vessel procurement plans provides resiliency to adapt to changing traffic patterns and demand, customer behaviours and corporate financial conditions. This planning work is critical to informing fleet renewal plans and provides an effective process to design and build new vessels that will serve users and growing coastal communities for the next 40 to 50 years.

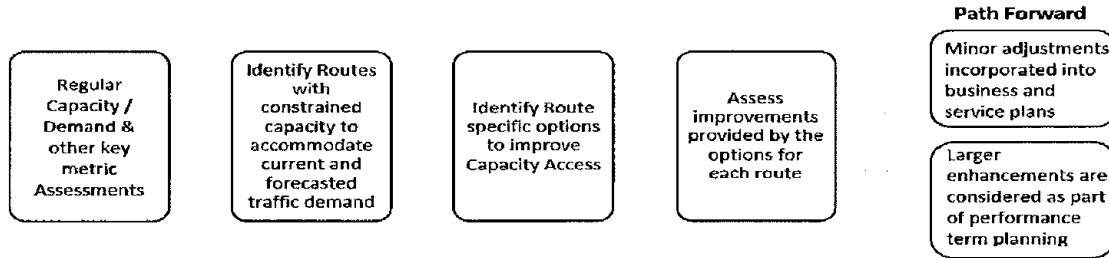
Current and Projected Capacity View

As part of ongoing planning efforts to inform asset deployment and replacement decisions, BC Ferries studies route specific needs, assessing a number of key metrics: available capacity, on time performance, fleet reliability, overloaded sailings (passengers and vehicles), Experience™ Card usage, and customer feedback and service considerations. Available capacity is a key indicator of customer satisfaction and is the focus of the system assessment, outlined in Figure 17, used to identify routes where demand exceeds available capacity, at present and with anticipated future growth:

¹⁴ Absolute Capacity is the maximum volume that can be accommodated at a point in time or across a period.

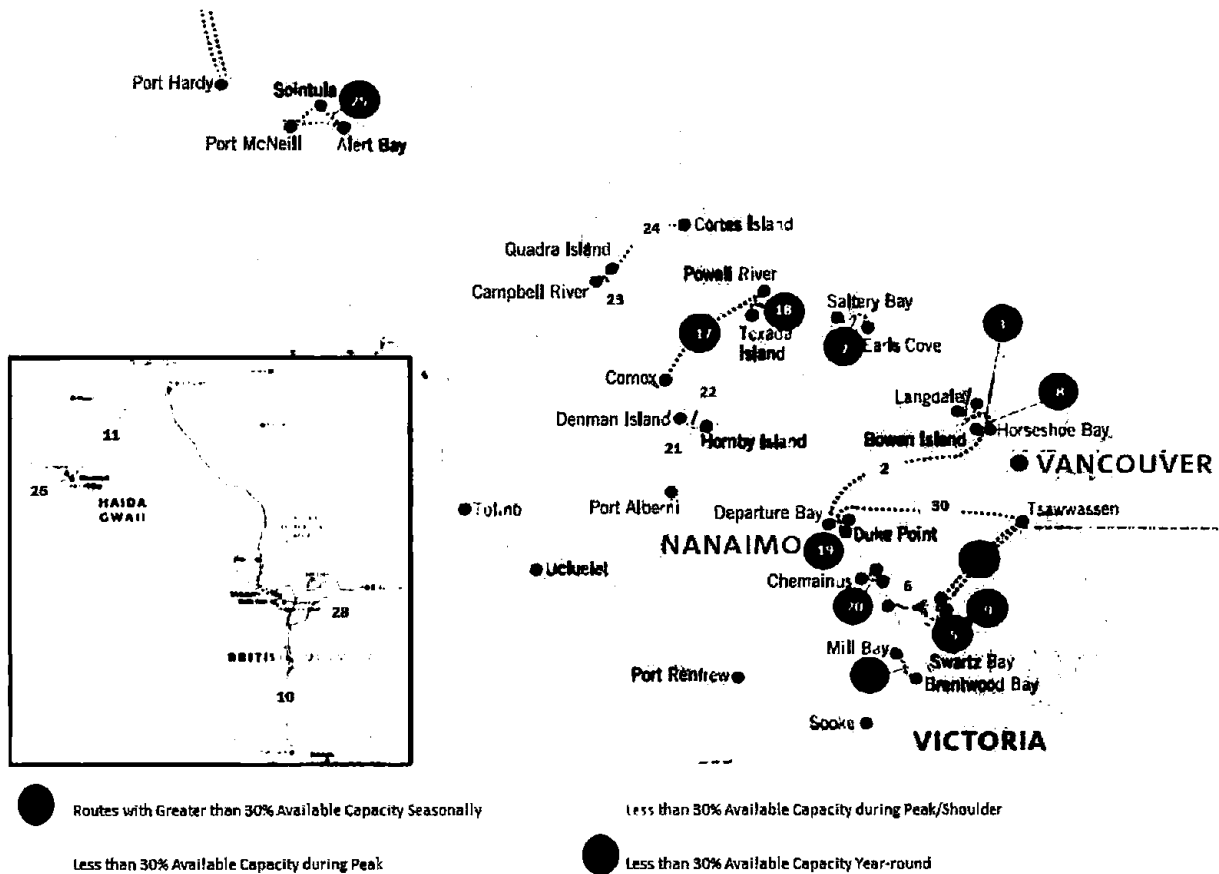
¹⁵ Practical Capacity usually 75 percent to 85 percent of Absolute Capacity and is the volume that can be accommodated without stressing the system.

Figure 17 - Process for System Capacity Assessment



In preparation for this PT6 submission, a system capacity assessment was conducted, which reflects the forecast traffic demand provided in section 3.2 Long Term Traffic Demand Outlook. This assessment identified the need to increase service levels on some routes to match growing system demand. While foot passengers can be accommodated on the majority of sailings provided across the year, vehicle capacity is insufficient to carry peak demand, with some routes frequently exceeding Practical Capacity on a seasonal basis. The map below highlights the routes that have less than 30 percent available capacity by season. These routes are identified for further assessment:

Figure 18 - Highlighting routes with less than 30 percent available capacity, seasonally



The flexibility of the coastal ferry system to address demand was assessed through modelling of additional growth scenarios – low, base and high growth.

Inter Island Routes

BC Ferries’ experience on the inter island routes, where travel is largely directional and focused on serving local communities with a high proportion of non-discretionary travel, has shown that customer satisfaction decreases as utilization exceeds 70 percent, or when available capacity dips below 30 percent.

A by-season, by-sailing, and by-day-of-week assessment identified seven inter island routes with a base year average peak season available capacity of less than 30 percent as “hot spots”. Each of these ‘hot spot routes’ underwent further review to identify feasible options for increasing capacity. The routes, current challenges and plans to address capacity constraints are summarized in Table 29:

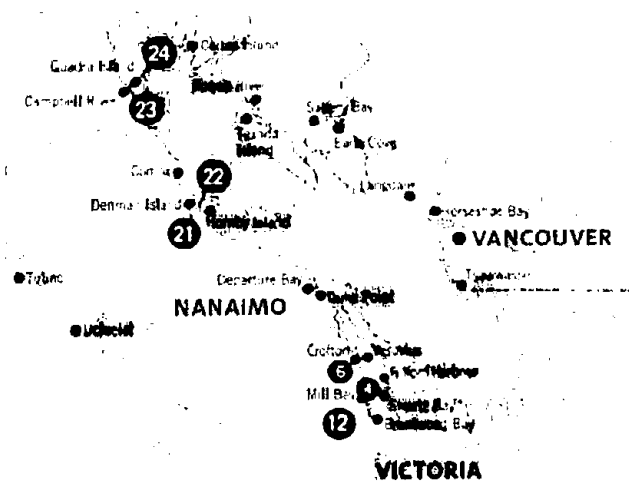


Figure 19 - Map of hot spot Inter Island routes

Table 29 - Inter Island Routes Overview of capacity challenges and options

Route	Challenge	Plan
Route 24 Quadra Island – Cortes Island	Limited frequency, high demand in peak, high directional demand for commuters and residents (early morning from Cortes Island, later afternoon off Quadra Island) year-round	Near Term: add round trip during peak season. Medium Term: Deploy an Island class vessel (47 AEQ) to replace the <i>Tachek</i> (26 AEQ)
Route 23 Campbell River – Quadra Island	Less than 30 percent capacity available in the peak season, high commuter directional demands year-round	Near Term: Deploy two Island class vessels (47 AEQ), scheduled for January 2023, and retire <i>Powell River Queen</i> (59 AEQ)
Route 22 Denman Island – Hornby Island	Less than five percent peak season capacity available and frequent overloads in peak season, high commuter directional demand year-round at key times, overloads cause congestion in surrounding community	Near Term: Redeploy a larger vessel to the route, <i>Quinitza</i> (44 AEQ) for summer service Medium Term: Redeploy a larger vessel to the route, <i>Quinitza</i> (44 AEQ) year-round
Route 21 Buckley Bay – Denman Island	Less than 30 percent capacity available in the peak season, high commuter directional demand year-round at key times of day, overloads cause congestion in surrounding community	Near term: Supplement peak season with the <i>Kahloke</i> (21 AEQ) to support higher capacity vessel on route 22 Medium Term: Increase the size of the <i>Baynes Sound Connector</i> from 45 AEQ to approximately 65 AEQ to support higher capacity vessel on route 22

Route	Challenge	Plan
Route 6 Crofton – Salt Spring Island (Vesuvius Bay)	Less than 15 percent capacity available in the peak season, high commuter directional demand year-round at key times, overloads cause congestion in surrounding community	Near term: Deploy <i>Quinsam</i> (63 AEQ) Spring 2022 to replace the <i>Quinitsa</i> (44 AEQ). <i>Implemented.</i> Medium term: Deploy two Island class vessels (47 AEQ) to replace the <i>Quinsam</i>
Route 4 Victoria – Salt Spring Island (Fulford Harbour)	Frequent overloads, less than 30 percent available capacity during the shoulder/peak season, high commuter directional demand year-round at key times of day, overloads cause congestion in surrounding community	Near term: Increase, by two round trips per day, the service provided by the <i>Skeena Queen</i> (92 AEQ) Medium term: Redeploy <i>Quinsam</i> (63 AEQ) to supplement the <i>Skeena Queen</i> during peak season

Customer experience will be improved by increasing available capacity, by implementing near term service enhancements and then medium term initiatives of advancing four Island class vessels, expanding the capacity of the *Baynes Sound Connector* and adding seasonal supplementary service. The following 'heat maps' show how near and medium term initiatives will address capacity challenges for each of the hot spots.

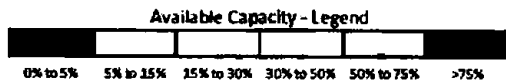
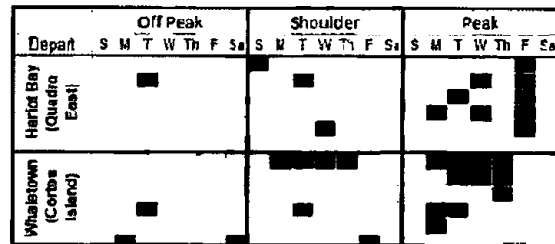
Route 24 – Cortes Island to Quadra Island

The following tables outline the average available capacity by season, by day of week, across the day for the base year and future years as the near and medium term initiatives are implemented:

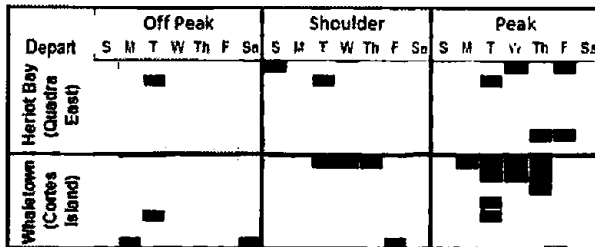
Available Capacity Base Year with *Tachek* (26 AEQ)

Service Considerations:

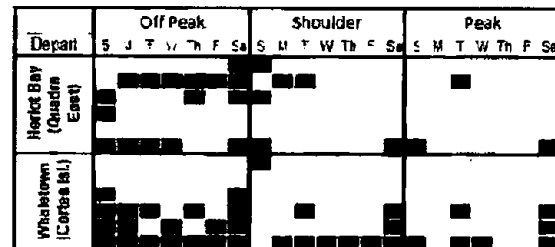
- Overloads combined with limited frequency
- Berth design limited to T-class, until replacement
- Two ferries to get from Cortes Island to Campbell River
- Peak/shoulder season residents park at terminal night before to ensure access to required sailing



Near Term – Supplement service with an additional sailing with *Tachek* (26 AEQ), in peak.



Medium Term –Deploy Island class (47 AEQ), year round. *Estimated Spring 2026*



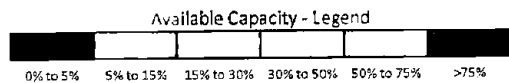
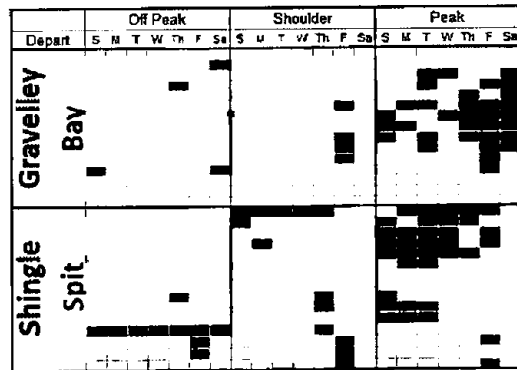
Route 22 – Hornby Island to Denman Island

The following tables outline the average available capacity by season, by day of week, across the day for the base year and future years as the near and medium term initiatives are implemented:

Available Capacity Base Year with Kahloke (21 AEQ)

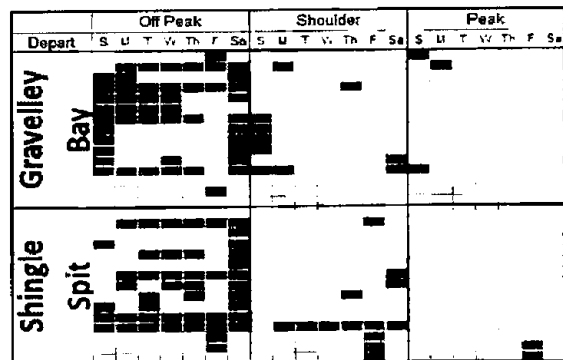
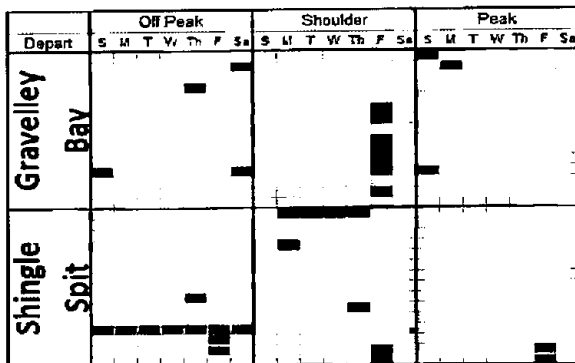
Service Considerations:

- Seasonal high capacity utilization and overloads
- Use shuttling to address peak period demand
- Directional nature of daily demand
- Size of *Baynes Sound Connector* is a consideration for a larger vessel on route 22



Near Term - Increase the capacity on route by deploying *Quinitsa* (44 AEQ) in peak season.

Medium Term –Deploy *Quinitsa* (44 AEQ), year round. *Estimated Spring 2026*



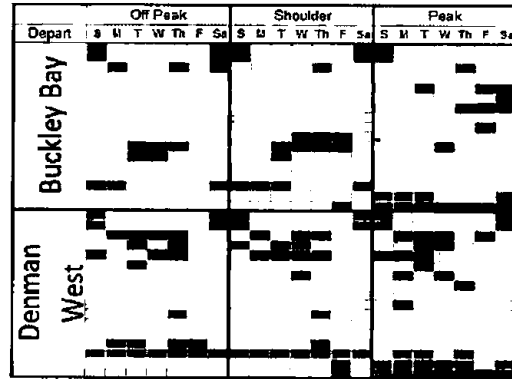
Route 21 – Denman Island to Vancouver Island (Buckley Bay)

The following tables outline the average available capacity by season, by day of week, across the day for the base year and future years as the near and medium term initiatives are implemented:

Available Capacity Base Year with *Baynes Sound Connector* (45 AEQ)

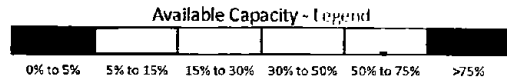
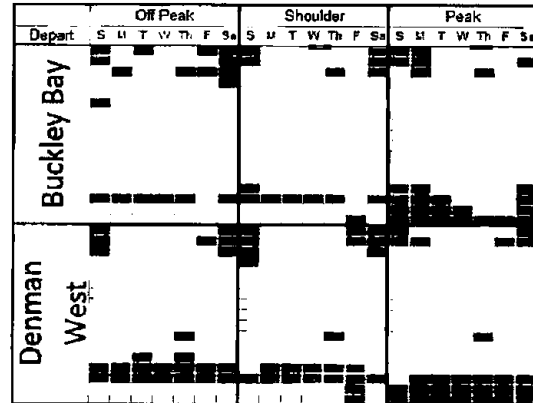
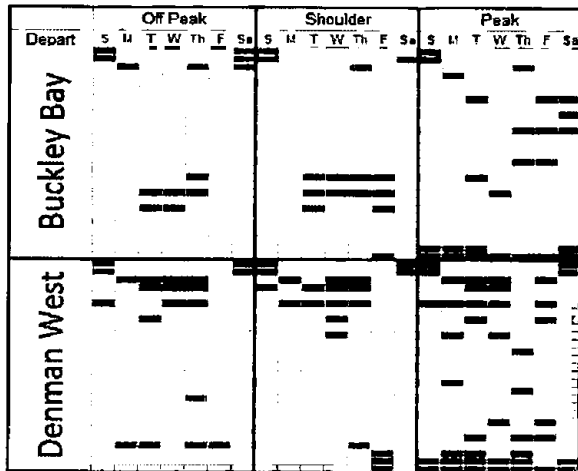
Service Considerations:

- Seasonal high capacity utilization and overloads
- Use of shuttling to address peak demand
- Directional nature of daily demand



Near Term - Increase the capacity on route by deploying *Kahloke* (21 AEQ) in peak season.

Medium Term -Expansion of the *Baynes Sound Connector*. Estimated Spring 2026



Route 6 – Crofton to Salt Spring Island (Vesuvius)

The following tables outline the average available capacity by season, by day of week, across the day for the base year and future years as the near and medium term initiatives are implemented:

Available Capacity Base Year with *Quinitza* (44 AEQ) Off Peak/Shoulder & *Bowen Queen* (61 AEQ) in Peak

Service Considerations:

- Seasonal redeployments required to address demand as *Quinitza* too small to handle growth
- Directional nature of daily commuter and commercial demand
- Provides Salt Spring Island’s dangerous cargo sailings

Depart	Off Peak							Shoulder							Peak						
	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
Crofton																					
Vesuvius																					

Near Term – Increase the capacity on route by deploying *Quinsam* (63 AEQ) year-round.

Depart	Off Peak							Shoulder							Peak						
	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
Crofton																					
Vesuvius																					

Medium Term – Increase capacity and frequency by deploying two Island class vessels to the route. *Estimated Fall 2026*

Depart	Off Peak							Shoulder							Peak						
	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa	S	M	T	W	Th	F	Sa
Crofton																					
Vesuvius																					

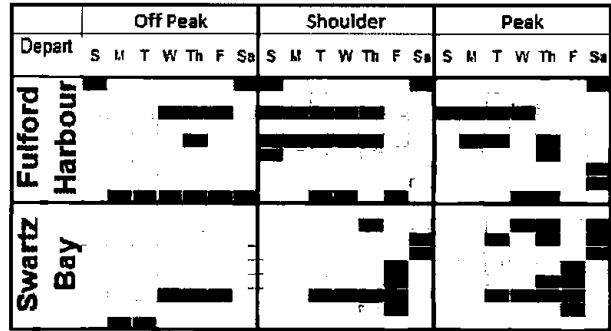
Route 4 – Salt Spring Island (Fulford Harbour) to Swartz Bay

The following tables outline the average available capacity by season, by day of week, across the day for the base year and future years as the near and medium term initiatives are implemented:

Available Capacity Base Year with *Skeena Queen* (91 AEQ)

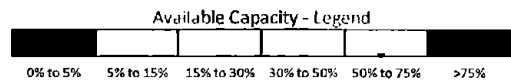
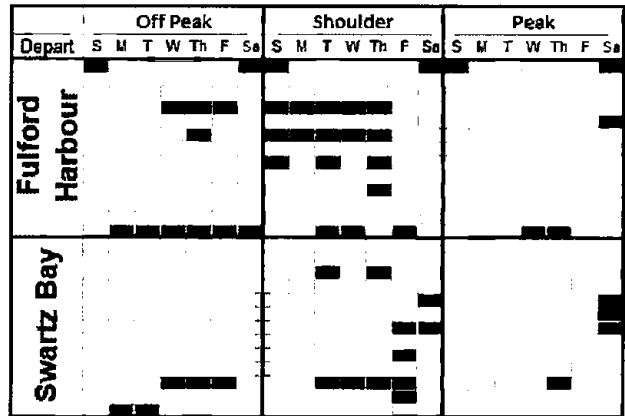
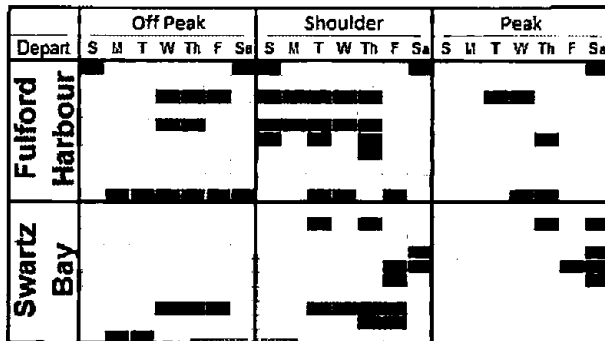
Service Considerations:

- Frequent overloads, high capacity utilization
- Congestions at Fulford Harbour and limited holding capacity



Near Term - Increase the frequency of service by adding two round trips daily, peak season..

Medium Term - Supplement the *Skeena Queen* (91 AEQ) with additional sailings of the *Quinsam* (63 AEQ), Peak season only. *Estimated Summer 2027.*



Northern Routes

The northern routes service consists of routes 10, 11 and 28/28A.

To assess capacity constraints on routes with 100 percent reservations and a much lower frequency of the service, ranging from one sailing per week to one sailing per day, BC Ferries’ analysis combined anecdotal community feedback around ability to book on desired sailings, service change requests and forecast growth projections. These routes provide a vital connection for the local communities of the north coast to food, services and the rest of the province, year-round. The majority of the travel demand is linked to tourism and occurs between May and September. Due to the highly seasonal

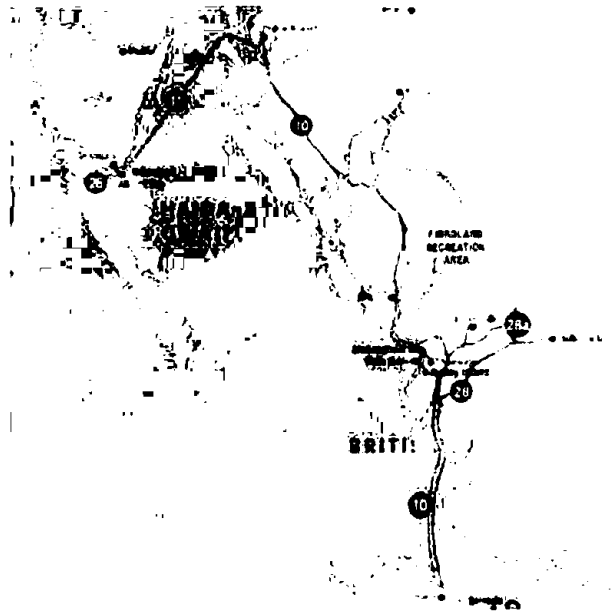


Figure 20 - Map of routes 10, 11, 28 and 28A

nature of peak demand on these routes, adding service to the existing summer or periods surrounding the summer (May and September) will improve availability of capacity access for residents while allowing tourism within these communities to grow.

Table 30. Northern Routes Overview of capacity challenges and options

Route	Challenge	Plan
Route 10 Port Hardy, Bella Bella, Klemtu, Prince Rupert	Weekly frequency of sailings is maximized with current service/assets in the peak season	Add sailings in May and September to provide more opportunities to travel; requires alignment with route 11 service
Route 11 Haida Gwaii to Prince Rupert	Less than 15 percent available capacity available during the peak season, high demand for tourism as well as commercial carriers competing with residents	Increase weekly sailings from five to six during peak season, increasing capacity available by 20 percent Expand shoulder by increasing service in June and September; requires alignment with route 10 service

Route 11 – Haida Gwaii to Prince Rupert

The following tables outline the average available capacity over the peak season, for the base year and future years as the near and medium term initiatives are implemented:

Peak season Available Capacity, with mid growth, at current peak service level



Near Term - Peak season Available Capacity, with mid growth, Increase weekly round trips from 5 to 6 in peak.



Major Routes

At present, the size and number of ships limit growth potential for the major routes. During the peak season, all vessels are deployed. With no redundancy available, there is limited ability to address demand growth or maintain service during an incident. BC Ferries' experience indicates routes with a high proportion of discretionary travel become stressed when utilization exceeds 75 to 85 percent, or when available capacity dips below 15 percent. When the system is stressed, customers must modify travel plans, which may mean they choose to travel by another means, travel on another day or not travel at all. This system stress leads to high customer and employee dissatisfaction. When looking at adding capacity to address-growing demand on the major routes, both near-term solutions with current assets and longer-term solutions requiring fleet investment are considered.

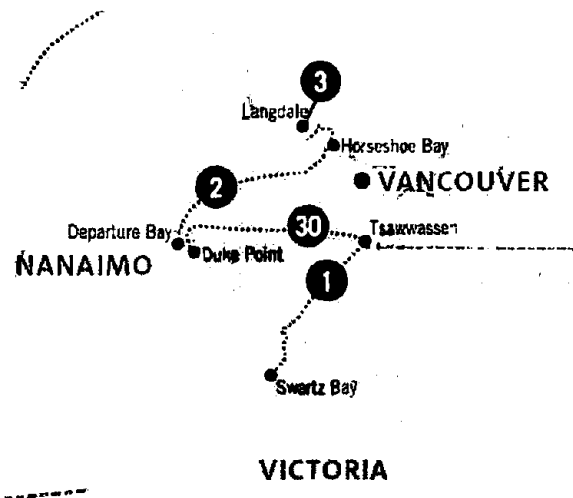


Figure 21 - Map of routes 1, 2, 3 and 30

Near-term opportunities to increase capacity on the major routes are tied to increasing the use of the supplementary vessels on routes 1, 2 and 3. However, this opportunity is limited by ensuring sailing times are when customers want to travel, ensuring sufficient time for vessel maintenance (e.g., servicing which occurs overnight) and crew availability. Longer-term opportunities focus on procuring the right number and type of new vessels to address demand growth while building flexibility to ensure BC Ferries is adaptable to changing traffic patterns, customer behaviours and corporate financial conditions. Other near term initiatives to assist in making the most of the available capacity include supporting modal shift to get more customers to travel without vehicles, and revenue management to smooth demand.

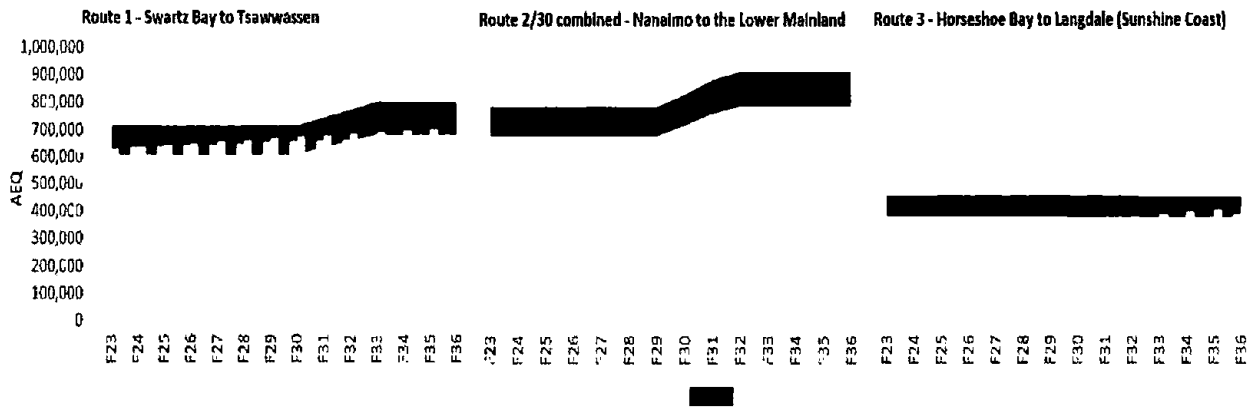
While near-term opportunities may assist to lessen the negative impacts of operating above the Practical Capacity, the procurement of an incremental vessel would provide capacity and frequency for both routes 1 and 3, greatly improving the customer experience during the busiest times of the year. As the design for the new major vessels is developed, there will be further detailed seasonal, day of week and time of day analysis to align vessel capacity, traffic projections and service levels to serve the changing needs of the major routes.

Table 31 - Major Routes - Overview of capacity challenges and options

Route		Challenge	Plan
Route 1	Swartz Bay to Tsawwassen	Low available capacity year round, off-peak and shoulder seasons opportunity to increase service, peak season vessels operating at full service	Near Term: add service with supplementary vessel to meet demand in off-peak and shoulder seasons Medium Term: Incremental new major vessel increases service in peak season on route 1 (~20 percent increase) and supports year-round extra service for route 3
Route 2/30	Nanaimo to Vancouver	Less than 15 percent available capacity in the shoulder/peak season, demand and capacity split between two Nanaimo terminals, Horseshoe Bay terminal congestion	Near Term: Increase supplementary sailings to address demand. Adjust vessel deployment to better align with commercial demand, and to enable higher utilisation of available capacity Medium Term: use new major vessel replacements to align service between Nanaimo and Vancouver to better support changing travel patterns
Route 3	Horseshoe Bay to Langdale	High commuter directional demands, commercial capacity constraints with C-class vessels, on-time performance challenges due to high demand, community requesting frequency over single larger vessel capacity	Near Term: increase sailings in spring/fall with supplementary vessel, increase summer service to seven days a week with supplementary vessel Medium Term: vessel procurement to provide a higher frequency two ship service in spring and fall aligned with higher frequency peak service

The following graphs outline the average available capacity over the peak season, for the base year and future years with mid and high growth forecasts. The blue shaded region spans the Practical Capacity (85 percent of vessel AEQ) to the Absolute Capacity (100 percent of vessel AEQ). When demand enters the blue shaded area, the route becomes stressed:

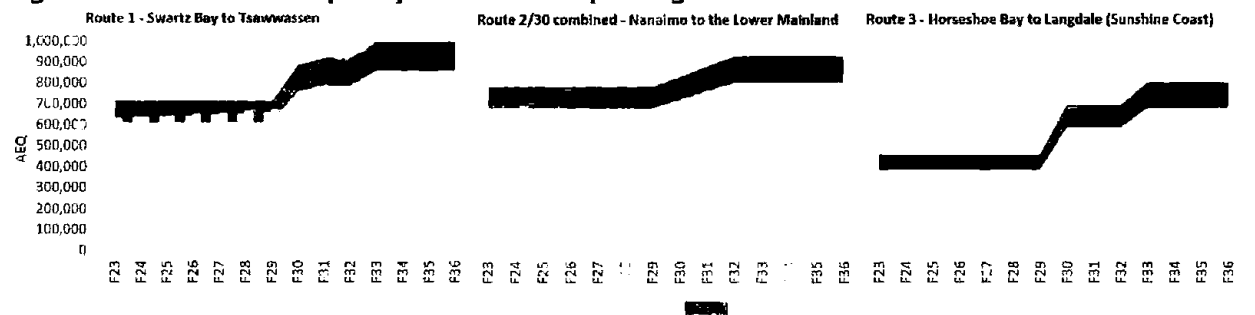
Figure 22 - Available Capacity Scenario - replacing 6 vessels with 6 vessels



As shown in Figure 22, traffic levels on Route 1 current exceed practical levels. This is anticipated to become marginally better as the current major vessels are replaced with new vessels with 20 percent more AEQ carrying capacity. Route 2 and 30 combined indicate sufficient overall capacity, improving with the replacement of current major vessels. Route 3 indicates demand will begin to breach Practical Capacity levels come fiscal 2032 under a high traffic growth scenario.

A new incremental major vessel will support both frequency and needed additional capacity between Swartz Bay and Tsawwassen during the peak and between Langdale and Horseshoe Bay during the off-peak and shoulder seasons.

Figure 23 - Available Capacity Scenario - replacing 6 vessels with 7 vessels



Through the design development of the new major vessel, there will be further detailed seasonal, day of week and time of day analysis to align vessel capacity, traffic projections and service levels to best serve the changing needs of the major routes.

Near Term Service Enhancements

To provide sufficient capacity to accommodate traffic, BC Ferries developed the following enhancements to link near term relief in advance of the proposed more substantial medium term investments outlined in this submission for the routes where demand is exceeding capacity at peak times:

Table 32 - Response to changing demand across the Coastal Ferry System

	Route	PT6			PT7				PT8			
		F25	F26	F27	F28	F29	F30	F31	F32	F33	F34	F35
Majors	1	Increasing Supplemental Service, Support modal shift initiatives & revenue management					Incremental Route 1 vessel - Peak					
	2	Increasing Supplemental Service, Support modal shift initiatives & revenue management					NMV additional Capacity					
	30	Support modal shift initiatives & revenue management					NMV additional Capacity					
	3	Increasing Peak supplemental service and Support modal shift initiatives					Incremental Route 3 vessel - YR					
Northern	10	Expand Peak Season										
	11	Expand Peak Season, increase shoulder season service, increase Peak season RT's										
	28	Peak available capacity over 30% to F26, 100% reservations										
Inter Island	4	Add RT's peak	Seasonal deployment of Quinsam as supplementary vessel									
	5	Salish Introduced Fall 2022										
	6	Quinsam redeployment	Island Class Phase 3									
	7	Peak available capacity over 30% to F36										
	8	Peak available capacity over 30% to F29, support modal shift initiatives										
	9	Salish Class (deployed 2017)										
	12	Well utilized route with alternate option via highway										
	17	Salish Class (deployed 2017)										
	18	Island Class Phase 1 (deployed Spring 2020)										
	19	Island Class Phase 2 (deployed Spring 2022)										
	20	Peak available capacity over 30%									Island Class Phase 4	
	21	Kahloke as seasonal supplemental	Increase capacity of the BSC									
	22	Seasonal Deploy Quinsam	IC Phase 3 supports Quinsam redeployment Year round								Island Class Phase 4	
	23	Island Class Phase 2										
	24	Seasonal 2 ship service	Island Class Phase 3									
	25	Island Class Phase 1 (deployed Summer 2020)										
26	Revert to 2 shifts daily service in 2020										New Ship	
		SERVICE	DEPLOYMENT				PROCURE/CAPITAL					

Building flexibility into the vessel procurement plans ensures these plans are adaptable to changing traffic patterns and demand, customer behaviours and corporate financial conditions. Acknowledging that traffic patterns and demand projections may change over time, building flexibility into the vessel procurement plans to ensure these plans are adaptable to changing traffic patterns, customer behaviours and corporate financial conditions.

Many of the more significant near term and medium term service enhancements require the hiring of incremental employees. Section 3.3.b 'People & Culture – Workforce Planning Strategies' outlines the company's plan to recruit and retain the required skills and competencies.

The near term service enhancements and medium term initiatives identified in the current Capital Plan (see Section 3.4 – 'Capital Plan'), such as the advancement of four Island class vessel, expansion of the *Baynes Sound Connector* and the procurement of an incremental new major vessel are designed to ensure the ferry system has the capacity to improve the customer experience and support future growth.

3.3.b People and Culture – Workforce Planning Strategies

BC Ferries anticipates that the current challenges with attracting and retaining employee talent will continue to persist into PT6. In order to recruit and retain employees with the required skills and competencies, the Company must compete for talent in short supply. Recruitment and retention strategies and mitigation measures used historically to deliver required talent when needed no longer fit today's labour market environment. BC Ferries is moving towards a people-centric culture, while evolving its recruitment and retention strategy.

BC Ferries is actively working to address the current environment with a longer-term focus to achieve the following strategic objectives:

1. Provide an employee centric experience that drives business results
 - Foster a culture of belonging
 - Build leadership capability
 - Foster a culture of learning and development
 - Drive a culture of performance, innovation and results
 - Foster positive and progressive labour relations
 - Engage the workforce through communication

2. Attract and retain a high calibre workforce
 - Provide competitive total rewards
 - Provide meaningful work (value add work with work life balance)
 - Provide a quality candidate experience
 - Minimize workforce pressure through analytics enabling leaders to anticipate changing labour dynamics and adjust pre-emptively

3. Adjust the operating model of the People and Culture division
 - Update the operating model by creating centres of excellence that develop workforce programs and services delivered at the points of assembly (talent acquisition and development, people analytics and corporate services, labour relations)
 - Implement process and systems improvements
 - Drive People and Culture service accountability

To achieve these objectives, BC Ferries is progressing a number of short and long-term initiatives. These include:

Doyle, Joanne

From: Doyle, Joanne
Sent: June 06, 2023 7:29 AM
To: Brockhausen, Captain Jan
Subject: Route 8 Capilano A Licence

Good Morning Captain Brockhausen,

I have looked through my emails and I am not sure that there is much more than we already discussed. Rte 8 is a tricky route to get absolute data on for Passenger overloads as half of it is from an unstaffed terminal that doesn't enter data the same way as a major terminal. Here are some bullets:

- Route 8 has seen an average annual growth in passenger (~1%) and AEQ (~1.5%) between 2009 to 2023.
- We are seeing an increase in AEQ overloads which moves customers to travel as foot passengers if it is possible
- While the data doesn't indicate high levels of foot passenger overloads we do see some consistency with the sailings that have higher than average passenger loads indicating that when these sailings overload even if it is "infrequent" from a total sailings perspective it has a large impact on the customer – commuters, students and other non-discretionary travel.
- While there are challenges with the vehicle service on Route 8 increasing available capacity (deploying a larger vessel) without substantial investments in terminal infrastructure has the potential to cause greater challenges.
- We are working with TransLink, BC Transit and the Ministry of Transportation and Infrastructure throughout our system to improve integration between our transportation systems and support the use of more active transportation for travel to/from our terminals (bus, bike, car-share, etc.).
- We are assessing demand management strategies for our 'minor routes', such as reservations and pricing to improve certainty of travel, reduce waiting times and spread demand.
- The community is concerned that key sailings/preferred travel time sailings are full and looking for solutions
- Increasing the passenger licence would be a way to provide a near-term service enhancement to align with work being done with Transit and be a tool that can be utilized to take the pressure off some of the key travel periods.

The following is just to give you an idea of when over the year we are seeing higher passenger volumes (Table shows - **Max** Passengers for F23, by roughly the sailing window, by season, by day of week) highlighted sailings over 320 passengers:

Season	Hour	Sec Del.	Hobson Bay							St. George (Bowen Island)						
			Su	Mon	Tue	Wed	Thu	Fri	Sat	Su	Mon	Tue	Wed	Thu	Fri	Sat
OF Rec	5 AM		s. 15, s. 17, s. 19													
	6 AM															
	7 AM															
	8 AM															
	9 AM															
	10 AM															
	11 AM															
	12 PM															
	1 PM															
	2 PM															
	3 PM															
	4 PM															
Sp. oc	5 AM		s. 15, s. 17, s. 19													
	6 AM															
	7 AM															
	8 AM															
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	10 AM															
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	12 PM															
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	2 PM															
	3 PM															
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Rec	5 AM		s. 15, s. 17, s. 19													
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5 PM																
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10 PM																

The following table shows the average available AEQ capacity by roughly the sailing window, by season by day of week for Route 8 – the areas in red have less than 5% available capacity (full) and the dark orange are less than 15% available capacity. These are areas where increased connectivity with other transportation methods could see an increase in passenger volumes (preferred travel windows) especially if Bowen Island add the Park.

Season	Hours	Jug Depth	Horseshoe Bay							Snug Cove (Bowen Island)						
			Sun	Mon	Tue	Wed	Thu	Fr	Sat	Sun	Mon	Tue	Wed	Thu	Fr	Sat
Off Peak	5 AM		s. 15, s. 17, s. 19													
	6 AM															
	7 AM															
	8 AM															
	9 AM															
	10 AM															
	11 AM															
	12 PM															
	1 PM															
	2 PM															
	3 PM															
	4 PM															
	5 PM															
	6 PM															
7 PM																
Shoulder	8 PM															
	9 PM															
	10 PM															
	11 PM															
	12 PM															
	1 PM															
	2 PM															
	3 PM															
	4 PM															
	5 PM															
	6 PM															
	7 PM															
	8 PM															
	9 PM															
10 PM																
Peak	5 AM															
	6 AM															
	7 AM															
	8 AM															
	9 AM															
	10 AM															
	11 AM															
	12 PM															
	1 PM															
	2 PM															
	3 PM															
	4 PM															
	5 PM															
	6 PM															
7 PM																
8 PM																
9 PM																
10 PM																

Hope this helps. Any questions please let me know.

Thanks,
Joanne

Joanne Doyle (she/her)
Manager, Fleet Strategic Planning
Strategy & Community Engagement

British Columbia Ferry Services Inc.

The Atrium

Suite 500, 1321 Blanshard St., Victoria, BC V8W 0B7

T: 250-978-1322 C: [s. 15, s. 19, s. 22](#)

Joanne.doyle@bcferries.com

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BC Ferries acknowledges and respects the territories of Indigenous peoples on whose beautiful lands and waters our ships, offices, terminals, and work sites operate along the Pacific West Coast.

This message, including any attachments, is confidential and may contain information that is privileged or exempt from disclosure. It is intended only for the person to whom it is addressed unless expressly authorized otherwise by the sender. If you are not an authorized recipient, please notify the sender immediately and permanently destroy all copies of this message and any attachments.

From: [Brockhausen, Captain Jan](#)
To: [McNair, Rob](#); [Simpson, Peter](#); [Doyle, Joanne](#)
Subject: FW: Queen of Capilano Increase in Passenger Compliment
Date: October 27, 2023 3:55:29 PM
Attachments: [Queen of Capilano Increase in Passenger Compliment.docx](#)

FYI,

I submitted this to the Ops VP's today.

Jan

From: Brockhausen, Captain Jan
Sent: October 27, 2023 3:43 PM
To: Johnston, Darren <Darren.Johnston@bcferries.com>; Lucia, Melanie <Melanie.Lucia@bcferries.com>; Jones, Stephen <Stephen.Jones@bcferries.com>
Cc: Singh, Harpreet <Harpreet.Singh@bcferries.com>; Karim, Azmal <Azmal.Karim@bcferries.com>; Pereira, Captain Darren <Darren.Pereira@bcferries.com>; Glentworth, Captain Malvern <Malvern.Glentworth@bcferries.com>; Raduta, Captain Claudiu <Claudiu.Raduta@bcferries.com>; Bergh, Captain Graeme <Graeme.Bergh@bcferries.com>; Davidson, Jeff <Jeff.Davidson@bcferries.com>; Bajwa, Karan <Karan.Bajwa@bcferries.com>; Grewal, Captain Hardeep <Hardeep.Grewal@bcferries.com>
Subject: Queen of Capilano Increase in Passenger Compliment

Hello Operational VP's

Please see an attached briefing note for decision related to expanding the passenger carrying capacity on the Q or Capilano.

If you wish to have a briefing (i.e. Webex), I can arrange this or if you prefer, I can also call you one on one to answer any questions you may have.

Thank you,
Jan

Captain Jan Brockhausen
Director, Fleet Technology & Human Performance
Fleet Operations
British Columbia Ferry Services Inc.
T: 250.948.3593 **C:** [s. 15, s. 19, s. 22](#)
jan.brockhausen@bcferries.com
bcferries.com

BC Ferries acknowledges and respects the territories of Indigenous peoples on whose beautiful lands and waters that our ships, offices, terminals, and work sites operate along the Pacific west coast.

PREPARED FOR:

Darren Johnston, VP, Marine Operations
Stephen Jones, VP, Engineering
Melanie Lucia, VP, Customer Experience

PREPARED BY:

Capt. Darren Pereira, Senior Master, Queen of Capilano
Capt. Jan Brockhausen, Director, Fleet Technology & Human Performance

CONTRIBUTORS:

Joanne Doyle, Manager, Fleet Strategic Planning, Strategy & Community Engagement
Rob McNair, Director, Tariff and Revenue, Finance - Tariff & Revenue
Peter Simpson, Director, Fleet Operations Strategy, Operations
Capt. Graeme Bergh, Senior Shore Captain, Fleet technology
Capt. James Bradley / Claudiu Raduta, Marine Superintendents, Central Coast
Jeff Davidson, Director, Catering Services
Harpreet Singh, SCE Queen of Capilano

Copied:

Hardeep Grewal, Director Fleet Operations
Azmal Karim, Engineering Superintendent

SUBJECT:

Improving the passenger carrying capacity on the Queen of Capilano.

ACTION REQUIRED:

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BACKGROUND:

The Queen of Capilano serves on route 8 (Horseshoe Bay to Bowen Island) and has seen a rise in passenger traffic over the past few years. Although the Covid 19 pandemic caused a dip in traffic in 2020-2021, the rebound in traffic levels in 2022 causing delays and overloads at Horseshoe Bay. Traffic staging in Snug Cove which is an unmanned terminal, is also impacted during peak travel times.

In 2014, the Queen of Capilano upgraded its Evacuation System from the DBC, Marine Evacuation Chutes to the Life-Saving Systems Australia (LSA), slides. This allowed for an increase of the Minimum Safe Manning Document Bravo license from [redacted] passengers with the same [redacted] crew, due to the efficiencies found within the new system. The Alpha license however, remains today as was issued when the ship was new, with a capacity of [redacted] passengers and a crew of [redacted].

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OVERVIEW:

Queen of Capilano Stats:

- A license - crew and passengers,
- B License - crew and passengers.
- Lifejackets - adult, children and infant
- 2 X LSA Marine Evacuation Systems (Total persons)
- Time calculated to evacuate persons at each MES - minutes,

In 2014, the evacuation system was renewed from a DBC slide system to the LSA fleet standard. There are now two LSA stations, with a capacity of persons per side, providing for a total capacity of persons.

The evacuation time for person per side is minutes, well within the 30-minute minimum window required per regulation. The ship is certified to operate on sheltered waters and thereby has no regulatory requirement for over-capacity rafts, allowing BCF to utilize 100% of capacity of the LSA system as installed.

During the conversion to LSA, the A license capacity was never increased to its full capability, because the life jacket capacity only supported a total of passengers. The demand for a greater passenger load did not exist at the time and as such it was accepted to maintain this status quo. However today, route 8 is seeing regular overloads during peak periods.

From April to Sept 2022, the statistics show:

- 45 sailings have passengers greater than 390,
- 2 sailings had passenger counts greater than 430 (A-license is passengers),
- 19 sailings from HSB reached passenger count and sales were cut off
- ~One hour waits for the next sailing

DISCUSSION:

Foot passenger overloads are particularly problematic for the community for the following reasons:

- People impacted are often students / commuters
- Tourists that come to Bowen Island as foot passengers tend to come from public transportation.
 - Simply turning around and deciding not to sail is not an optimal situation for these tourists because buses that have dropped them off, have already left the terminal

From Rob McNair, Director Tariff and revenue – We are seeing population growth on Bowen Island, similar to other gulf Islands and it is likely to continue.

[Redacted text block]

From Joanne Doyle, Manager Fleet Strategic Planning - As the years progress, the overloads are increasing. There were recent clippings on this topic – customer complaints and public outcry due to capacity limitations.

[Redacted text block]



s. 13

[Redacted]

From Peter Simpson, Director Fleet Operations Strategy - New proposed park on Cape Roger Curtis is designed for people not cars

- It is anticipated this will generate its own level of foot passenger traffic

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[Redacted]

Other considerations include that Bowen Island has a significant level of political activism and can be somewhat high profile. s. 13

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PROPOSAL:

s. 13, s. 15, 19

[Redacted]

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s. 13



FINANCIAL COST:

s. 13, s. 17



s. 13



OPTIONS:

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RECOMMENDATION:

The recommendation from the working group is s. 13

Date: Oct 23 2023	File # NA Revision # 001	Prepared by: Jan Brockhausen Phone # 604 910 0569
Approve / Do not approve:		Approve / Do not approve:
Stephen Jones, VP Engineering		Melanie Lucia, VP Customer Experience
Approve / Do not approve:		
Darren Johnston, VP Marine Operations / AR		

Forecast	Capacity Constrained	Bidirectional	Models
1) PT6 Supplemental (2022-2023)	Yes	No	PT6 Econometric
2) Feb-24	Yes	No	PT6 Econometric
3) Aug-24	No	No	Charting The Course

Notes:

Traffic used for building forecast models varies between Model types. For this reason, traffic growth rates, not absolute values, should be used when comparing traffic forecasts from different model types. The traffic forecasts included are only for fare paying traffic out of Horseshoe Bay

Fiscal Year	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
Month	30 Apr 19	31 May 19	30 Jun 19	31 Jul 19	31 Aug 19	30 Sep 19	31 Oct 19	30 Nov 19	31-Dec 19	31 Jan 20	28 Feb 20
Vehicle Passenger - Senior Rte 08	3,648	3,917	3,633	4,244	3,999	3,378	3,601	2,906	3,289	2,398	2,327
Vehicle Passenger - Adult Rte 08	29,980	34,142	34,666	35,859	38,714	30,508	30,419	28,369	28,955	22,175	24,589
Vehicle Passenger - Child Rte 08	1,700	2,032	2,047	2,687	3,253	1,685	1,670	1,640	1,816	1,272	1,487
Vehicle Passenger - Under 5 Rte 08	1,219	1,414	1,378	1,586	1,994	1,256	1,194	1,056	1,169	768	894
Foot Passenger - Senior Rte 08	905	1,174	1,124	1,617	1,914	1,053	944	767	700	684	778
Foot Passenger - Adult Rte 08	15,400	18,144	18,849	17,633	18,691	16,381	15,083	13,524	11,167	11,887	13,490
Foot Passenger - Child Rte 08	521	654	847	1,360	1,239	404	490	367	253	382	390
Foot Passenger - Under 5 Rte 08	201	278	290	398	381	186	148	125	128	165	204
Base Passenger Vehicle Rte 08	21,990	24,644	24,325	24,719	25,881	21,672	22,454	20,720	20,149	16,211	17,568
Base Passenger Vehicle - Oversize Rte 08	1,143	1,299	1,213	1,253	1,253	1,239	1,145	1,064	917	821	922
Bus (Footage) Rte 08	216	512	502	500	438	325	334	204	190	424	159
Commercial - Truck (Footage) Rte 08	13,641	14,416	12,546	13,279	11,871	12,480	12,267	13,006	9,292	10,202	10,577
Commercial - Semi (Footage) Rte 08	2,966	2,778	5,245	2,010	2,197	2,767	2,963	3,426	1,246	1,272	1,634

2020 31-Mar-20	2021 30-Apr-20	2021 31-May-20	2021 30-Jun-20	2021 31-Jul-20	2021 31-Aug-20	2021 30-Sep-20	2021 31-Oct-20	2021 30-Nov-20	2021 31-Dec-20	2021 31-Jan-21	2021 28-Feb-21	2021 31-Mar-21	2022 30-Apr-21	2022 31-May-21
2,320	1,776	2,233	3,200	3,368	3,388	3,451	3,119	2,663	3,072	2,435	2,359	3,424	3,131	3,158
21,308	14,101	20,656	25,629	32,821	36,726	29,725	28,749	23,151	23,805	22,442	22,141	26,672	26,294	27,750
1,025	348	901	1,321	2,152	2,667	1,673	1,254	990	1,211	1,152	1,057	1,611	1,104	1,231
570	266	597	924	1,284	1,539	1,112	924	729	789	698	655	913	788	831
512	118	197	445	745	870	830	605	259	266	274	260	394	328	296
7,562	1,298	3,048	6,092	9,958	12,166	10,329	9,534	7,797	6,251	7,250	6,714	7,351	7,857	8,527
174	9	68	130	456	541	325	145	126	77	97	97	193	139	139
81	6	30	50	146	198	129	63	65	53	37	43	70	48	46
15,849	10,843	15,244	19,040	23,252	25,054	21,708	21,337	17,506	17,781	16,881	16,598	20,248	20,157	21,066
980	883	1,107	1,329	1,403	1,333	1,206	1,210	1,207	1,158	1,126	1,025	1,351	1,236	1,272
103	40	78	-	86	55	364	366	111	116	103	209	155	223	674
13,310	12,974	12,584	12,878	15,694	15,175	14,631	14,364	12,975	12,948	12,993	11,900	16,215	15,463	15,195
2,595	2,178	2,700	4,091	3,754	4,623	3,681	2,885	3,178	2,295	2,197	2,506	3,603	3,894	4,602

2022	2022	2022	2022	2022	2022	2022	2022	2022	2022	2022	2023	2023	2023	2023
30 Jun 21	31 Jul 21	31 Aug 21	30 Sep 21	31 Oct 21	30 Nov 21	31 Dec 21	31 Jan 22	28 Feb 22	31 Mar 22	30 Apr 22	31 May 22	30 Jun 22	31 Jul 22	
3,913	3,885	4,106	3,976	3,230	3,500	3,454	2,506	2,813	3,779	3,515	3,854	4,369	4,013	
31,545	39,722	39,875	32,423	31,351	27,030	27,081	23,523	27,400	30,705	32,144	34,489	34,439	39,247	
1,395	2,556	2,996	1,811	1,522	1,276	1,557	1,322	1,557	1,858	1,581	1,721	1,703	2,595	
1,077	1,659	1,714	1,104	1,046	860	1,016	866	999	1,101	1,166	1,278	1,321	1,682	
673	1,229	1,268	932	591	521	427	367	426	810	673	790	1,186	1,355	
10,642	14,176	14,480	12,408	11,053	9,133	7,318	6,917	9,334	9,360	11,208	14,313	15,343	16,320	
276	688	873	553	336	238	153	163	308	273	332	556	848	1,067	
93	272	269	153	100	43	26	62	58	107	154	162	160	268	
23,698	27,478	26,694	23,196	22,580	20,696	19,603	17,209	19,649	22,389	22,875	24,257	24,634	26,023	
1,375	1,473	1,397	1,332	1,366	1,203	1,146	1,249	1,220	1,549	1,443	1,507	1,490	1,486	
211	53	81	441	236	100	298	117	163	135	469	366	392	124	
19,169	14,872	14,192	14,067	16,770	15,018	14,522	11,171	13,722	17,194	17,407	16,601	16,474	15,321	
5,626	3,462	4,044	3,251	7,491	3,491	2,983	3,096	4,211	6,663	4,446	4,494	7,908	4,584	

2023 31 Aug 22	2023 30 Sep 22	2023 31 Oct 22	2023 30 Nov 22	2023 31 Dec 22	2023 31 Jan 23	2023 28 Feb 23	2023 31 Mar 23	2024 30 Apr 23	2024 31 May 23	2024 30 Jun 23	2024 31 Jul 23	2024 31 Aug 23
4,568	3,732	3,625	3,422	3,219	1,971	2,059	3,640	3,389	3,798	4,306	4,077	3,439
41,478	34,406	31,936	26,169	26,310	18,506	20,055	29,578	30,995	33,991	33,942	39,876	33,399
2,963	1,874	1,654	1,208	1,619	1,040	1,140	1,790	1,524	1,696	1,678	2,637	2,509
1,859	1,337	1,209	912	1,103	681	731	1,061	1,124	1,260	1,302	1,709	1,436
1,724	1,298	1,058	735	491	1,169	1,152	1,049	735	882	1,324	1,560	2,994
17,949	16,230	13,899	10,676	7,530	22,028	25,239	12,121	12,245	15,983	17,133	18,787	34,193
1,098	532	423	301	145	519	833	354	363	621	947	1,228	2,061
342	199	153	87	57	197	157	139	168	181	179	309	635
27,593	23,523	22,486	19,263	18,236	15,837	17,675	20,920	22,112	23,361	23,550	25,300	-0.029476476 25,628
1,540	1,620	1,359	1,364	1,021	1,156	1,110	1,469	1,415	1,478	1,461	1,502	-0.01395175 1,401
134	543	234	237	261	450	375	424	610	476	510	161	648
16,599	13,430	15,055	16,522	10,814	11,834	14,537	18,215	16,693	16,403	20,693	16,055	15,320
5,377	4,284	5,414	4,142	1,918	3,280	4,461	7,059	4,204	4,968	6,073	3,737	4,366

2024 30 Sep 23	2024 31 Oct 23	2024 30 Nov 23	2024 31 Dec 23	2024 31 Jan 24	2024 29 Feb 24	2024 31 Mar 24	2025 30 Apr 24	2025 31 May 24	2025 30 Jun 24	2025 31 Jul 24	2025 31 Aug 24
3,225	2,763	3,051	3,219	2,050	2,140	4,168	3,535	3,916	4,407	4,129	3,465
26,302	26,818	23,564	25,240	19,238	20,849	33,862	32,326	35,042	34,736	40,386	33,652
1,469	1,302	1,112	1,451	1,081	1,185	2,049	1,590	1,749	1,718	2,670	2,528
896	895	750	947	708	760	1,214	1,173	1,299	1,332	1,731	1,446
2,315	1,633	1,574	1,355	1,377	1,357	1,328	767	909	1,355	1,580	3,017
30,815	30,542	27,597	23,224	25,946	29,728	15,347	12,771	16,477	17,534	19,027	34,452
1,373	928	719	486	611	981	448	378	640	969	1,244	2,077
380	276	130	83	233	185	175	175	186	183	312	640
21,627	23,141	21,489	21,155	16,464	18,375	22,956	23,090	24,288	24,177	26,080	26,041
1,274	1,421	1,254	1,239	1,196	1,149	1,612	1,478	1,537	1,500	1,549	1,424
999	679	472	467	585	488	551	610	476	510	161	648
15,186	18,103	16,212	15,677	12,059	14,813	18,561	17,010	16,715	21,086	16,360	15,612
3,509	8,087	3,769	3,220	3,342	4,546	7,193	4,283	5,062	6,189	3,808	4,448

2025	2025	2025	2025	2025	2025	2025	2026	2026	2026	2026	2026
30 Sep 24	31 Oct 24	30-Nov-24	31 Dec 24	31 Jan 25	28 Feb 25	31-Mar-25	30 Apr 25	31 May 25	30 Jun 25	31-Jul 25	31 Aug 25

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3,282

26,764

1,495

911

2,355

31,356

1,397

387

22,053

1,299

999

15,474

3,576

2026	2026	2026	2026	2026	2026	2026	2027	2027	2027	2027	2027
30 Sep 25	31 Oct 25	30 Nov 25	31 Dec 25	31 Jan 26	28 Feb 26	31 Mar 26	30 Apr 26	31 May 26	30 Jun 26	31 Jul 26	31 Aug 26

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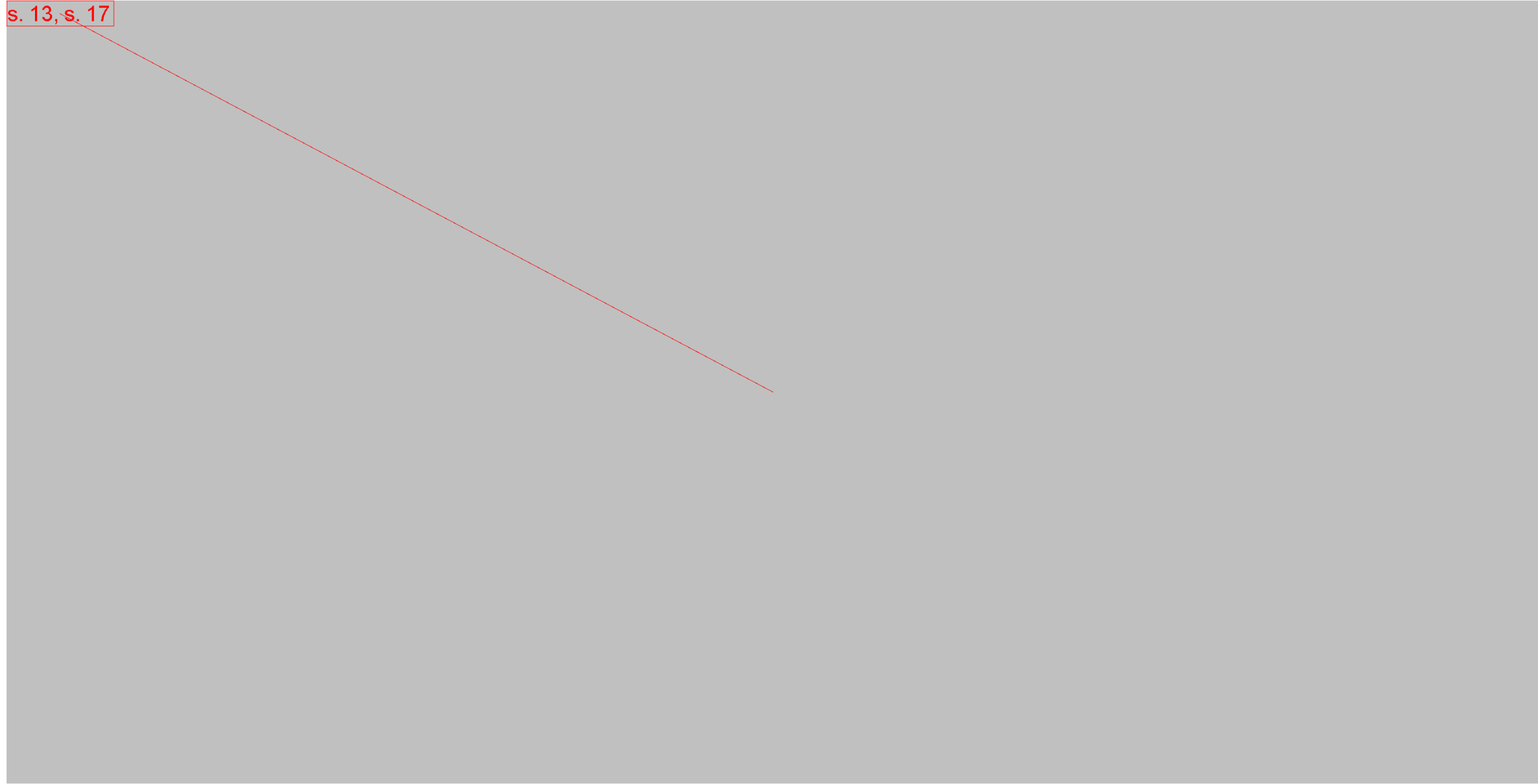
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30 Sep 26	31 Oct 26	30 Nov 26	31 Dec 26	31 Jan 27	28 Feb 27	31 Mar 27	30 Apr 27	31 May 27	30 Jun 27	31 Jul 27	31 Aug 27

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2028	2028	2028	2028	2028	2028	2028	2029	2029	2029	2029	2029
30 Sep 27	31 Oct 27	30 Nov 27	31 Dec 27	31 Jan 28	29 Feb 28	31 Mar 28	30 Apr 28	31 May 28	30 Jun 28	31 Jul 28	31 Aug 28

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2029	2029	2029	2029	2029	2029	2029	2030	2030	2030	2030	2030
30-Sep-28	31-Oct-28	30-Nov-28	31-Dec-28	31-Jan-29	28-Feb-29	31-Mar-29	30-Apr-29	31-May-29	30-Jun-29	31-Jul-29	31-Aug-29

s. 13, s. 17



2030	2030	2030	2030	2030	2030	2030	2031	2031	2031	2031	2031
30 Sep 29	31 Oct 29	30 Nov 29	31 Dec 29	31 Jan 30	28 Feb 30	31 Mar 30	30-Apr 30	31-May 30	30 Jun 30	31 Jul 30	31 Aug 30

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2031	2031	2031	2031	2031	2031	2031	2032	2032	2032	2032	2032
30 Sep 30	31 Oct 30	30 Nov 30	31 Dec 30	31 Jan 31	28 Feb 31	31 Mar 31	30 Apr 31	31 May 31	30 Jun 31	31 Jul 31	31 Aug 31

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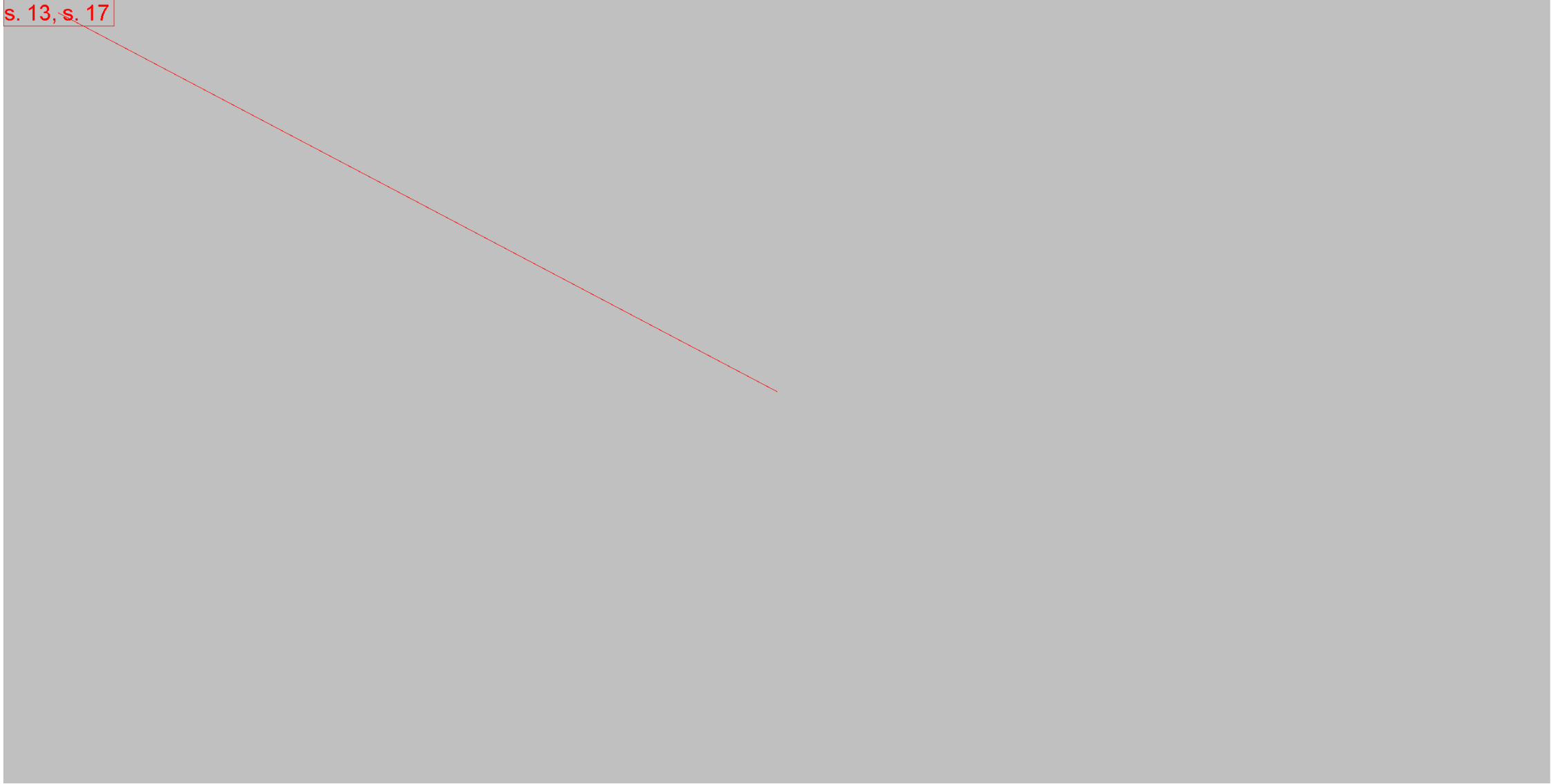
2032	2032	2032	2032	2032	2032	2032	2033	2033	2033	2033	2033
30 Sep 31	31 Oct 31	30 Nov 31	31 Dec 31	31 Jan 32	29 Feb 32	31 Mar 32	30 Apr 32	31 May 32	30 Jun 32	31 Jul 32	31 Aug 32

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2033	2033	2033	2033	2033	2033	2033	2034	2034	2034	2034	2034
30-Sep-32	31-Oct-32	30-Nov-32	31-Dec-32	31-Jan-33	28-Feb-33	31-Mar-33	30-Apr-33	31-May-33	30-Jun-33	31-Jul-33	31-Aug-33

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2034	2034	2034	2034	2034	2034	2034	2035	2035	2035	2035	2035
30-Sep-33	31-Oct-33	30-Nov-33	31-Dec-33	31-Jan-34	28-Feb-34	31-Mar-34	30-Apr-34	31-May-34	30-Jun-34	31-Jul-34	31-Aug-34

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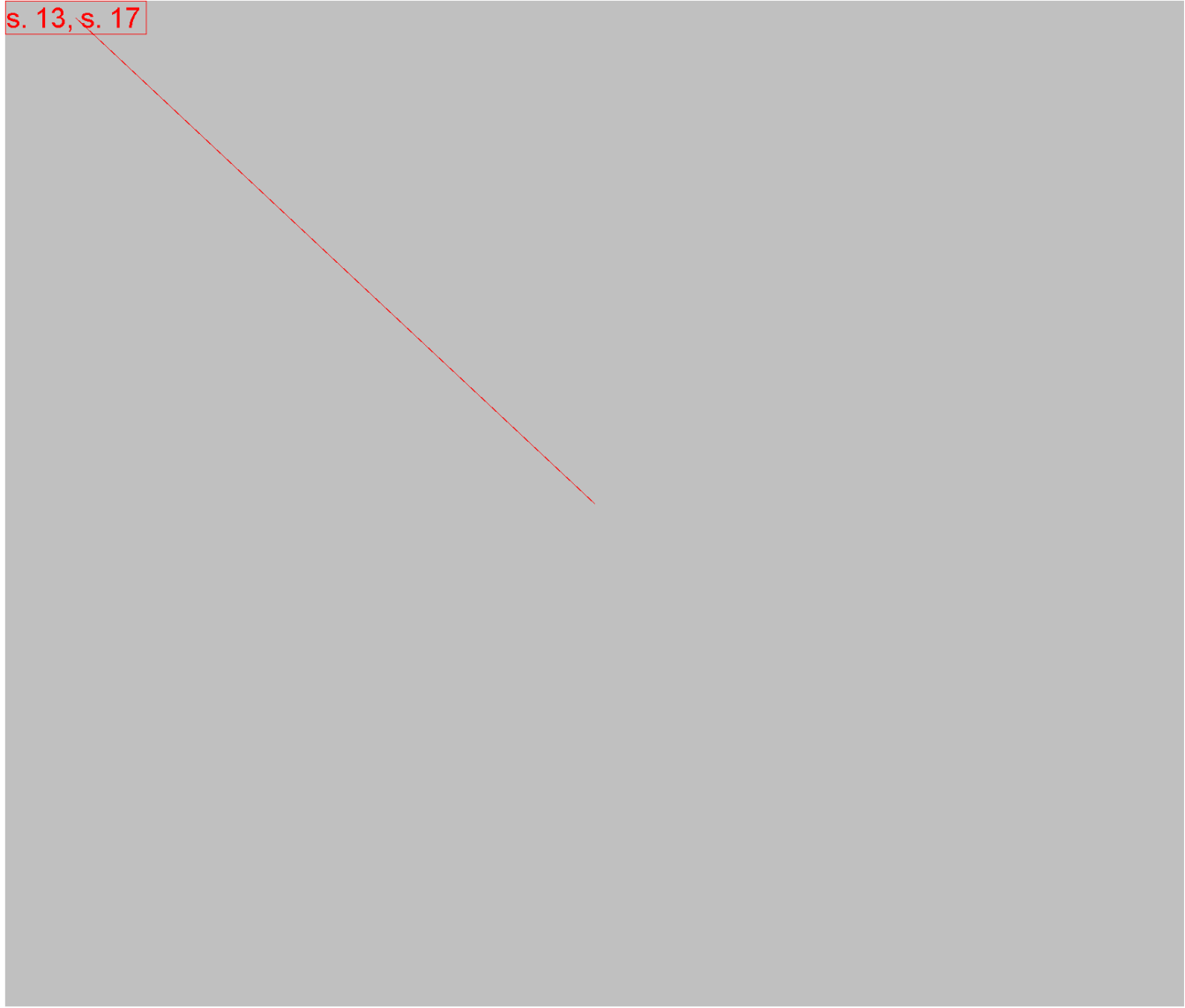
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30 Sep 34	31 Oct 34	30 Nov 34	31 Dec 34	31 Jan 35	28 Feb 35	31 Mar 35	30 Apr 35	31 May 35	30 Jun 35	31 Jul 35	31 Aug 35

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2035	2036	2036	2036	2036	2036	2036
30-Sep-35	31-Oct-35	30-Nov-35	31-Dec-35	31-Jan-36	29-Feb-36	31-Mar-36

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	2020 30-Apr-19	2020 31-May-19	2020 30-Jun-19	2020 31-Jul-19	2020 31-Aug-19	2020 30-Sep-19	2020 31-Oct-19	2020 30-Nov-19	2020 31-Dec-19	2020 31-Jan-20	2020 28-Feb-20	2020 31-Mar-20	2021 30-Apr-20	2021 31-May-20
Vehicle Passenger - Senior Rte 08	3,648	3,917	3,633	4,244	3,999	3,378	3,601	2,906	3,289	2,398	2,327	2,320	1,776	2,233
Vehicle Passenger - Adult Rte 08	29,980	34,142	34,666	35,859	38,714	30,508	30,419	28,369	28,955	22,175	24,589	21,308	14,101	20,656
Vehicle Passenger - Child Rte 08	1,700	2,032	2,047	2,687	3,253	1,685	1,670	1,640	1,816	1,272	1,487	1,025	348	901
Vehicle Passenger - Under 5 Rte 08	1,219	1,414	1,378	1,586	1,994	1,256	1,194	1,056	1,169	768	894	570	266	597
Foot Passenger - Senior Rte 08	905	1,174	1,124	1,617	1,914	1,053	944	767	700	684	778	512	118	197
Foot Passenger - Adult Rte 08	15,400	18,144	18,849	17,633	18,691	16,381	15,083	13,524	11,167	11,887	13,490	7,562	1,298	3,048
Foot Passenger - Child Rte 08	521	654	847	1,360	1,239	404	490	367	253	382	390	174	9	68
Foot Passenger - Under 5 Rte 08	201	278	290	398	381	186	148	125	128	165	204	81	6	30
Base Passenger Vehicle Rte 08	21,990	24,644	24,325	24,719	25,881	21,672	22,454	20,720	20,149	16,211	17,568	15,849	10,843	15,244
Base Passenger Vehicle - Oversize Rte 08	1,143	1,299	1,213	1,253	1,253	1,239	1,145	1,064	917	821	922	980	883	1,107
Bus (Footage) Rte 08	216	512	502	500	438	325	334	204	190	424	159	103	40	78
Commercial - Truck (Footage) Rte 08	13,641	14,416	12,546	13,279	11,871	12,480	12,267	13,006	9,292	10,202	10,577	13,310	12,974	12,584
Commercial - Semi (Footage) Rte 08	2,966	2,778	5,245	2,010	2,197	2,767	2,963	3,426	1,246	1,272	1,634	2,595	2,178	2,700

2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2022	2022	2022	2022	2022	2022	2022
30 Jun 20	31 Jul 20	31 Aug 20	30 Sep 20	31 Oct 20	30 Nov 20	31 Dec 20	31 Jan 21	28 Feb 21	31 Mar 21	30 Apr 21	31 May 21	30 Jun 21	31 Jul 21	31 Aug 21	30 Sep 21	31 Oct 21	
3,200	3,368	3,388	3,451	3,119	2,663	3,072	2,435	2,359	3,424	3,131	3,158	3,913	3,885	4,106	3,976	3,230	
25,629	32,821	36,726	29,725	28,749	23,151	23,805	22,442	22,141	26,672	26,294	27,750	31,545	39,722	39,875	32,423	31,351	
1,321	2,152	2,667	1,673	1,254	990	1,211	1,152	1,057	1,611	1,104	1,231	1,395	2,556	2,996	1,811	1,522	
924	1,284	1,539	1,112	924	729	789	698	655	913	788	831	1,077	1,659	1,714	1,104	1,046	
445	745	870	830	605	259	266	274	260	394	328	296	673	1,229	1,268	932	591	
6,092	9,958	12,166	10,329	9,534	7,797	6,251	7,250	6,714	7,351	7,857	8,527	10,642	14,176	14,480	12,408	11,053	
130	456	541	325	145	126	77	97	97	193	139	139	276	688	873	553	336	
50	146	198	129	63	65	53	37	43	70	48	46	93	272	269	153	100	
19,040	23,252	25,054	21,708	21,337	17,506	17,781	16,881	16,598	20,248	20,157	21,066	23,698	27,478	26,694	23,196	22,580	
1,329	1,403	1,333	1,206	1,210	1,207	1,158	1,126	1,025	1,351	1,236	1,272	1,375	1,473	1,397	1,332	1,366	
-	86	55	364	366	111	116	103	209	155	223	674	211	53	81	441	236	
12,878	15,694	15,175	14,631	14,364	12,975	12,948	12,993	11,900	16,215	15,463	15,195	19,169	14,872	14,192	14,067	16,770	
4,091	3,754	4,623	3,681	2,885	3,178	2,295	2,197	2,506	3,603	3,894	4,602	5,626	3,462	4,044	3,251	7,491	

2022	2022	2022	2022	2022	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023
30-Nov-21	31-Dec-21	31-Jan-22	28-Feb-22	31-Mar-22	30-Apr-22	31-May-22	30-Jun-22	31-Jul-22	31-Aug-22	30-Sep-22	31-Oct-22	30-Nov-22	31-Dec-22	31-Jan-23	28-Feb-23	31-Mar-23
3,500	3,454	2,506	2,813	3,779	3,515	3,854	4,369	4,013	4,568	3,732	3,625	3,422	3,219	3,947	3,399	4,746
27,030	27,081	23,523	27,400	30,705	32,144	34,489	34,439	39,247	41,478	34,406	31,936	26,169	26,310	36,252	33,111	41,162
1,276	1,557	1,322	1,557	1,858	1,581	1,721	1,703	2,595	2,963	1,874	1,654	1,208	1,619	1,753	1,410	2,274
860	1,016	866	999	1,101	1,166	1,278	1,321	1,682	1,859	1,337	1,209	912	1,103	1,067	992	1,478
521	427	367	426	810	673	790	1,186	1,355	1,724	1,298	1,058	735	491	-	-	-
9,133	7,318	6,917	9,334	9,360	11,208	14,313	15,343	16,320	17,949	16,230	13,899	10,676	7,530	-	-	-
238	153	163	308	273	332	556	848	1,067	1,098	532	423	301	145	-	-	-
43	26	62	58	107	154	162	160	268	342	199	153	87	57	-	-	-
20,696	19,603	17,209	19,649	22,389	22,875	24,257	24,634	26,023	27,593	23,523	22,486	19,263	18,236	19,375	17,328	21,633
1,203	1,146	1,249	1,220	1,549	1,443	1,507	1,490	1,486	1,540	1,620	1,359	1,364	1,021	1,158	1,147	1,344
100	298	117	163	135	469	366	392	124	134	543	234	237	261	139	250	142
15,018	14,522	11,171	13,722	17,194	17,407	16,601	16,474	15,321	16,599	13,430	15,055	16,522	10,814	13,416	11,499	16,020
3,491	2,983	3,096	4,211	6,663	4,446	4,494	7,908	4,584	5,377	4,284	5,414	4,142	1,918	3,751	3,432	4,563

2024	2024	2024	2024	2024	2024	2024	2024	2024	2024	2024	2024	2024	2025	2025	2025	2025	2025
30 Apr 23	31 May 23	30 Jun 23	31 Jul 23	31 Aug 23	30 Sep 23	31 Oct 23	30 Nov 23	31 Dec 23	31 Jan 24	29 Feb 24	31 Mar 24	30 Apr 24	31 May 24	30 Jun 24	31 Jul 24	31 Aug 24	
3,600	4,327	4,355	4,225	4,494	3,459	3,940	3,709	3,196	2,936	2,676	3,014	3,863	4,780	4,556	5,695	5,144	
37,565	44,321	44,735	50,263	52,026	43,274	31,774	27,622	30,441	31,239	31,288	36,481	34,304	44,857	45,206	48,689	53,504	
1,647	1,656	1,706	2,824	2,815	1,701	1,742	1,456	1,712	1,641	1,481	2,288	1,570	1,987	2,324	3,201	3,478	
1,225	1,272	1,323	1,708	1,910	1,251	1,228	998	1,269	931	934	1,252	1,079	1,320	1,425	1,698	2,045	
852	1,420	1,452	1,715	1,749	1,240	954	852	509	563	526	520	713	907	900	1,019	913	
5,788	7,885	7,765	8,375	8,859	8,041	13,607	11,081	9,523	5,988	6,152	6,297	6,335	8,513	8,933	8,709	9,499	
344	635	792	932	1,197	582	471	315	246	315	291	395	290	377	459	573	617	
145	212	212	312	399	221	138	77	68	178	184	216	199	251	281	304	363	
21,831	24,505	24,979	26,378	26,995	23,124	22,006	20,451	20,688	18,777	18,406	22,391	21,436	24,469	24,094	25,568	26,357	
1,397	1,448	1,427	1,411	1,421	1,236	1,441	1,309	1,167	919	952	1,078	1,391	1,476	1,392	1,497	1,481	
180	556	400	430	133	501	374	153	181	246	252	222	475	751	611	738	290	
14,301	14,831	16,800	13,076	14,374	14,142	15,091	14,453	12,755	13,113	13,052	13,999	17,607	19,144	19,362	18,526	17,133	
4,008	4,807	4,743	3,829	4,109	4,330	6,678	4,724	2,678	2,964	2,604	3,455	2,560	3,175	3,296	2,469	2,591	

2025	2025	2025	2025	2025	2025	2025	2026	2026	2026	2026	2026	2026	2026	2026	2026	2026
30-Sep-24	31-Oct-24	30-Nov-24	31-Dec-24	31-Jan-25	28-Feb-25	31-Mar-25	30-Apr-25	31-May-25	30-Jun-25	31-Jul-25	31-Aug-25	30-Sep-25	31-Oct-25	30-Nov-25	31-Dec-25	31-Jan-26



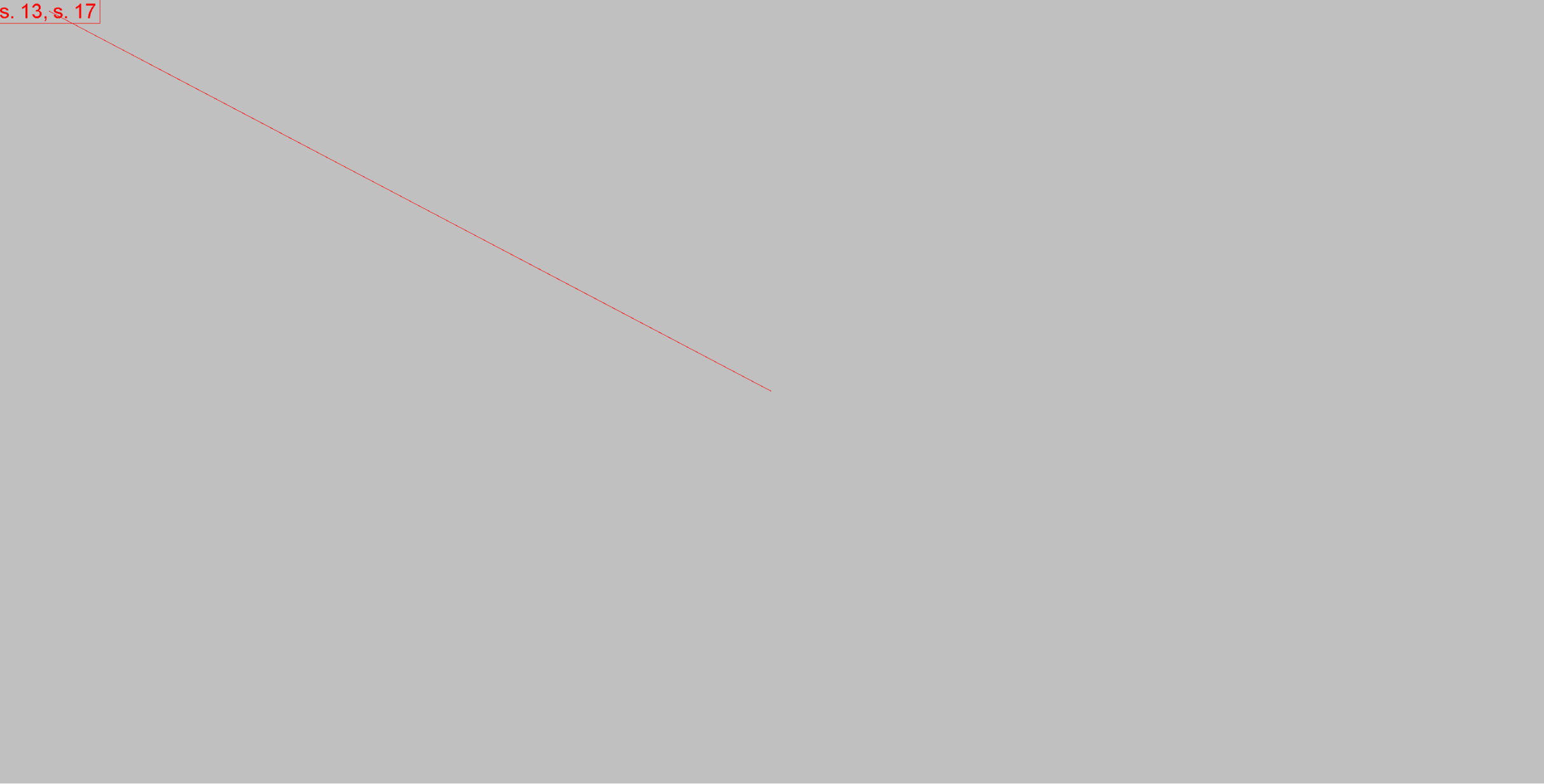
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2028	2028	2028	2028	2028	2028	2028	2028	2028	2029	2029	2029	2029	2029	2029	2029	
31-Jul-27	31-Aug-27	30-Sep-27	31-Oct-27	30-Nov-27	31-Dec-27	31-Jan-28	29-Feb-28	31-Mar-28	30-Apr-28	31-May-28	30-Jun-28	31-Jul-28	31-Aug-28	30-Sep-28	31-Oct-28	30-Nov-28

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2029	2029	2029	2029	2030	2030	2030	2030	2030	2030	2030	2030	2030	2030	2030	2031	
31 Dec 28	31 Jan 29	28 Feb 29	31 Mar 29	30 Apr 29	31 May 29	30 Jun 29	31 Jul 29	31 Aug 29	30 Sep 29	31 Oct 29	30 Nov 29	31 Dec 29	31 Jan 30	28 Feb 30	31 Mar 30	30 Apr 30

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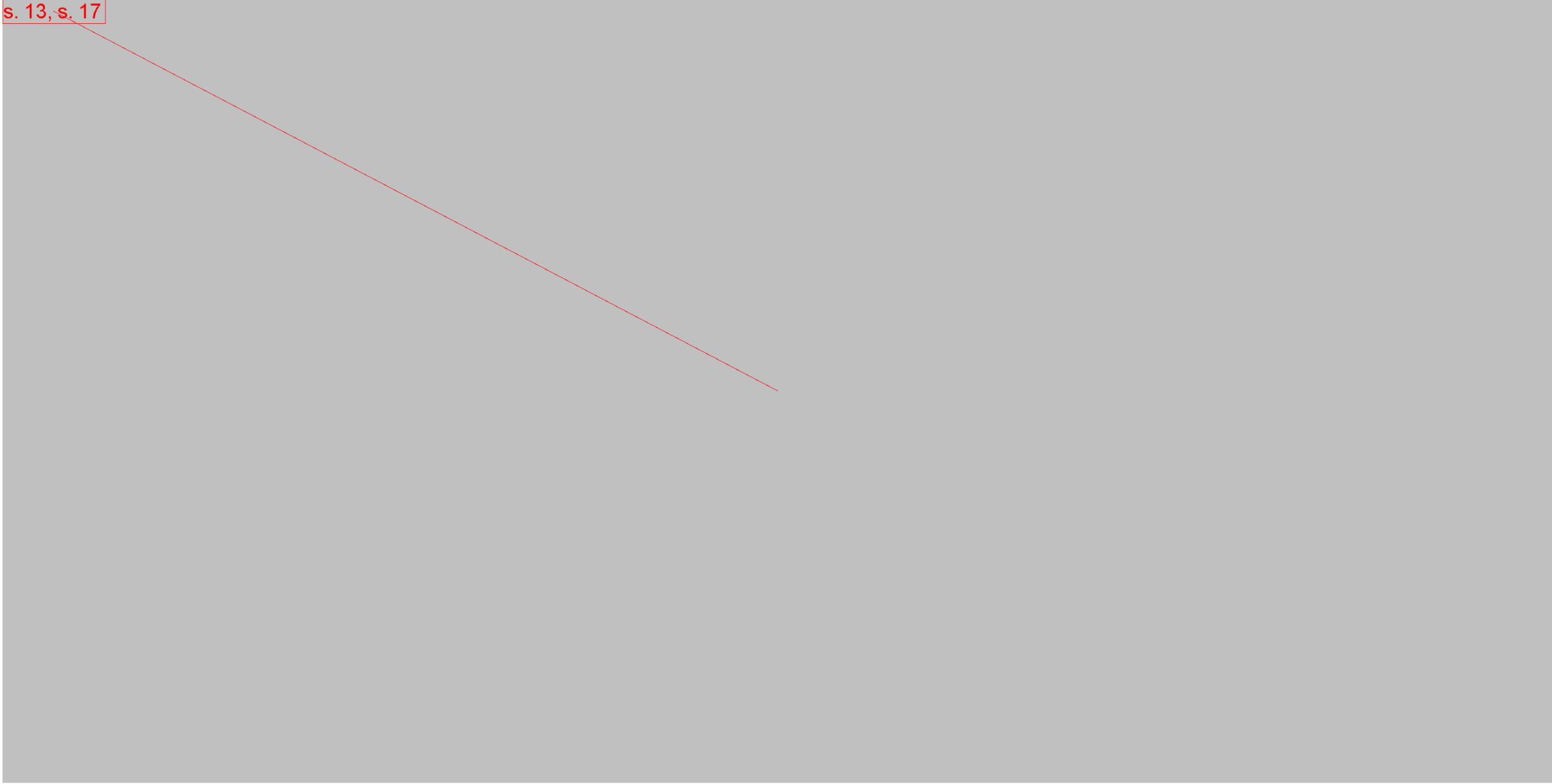
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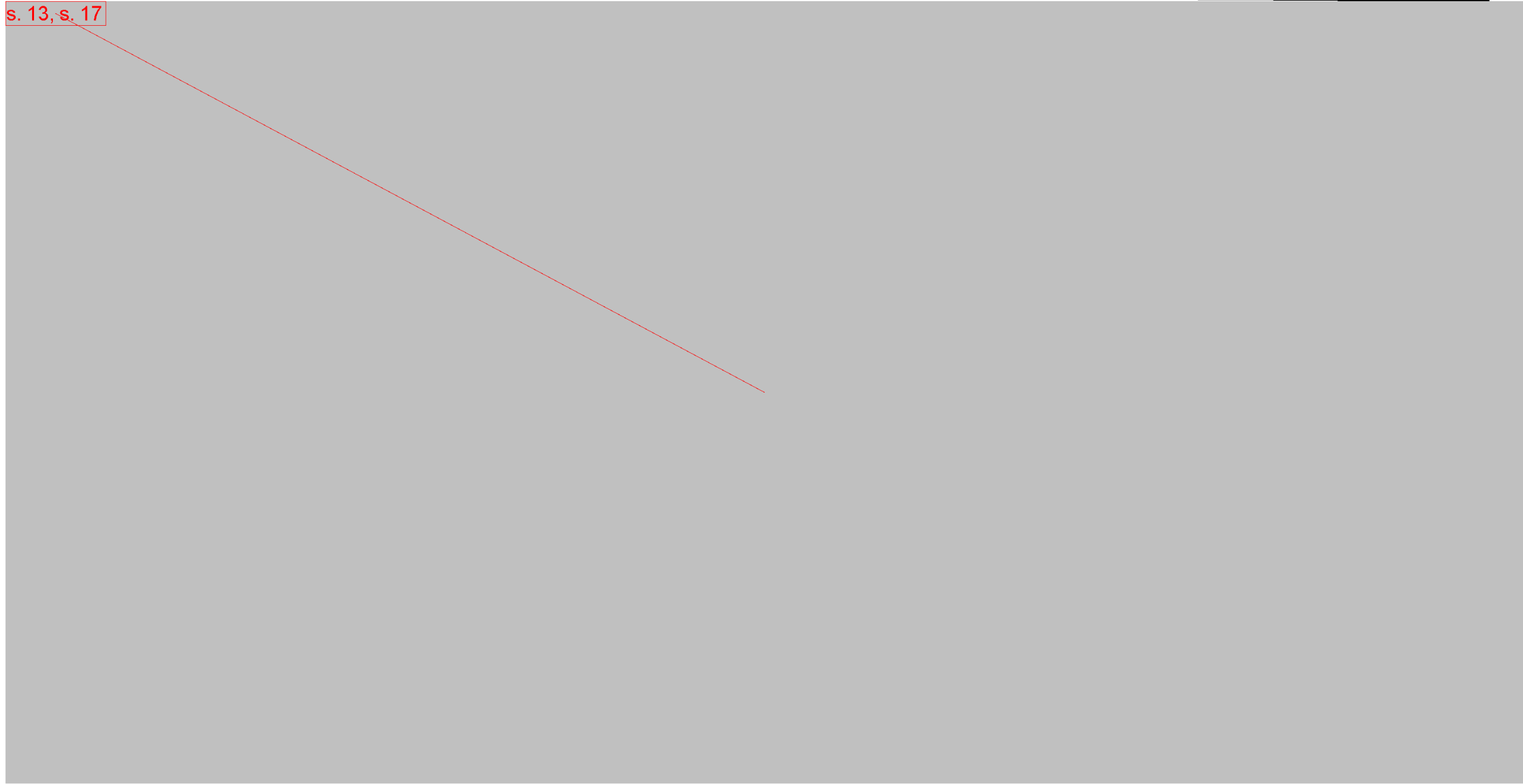
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31-Oct-31	30-Nov-31	31-Dec-31	31-Jan-32	29-Feb-32	31-Mar-32	30-Apr-32	31-May-32	30-Jun-32	31-Jul-32	31-Aug-32	30-Sep-32	31-Oct-32	30-Nov-32	31-Dec-32	31-Jan-33	28-Feb-33

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2033	2034	2034	2034	2034	2034	2034	2034	2034	2034	2034	2034	2034	2035	2035	2035	2035
31 Mar 33	30 Apr 33	31 May 33	30 Jun 33	31 Jul 33	31 Aug 33	30 Sep 33	31 Oct 33	30 Nov 33	31 Dec 33	31 Jan 34	28 Feb 34	31 Mar 34	30 Apr 34	31 May 34	30 Jun 34	31 Jul 34

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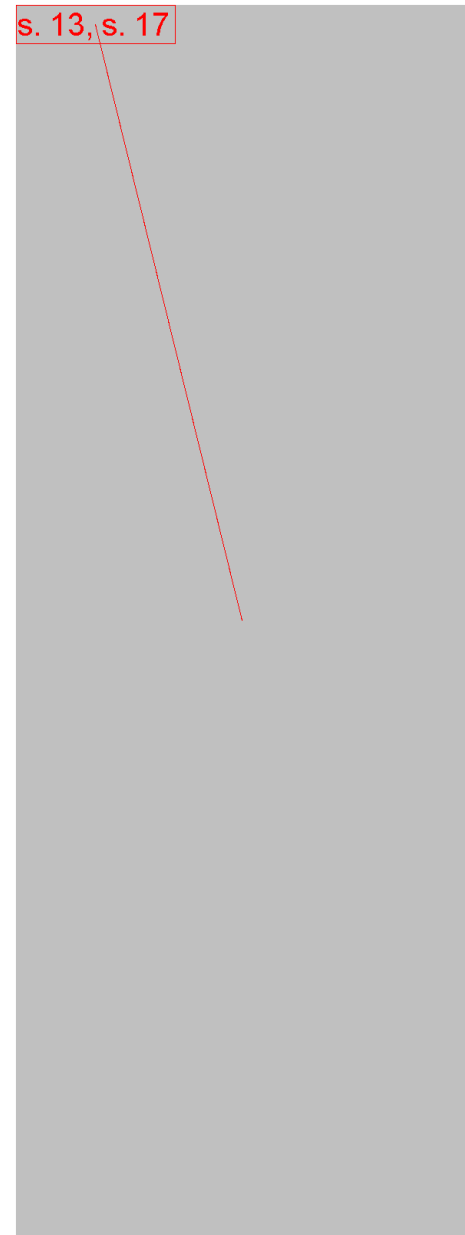


2035	2035	2035	2035	2035	2035	2035	2035	2036	2036	2036	2036	2036	2036	2036	2036	
31 Aug 34	30 Sep 34	31 Oct 34	30 Nov 34	31 Dec 34	31 Jan 35	28 Feb 35	31 Mar 35	30 Apr 35	31 May 35	30 Jun 35	31 Jul 35	31 Aug 35	30 Sep 35	31 Oct 35	30 Nov 35	31 Dec 35

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2036	2036	2036
31-Jan-36	29-Feb-36	31-Mar-36



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Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	23,404	4	2024
8	Base Passenger Vehicle - Oversize	1,498	4	2024
8	Bus (Footage)	193	4	2024
8	Commercial - Semi (Footage)	4,297	4	2024
8	Commercial - Truck (Footage)	15,332	4	2024
8	Foot Passenger - Adult	17,686	4	2024
8	Foot Passenger - Child	1,051	4	2024
8	Foot Passenger - Senior	2,603	4	2024
8	Foot Passenger - Under 5	443	4	2024
8	Vehicle Passenger - Adult	32,738	4	2024
8	Vehicle Passenger - Child	1,435	4	2024
8	Vehicle Passenger - Senior	3,137	4	2024
8	Vehicle Passenger - Under 5	1,068	4	2024
8	Base Passenger Vehicle	24,707	5	2024
8	Base Passenger Vehicle - Oversize	1,460	5	2024
8	Bus (Footage)	561	5	2024
8	Commercial - Semi (Footage)	4,847	5	2024
8	Commercial - Truck (Footage)	14,953	5	2024
8	Foot Passenger - Adult	17,483	5	2024
8	Foot Passenger - Child	1,408	5	2024
8	Foot Passenger - Senior	3,148	5	2024
8	Foot Passenger - Under 5	470	5	2024
8	Vehicle Passenger - Adult	35,266	5	2024
8	Vehicle Passenger - Child	1,318	5	2024
8	Vehicle Passenger - Senior	3,443	5	2024
8	Vehicle Passenger - Under 5	1,012	5	2024
8	Base Passenger Vehicle	24,960	6	2024
8	Base Passenger Vehicle - Oversize	1,426	6	2024
8	Bus (Footage)	400	6	2024
8	Commercial - Semi (Footage)	4,739	6	2024
8	Commercial - Truck (Footage)	16,787	6	2024
8	Foot Passenger - Adult	16,549	6	2024
8	Foot Passenger - Child	1,688	6	2024
8	Foot Passenger - Senior	3,094	6	2024
8	Foot Passenger - Under 5	452	6	2024
8	Vehicle Passenger - Adult	35,389	6	2024
8	Vehicle Passenger - Child	1,350	6	2024
8	Vehicle Passenger - Senior	3,445	6	2024
8	Vehicle Passenger - Under 5	1,047	6	2024
8	Base Passenger Vehicle	25,939	7	2024
8	Base Passenger Vehicle - Oversize	1,388	7	2024
8	Bus (Footage)	423	7	2024
8	Commercial - Semi (Footage)	3,765	7	2024
8	Commercial - Truck (Footage)	12,859	7	2024
8	Foot Passenger - Adult	16,633	7	2024
8	Foot Passenger - Child	1,851	7	2024
8	Foot Passenger - Senior	3,406	7	2024
8	Foot Passenger - Under 5	620	7	2024
8	Vehicle Passenger - Adult	40,157	7	2024
8	Vehicle Passenger - Child	2,256	7	2024
8	Vehicle Passenger - Senior	3,376	7	2024
8	Vehicle Passenger - Under 5	1,365	7	2024
8	Base Passenger Vehicle	26,345	8	2024
8	Base Passenger Vehicle - Oversize	1,387	8	2024
8	Bus (Footage)	130	8	2024
8	Commercial - Semi (Footage)	4,010	8	2024
8	Commercial - Truck (Footage)	14,028	8	2024
8	Foot Passenger - Adult	16,340	8	2024
8	Foot Passenger - Child	2,208	8	2024
8	Foot Passenger - Senior	3,226	8	2024
8	Foot Passenger - Under 5	736	8	2024
8	Vehicle Passenger - Adult	42,344	8	2024
8	Vehicle Passenger - Child	2,291	8	2024
8	Vehicle Passenger - Senior	3,658	8	2024
8	Vehicle Passenger - Under 5	1,555	8	2024

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	23,824	9	2024
8	Base Passenger Vehicle - Oversize	1,273	9	2024
8	Bus (Footage)	516	9	2024
8	Commercial - Semi (Footage)	4,461	9	2024
8	Commercial - Truck (Footage)	14,570	9	2024
8	Foot Passenger - Adult	17,370	9	2024
8	Foot Passenger - Child	1,257	9	2024
8	Foot Passenger - Senior	2,679	9	2024
8	Foot Passenger - Under 5	477	9	2024
8	Vehicle Passenger - Adult	36,445	9	2024
8	Vehicle Passenger - Child	1,433	9	2024
8	Vehicle Passenger - Senior	2,913	9	2024
8	Vehicle Passenger - Under 5	1,054	9	2024
8	Base Passenger Vehicle	22,937	10	2024
8	Base Passenger Vehicle - Oversize	1,502	10	2024
8	Bus (Footage)	390	10	2024
8	Commercial - Semi (Footage)	6,961	10	2024
8	Commercial - Truck (Footage)	15,729	10	2024
8	Foot Passenger - Adult	20,190	10	2024
8	Foot Passenger - Child	699	10	2024
8	Foot Passenger - Senior	1,416	10	2024
8	Foot Passenger - Under 5	205	10	2024
8	Vehicle Passenger - Adult	34,187	10	2024
8	Vehicle Passenger - Child	1,874	10	2024
8	Vehicle Passenger - Senior	4,239	10	2024
8	Vehicle Passenger - Under 5	1,321	10	2024
8	Base Passenger Vehicle	20,073	11	2024
8	Base Passenger Vehicle - Oversize	1,285	11	2024
8	Bus (Footage)	150	11	2024
8	Commercial - Semi (Footage)	4,637	11	2024
8	Commercial - Truck (Footage)	14,186	11	2024
8	Foot Passenger - Adult	19,585	11	2024
8	Foot Passenger - Child	557	11	2024
8	Foot Passenger - Senior	1,506	11	2024
8	Foot Passenger - Under 5	136	11	2024
8	Vehicle Passenger - Adult	26,987	11	2024
8	Vehicle Passenger - Child	1,423	11	2024
8	Vehicle Passenger - Senior	3,624	11	2024
8	Vehicle Passenger - Under 5	975	11	2024
8	Base Passenger Vehicle	18,519	12	2024
8	Base Passenger Vehicle - Oversize	1,045	12	2024
8	Bus (Footage)	162	12	2024
8	Commercial - Semi (Footage)	2,397	12	2024
8	Commercial - Truck (Footage)	11,418	12	2024
8	Foot Passenger - Adult	20,719	12	2024
8	Foot Passenger - Child	535	12	2024
8	Foot Passenger - Senior	1,107	12	2024
8	Foot Passenger - Under 5	148	12	2024
8	Vehicle Passenger - Adult	26,731	12	2024
8	Vehicle Passenger - Child	1,503	12	2024
8	Vehicle Passenger - Senior	2,807	12	2024
8	Vehicle Passenger - Under 5	1,114	12	2024
8	Base Passenger Vehicle	20,503	1	2025
8	Base Passenger Vehicle - Oversize	1,003	1	2025
8	Bus (Footage)	268	1	2025
8	Commercial - Semi (Footage)	3,236	1	2025
8	Commercial - Truck (Footage)	14,319	1	2025
8	Foot Passenger - Adult	19,329	1	2025
8	Foot Passenger - Child	1,017	1	2025
8	Foot Passenger - Senior	1,817	1	2025
8	Foot Passenger - Under 5	575	1	2025
8	Vehicle Passenger - Adult	28,620	1	2025
8	Vehicle Passenger - Child	1,504	1	2025
8	Vehicle Passenger - Senior	2,690	1	2025
8	Vehicle Passenger - Under 5	853	1	2025

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	18,359	2	2025
8	Base Passenger Vehicle - Oversize	950	2	2025
8	Bus (Footage)	251	2	2025
8	Commercial - Semi (Footage)	2,598	2	2025
8	Commercial - Truck (Footage)	13,019	2	2025
8	Foot Passenger - Adult	17,663	2	2025
8	Foot Passenger - Child	835	2	2025
8	Foot Passenger - Senior	1,510	2	2025
8	Foot Passenger - Under 5	528	2	2025
8	Vehicle Passenger - Adult	25,433	2	2025
8	Vehicle Passenger - Child	1,204	2	2025
8	Vehicle Passenger - Senior	2,176	2	2025
8	Vehicle Passenger - Under 5	759	2	2025
8	Base Passenger Vehicle	22,958	3	2025
8	Base Passenger Vehicle - Oversize	1,105	3	2025
8	Bus (Footage)	228	3	2025
8	Commercial - Semi (Footage)	3,543	3	2025
8	Commercial - Truck (Footage)	14,354	3	2025
8	Foot Passenger - Adult	19,276	3	2025
8	Foot Passenger - Child	1,209	3	2025
8	Foot Passenger - Senior	1,592	3	2025
8	Foot Passenger - Under 5	661	3	2025
8	Vehicle Passenger - Adult	32,086	3	2025
8	Vehicle Passenger - Child	2,012	3	2025
8	Vehicle Passenger - Senior	2,650	3	2025
8	Vehicle Passenger - Under 5	1,101	3	2025
8	Base Passenger Vehicle	23,640	4	2025
8	Base Passenger Vehicle - Oversize	1,513	4	2025
8	Bus (Footage)	195	4	2025
8	Commercial - Semi (Footage)	4,340	4	2025
8	Commercial - Truck (Footage)	15,486	4	2025
8	Foot Passenger - Adult	17,865	4	2025
8	Foot Passenger - Child	1,062	4	2025
8	Foot Passenger - Senior	2,630	4	2025
8	Foot Passenger - Under 5	448	4	2025
8	Vehicle Passenger - Adult	33,068	4	2025
8	Vehicle Passenger - Child	1,450	4	2025
8	Vehicle Passenger - Senior	3,169	4	2025
8	Vehicle Passenger - Under 5	1,078	4	2025
8	Base Passenger Vehicle	24,956	5	2025
8	Base Passenger Vehicle - Oversize	1,475	5	2025
8	Bus (Footage)	566	5	2025
8	Commercial - Semi (Footage)	4,895	5	2025
8	Commercial - Truck (Footage)	15,104	5	2025
8	Foot Passenger - Adult	17,660	5	2025
8	Foot Passenger - Child	1,422	5	2025
8	Foot Passenger - Senior	3,180	5	2025
8	Foot Passenger - Under 5	475	5	2025
8	Vehicle Passenger - Adult	35,621	5	2025
8	Vehicle Passenger - Child	1,331	5	2025
8	Vehicle Passenger - Senior	3,478	5	2025
8	Vehicle Passenger - Under 5	1,022	5	2025
8	Base Passenger Vehicle	25,211	6	2025
8	Base Passenger Vehicle - Oversize	1,440	6	2025
8	Bus (Footage)	404	6	2025
8	Commercial - Semi (Footage)	4,787	6	2025
8	Commercial - Truck (Footage)	16,956	6	2025
8	Foot Passenger - Adult	16,717	6	2025
8	Foot Passenger - Child	1,705	6	2025
8	Foot Passenger - Senior	3,126	6	2025
8	Foot Passenger - Under 5	456	6	2025
8	Vehicle Passenger - Adult	35,745	6	2025
8	Vehicle Passenger - Child	1,363	6	2025
8	Vehicle Passenger - Senior	3,480	6	2025
8	Vehicle Passenger - Under 5	1,057	6	2025

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	7	2025
8	Base Passenger Vehicle - Oversize		7	2025
8	Bus (Footage)		7	2025
8	Commercial - Semi (Footage)		7	2025
8	Commercial - Truck (Footage)		7	2025
8	Foot Passenger - Adult		7	2025
8	Foot Passenger - Child		7	2025
8	Foot Passenger - Senior		7	2025
8	Foot Passenger - Under 5		7	2025
8	Vehicle Passenger - Adult		7	2025
8	Vehicle Passenger - Child		7	2025
8	Vehicle Passenger - Senior		7	2025
8	Vehicle Passenger - Under 5		7	2025
8	Base Passenger Vehicle		8	2025
8	Base Passenger Vehicle - Oversize		8	2025
8	Bus (Footage)		8	2025
8	Commercial - Semi (Footage)		8	2025
8	Commercial - Truck (Footage)		8	2025
8	Foot Passenger - Adult		8	2025
8	Foot Passenger - Child		8	2025
8	Foot Passenger - Senior		8	2025
8	Foot Passenger - Under 5		8	2025
8	Vehicle Passenger - Adult		8	2025
8	Vehicle Passenger - Child		8	2025
8	Vehicle Passenger - Senior		8	2025
8	Vehicle Passenger - Under 5		8	2025
8	Base Passenger Vehicle		9	2025
8	Base Passenger Vehicle - Oversize		9	2025
8	Bus (Footage)		9	2025
8	Commercial - Semi (Footage)		9	2025
8	Commercial - Truck (Footage)		9	2025
8	Foot Passenger - Adult		9	2025
8	Foot Passenger - Child		9	2025
8	Foot Passenger - Senior		9	2025
8	Foot Passenger - Under 5		9	2025
8	Vehicle Passenger - Adult		9	2025
8	Vehicle Passenger - Child		9	2025
8	Vehicle Passenger - Senior		9	2025
8	Vehicle Passenger - Under 5		9	2025
8	Base Passenger Vehicle		10	2025
8	Base Passenger Vehicle - Oversize		10	2025
8	Bus (Footage)		10	2025
8	Commercial - Semi (Footage)		10	2025
8	Commercial - Truck (Footage)		10	2025
8	Foot Passenger - Adult		10	2025
8	Foot Passenger - Child		10	2025
8	Foot Passenger - Senior		10	2025
8	Foot Passenger - Under 5		10	2025
8	Vehicle Passenger - Adult		10	2025
8	Vehicle Passenger - Child		10	2025
8	Vehicle Passenger - Senior		10	2025
8	Vehicle Passenger - Under 5		10	2025
8	Base Passenger Vehicle		11	2025
8	Base Passenger Vehicle - Oversize		11	2025
8	Bus (Footage)		11	2025
8	Commercial - Semi (Footage)		11	2025
8	Commercial - Truck (Footage)		11	2025
8	Foot Passenger - Adult		11	2025
8	Foot Passenger - Child		11	2025
8	Foot Passenger - Senior		11	2025
8	Foot Passenger - Under 5		11	2025
8	Vehicle Passenger - Adult		11	2025
8	Vehicle Passenger - Child		11	2025
8	Vehicle Passenger - Senior		11	2025
8	Vehicle Passenger - Under 5		11	2025

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	12	2025
8	Base Passenger Vehicle - Oversize		12	2025
8	Bus (Footage)		12	2025
8	Commercial - Semi (Footage)		12	2025
8	Commercial - Truck (Footage)		12	2025
8	Foot Passenger - Adult		12	2025
8	Foot Passenger - Child		12	2025
8	Foot Passenger - Senior		12	2025
8	Foot Passenger - Under 5		12	2025
8	Vehicle Passenger - Adult		12	2025
8	Vehicle Passenger - Child		12	2025
8	Vehicle Passenger - Senior		12	2025
8	Vehicle Passenger - Under 5		12	2025
8	Base Passenger Vehicle		1	2026
8	Base Passenger Vehicle - Oversize		1	2026
8	Bus (Footage)		1	2026
8	Commercial - Semi (Footage)		1	2026
8	Commercial - Truck (Footage)		1	2026
8	Foot Passenger - Adult		1	2026
8	Foot Passenger - Child		1	2026
8	Foot Passenger - Senior		1	2026
8	Foot Passenger - Under 5		1	2026
8	Vehicle Passenger - Adult		1	2026
8	Vehicle Passenger - Child		1	2026
8	Vehicle Passenger - Senior		1	2026
8	Vehicle Passenger - Under 5		1	2026
8	Base Passenger Vehicle		2	2026
8	Base Passenger Vehicle - Oversize		2	2026
8	Bus (Footage)		2	2026
8	Commercial - Semi (Footage)		2	2026
8	Commercial - Truck (Footage)		2	2026
8	Foot Passenger - Adult		2	2026
8	Foot Passenger - Child		2	2026
8	Foot Passenger - Senior		2	2026
8	Foot Passenger - Under 5		2	2026
8	Vehicle Passenger - Adult		2	2026
8	Vehicle Passenger - Child		2	2026
8	Vehicle Passenger - Senior		2	2026
8	Vehicle Passenger - Under 5		2	2026
8	Base Passenger Vehicle		3	2026
8	Base Passenger Vehicle - Oversize		3	2026
8	Bus (Footage)		3	2026
8	Commercial - Semi (Footage)		3	2026
8	Commercial - Truck (Footage)		3	2026
8	Foot Passenger - Adult		3	2026
8	Foot Passenger - Child		3	2026
8	Foot Passenger - Senior		3	2026
8	Foot Passenger - Under 5		3	2026
8	Vehicle Passenger - Adult		3	2026
8	Vehicle Passenger - Child		3	2026
8	Vehicle Passenger - Senior		3	2026
8	Vehicle Passenger - Under 5		3	2026
8	Base Passenger Vehicle		4	2026
8	Base Passenger Vehicle - Oversize		4	2026
8	Bus (Footage)		4	2026
8	Commercial - Semi (Footage)		4	2026
8	Commercial - Truck (Footage)		4	2026
8	Foot Passenger - Adult		4	2026
8	Foot Passenger - Child		4	2026
8	Foot Passenger - Senior		4	2026
8	Foot Passenger - Under 5		4	2026
8	Vehicle Passenger - Adult		4	2026
8	Vehicle Passenger - Child		4	2026
8	Vehicle Passenger - Senior		4	2026
8	Vehicle Passenger - Under 5		4	2026

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	5	2026
8	Base Passenger Vehicle - Oversize		5	2026
8	Bus (Footage)		5	2026
8	Commercial - Semi (Footage)		5	2026
8	Commercial - Truck (Footage)		5	2026
8	Foot Passenger - Adult		5	2026
8	Foot Passenger - Child		5	2026
8	Foot Passenger - Senior		5	2026
8	Foot Passenger - Under 5		5	2026
8	Vehicle Passenger - Adult		5	2026
8	Vehicle Passenger - Child		5	2026
8	Vehicle Passenger - Senior		5	2026
8	Vehicle Passenger - Under 5		5	2026
8	Base Passenger Vehicle		6	2026
8	Base Passenger Vehicle - Oversize		6	2026
8	Bus (Footage)		6	2026
8	Commercial - Semi (Footage)		6	2026
8	Commercial - Truck (Footage)		6	2026
8	Foot Passenger - Adult		6	2026
8	Foot Passenger - Child		6	2026
8	Foot Passenger - Senior		6	2026
8	Foot Passenger - Under 5		6	2026
8	Vehicle Passenger - Adult		6	2026
8	Vehicle Passenger - Child		6	2026
8	Vehicle Passenger - Senior		6	2026
8	Vehicle Passenger - Under 5		6	2026
8	Base Passenger Vehicle		7	2026
8	Base Passenger Vehicle - Oversize		7	2026
8	Bus (Footage)		7	2026
8	Commercial - Semi (Footage)		7	2026
8	Commercial - Truck (Footage)		7	2026
8	Foot Passenger - Adult		7	2026
8	Foot Passenger - Child		7	2026
8	Foot Passenger - Senior		7	2026
8	Foot Passenger - Under 5		7	2026
8	Vehicle Passenger - Adult		7	2026
8	Vehicle Passenger - Child		7	2026
8	Vehicle Passenger - Senior		7	2026
8	Vehicle Passenger - Under 5		7	2026
8	Base Passenger Vehicle		8	2026
8	Base Passenger Vehicle - Oversize		8	2026
8	Bus (Footage)		8	2026
8	Commercial - Semi (Footage)		8	2026
8	Commercial - Truck (Footage)		8	2026
8	Foot Passenger - Adult		8	2026
8	Foot Passenger - Child		8	2026
8	Foot Passenger - Senior		8	2026
8	Foot Passenger - Under 5		8	2026
8	Vehicle Passenger - Adult		8	2026
8	Vehicle Passenger - Child		8	2026
8	Vehicle Passenger - Senior		8	2026
8	Vehicle Passenger - Under 5		8	2026
8	Base Passenger Vehicle		9	2026
8	Base Passenger Vehicle - Oversize		9	2026
8	Bus (Footage)		9	2026
8	Commercial - Semi (Footage)		9	2026
8	Commercial - Truck (Footage)		9	2026
8	Foot Passenger - Adult		9	2026
8	Foot Passenger - Child		9	2026
8	Foot Passenger - Senior		9	2026
8	Foot Passenger - Under 5		9	2026
8	Vehicle Passenger - Adult		9	2026
8	Vehicle Passenger - Child		9	2026
8	Vehicle Passenger - Senior		9	2026
8	Vehicle Passenger - Under 5		9	2026

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	10	2026
8	Base Passenger Vehicle - Oversize		10	2026
8	Bus (Footage)		10	2026
8	Commercial - Semi (Footage)		10	2026
8	Commercial - Truck (Footage)		10	2026
8	Foot Passenger - Adult		10	2026
8	Foot Passenger - Child		10	2026
8	Foot Passenger - Senior		10	2026
8	Foot Passenger - Under 5		10	2026
8	Vehicle Passenger - Adult		10	2026
8	Vehicle Passenger - Child		10	2026
8	Vehicle Passenger - Senior		10	2026
8	Vehicle Passenger - Under 5		10	2026
8	Base Passenger Vehicle		11	2026
8	Base Passenger Vehicle - Oversize		11	2026
8	Bus (Footage)		11	2026
8	Commercial - Semi (Footage)		11	2026
8	Commercial - Truck (Footage)		11	2026
8	Foot Passenger - Adult		11	2026
8	Foot Passenger - Child		11	2026
8	Foot Passenger - Senior		11	2026
8	Foot Passenger - Under 5		11	2026
8	Vehicle Passenger - Adult		11	2026
8	Vehicle Passenger - Child		11	2026
8	Vehicle Passenger - Senior		11	2026
8	Vehicle Passenger - Under 5		11	2026
8	Base Passenger Vehicle		12	2026
8	Base Passenger Vehicle - Oversize		12	2026
8	Bus (Footage)		12	2026
8	Commercial - Semi (Footage)		12	2026
8	Commercial - Truck (Footage)		12	2026
8	Foot Passenger - Adult		12	2026
8	Foot Passenger - Child		12	2026
8	Foot Passenger - Senior		12	2026
8	Foot Passenger - Under 5		12	2026
8	Vehicle Passenger - Adult		12	2026
8	Vehicle Passenger - Child		12	2026
8	Vehicle Passenger - Senior		12	2026
8	Vehicle Passenger - Under 5		12	2026
8	Base Passenger Vehicle		1	2027
8	Base Passenger Vehicle - Oversize		1	2027
8	Bus (Footage)		1	2027
8	Commercial - Semi (Footage)		1	2027
8	Commercial - Truck (Footage)		1	2027
8	Foot Passenger - Adult		1	2027
8	Foot Passenger - Child		1	2027
8	Foot Passenger - Senior		1	2027
8	Foot Passenger - Under 5		1	2027
8	Vehicle Passenger - Adult		1	2027
8	Vehicle Passenger - Child		1	2027
8	Vehicle Passenger - Senior		1	2027
8	Vehicle Passenger - Under 5		1	2027
8	Base Passenger Vehicle		2	2027
8	Base Passenger Vehicle - Oversize		2	2027
8	Bus (Footage)		2	2027
8	Commercial - Semi (Footage)		2	2027
8	Commercial - Truck (Footage)		2	2027
8	Foot Passenger - Adult		2	2027
8	Foot Passenger - Child		2	2027
8	Foot Passenger - Senior		2	2027
8	Foot Passenger - Under 5		2	2027
8	Vehicle Passenger - Adult		2	2027
8	Vehicle Passenger - Child		2	2027
8	Vehicle Passenger - Senior		2	2027
8	Vehicle Passenger - Under 5		2	2027

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	3	2027
8	Base Passenger Vehicle - Oversize		3	2027
8	Bus (Footage)		3	2027
8	Commercial - Semi (Footage)		3	2027
8	Commercial - Truck (Footage)		3	2027
8	Foot Passenger - Adult		3	2027
8	Foot Passenger - Child		3	2027
8	Foot Passenger - Senior		3	2027
8	Foot Passenger - Under 5		3	2027
8	Vehicle Passenger - Adult		3	2027
8	Vehicle Passenger - Child		3	2027
8	Vehicle Passenger - Senior		3	2027
8	Vehicle Passenger - Under 5		3	2027
8	Base Passenger Vehicle		4	2027
8	Base Passenger Vehicle - Oversize		4	2027
8	Bus (Footage)		4	2027
8	Commercial - Semi (Footage)		4	2027
8	Commercial - Truck (Footage)		4	2027
8	Foot Passenger - Adult		4	2027
8	Foot Passenger - Child		4	2027
8	Foot Passenger - Senior		4	2027
8	Foot Passenger - Under 5		4	2027
8	Vehicle Passenger - Adult		4	2027
8	Vehicle Passenger - Child		4	2027
8	Vehicle Passenger - Senior		4	2027
8	Vehicle Passenger - Under 5		4	2027
8	Base Passenger Vehicle		5	2027
8	Base Passenger Vehicle - Oversize		5	2027
8	Bus (Footage)		5	2027
8	Commercial - Semi (Footage)		5	2027
8	Commercial - Truck (Footage)		5	2027
8	Foot Passenger - Adult		5	2027
8	Foot Passenger - Child		5	2027
8	Foot Passenger - Senior		5	2027
8	Foot Passenger - Under 5		5	2027
8	Vehicle Passenger - Adult		5	2027
8	Vehicle Passenger - Child		5	2027
8	Vehicle Passenger - Senior		5	2027
8	Vehicle Passenger - Under 5		5	2027
8	Base Passenger Vehicle		6	2027
8	Base Passenger Vehicle - Oversize		6	2027
8	Bus (Footage)		6	2027
8	Commercial - Semi (Footage)		6	2027
8	Commercial - Truck (Footage)		6	2027
8	Foot Passenger - Adult		6	2027
8	Foot Passenger - Child		6	2027
8	Foot Passenger - Senior		6	2027
8	Foot Passenger - Under 5		6	2027
8	Vehicle Passenger - Adult		6	2027
8	Vehicle Passenger - Child		6	2027
8	Vehicle Passenger - Senior		6	2027
8	Vehicle Passenger - Under 5		6	2027
8	Base Passenger Vehicle		7	2027
8	Base Passenger Vehicle - Oversize		7	2027
8	Bus (Footage)		7	2027
8	Commercial - Semi (Footage)		7	2027
8	Commercial - Truck (Footage)		7	2027
8	Foot Passenger - Adult		7	2027
8	Foot Passenger - Child		7	2027
8	Foot Passenger - Senior		7	2027
8	Foot Passenger - Under 5		7	2027
8	Vehicle Passenger - Adult		7	2027
8	Vehicle Passenger - Child		7	2027
8	Vehicle Passenger - Senior		7	2027
8	Vehicle Passenger - Under 5		7	2027

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	8	2027
8	Base Passenger Vehicle - Oversize		8	2027
8	Bus (Footage)		8	2027
8	Commercial - Semi (Footage)		8	2027
8	Commercial - Truck (Footage)		8	2027
8	Foot Passenger - Adult		8	2027
8	Foot Passenger - Child		8	2027
8	Foot Passenger - Senior		8	2027
8	Foot Passenger - Under 5		8	2027
8	Vehicle Passenger - Adult		8	2027
8	Vehicle Passenger - Child		8	2027
8	Vehicle Passenger - Senior		8	2027
8	Vehicle Passenger - Under 5		8	2027
8	Base Passenger Vehicle		9	2027
8	Base Passenger Vehicle - Oversize		9	2027
8	Bus (Footage)		9	2027
8	Commercial - Semi (Footage)		9	2027
8	Commercial - Truck (Footage)		9	2027
8	Foot Passenger - Adult		9	2027
8	Foot Passenger - Child		9	2027
8	Foot Passenger - Senior		9	2027
8	Foot Passenger - Under 5		9	2027
8	Vehicle Passenger - Adult		9	2027
8	Vehicle Passenger - Child		9	2027
8	Vehicle Passenger - Senior		9	2027
8	Vehicle Passenger - Under 5		9	2027
8	Base Passenger Vehicle		10	2027
8	Base Passenger Vehicle - Oversize		10	2027
8	Bus (Footage)		10	2027
8	Commercial - Semi (Footage)		10	2027
8	Commercial - Truck (Footage)		10	2027
8	Foot Passenger - Adult		10	2027
8	Foot Passenger - Child		10	2027
8	Foot Passenger - Senior		10	2027
8	Foot Passenger - Under 5		10	2027
8	Vehicle Passenger - Adult		10	2027
8	Vehicle Passenger - Child		10	2027
8	Vehicle Passenger - Senior		10	2027
8	Vehicle Passenger - Under 5		10	2027
8	Base Passenger Vehicle		11	2027
8	Base Passenger Vehicle - Oversize		11	2027
8	Bus (Footage)		11	2027
8	Commercial - Semi (Footage)		11	2027
8	Commercial - Truck (Footage)		11	2027
8	Foot Passenger - Adult		11	2027
8	Foot Passenger - Child		11	2027
8	Foot Passenger - Senior		11	2027
8	Foot Passenger - Under 5		11	2027
8	Vehicle Passenger - Adult		11	2027
8	Vehicle Passenger - Child		11	2027
8	Vehicle Passenger - Senior		11	2027
8	Vehicle Passenger - Under 5		11	2027
8	Base Passenger Vehicle		12	2027
8	Base Passenger Vehicle - Oversize		12	2027
8	Bus (Footage)		12	2027
8	Commercial - Semi (Footage)		12	2027
8	Commercial - Truck (Footage)		12	2027
8	Foot Passenger - Adult		12	2027
8	Foot Passenger - Child		12	2027
8	Foot Passenger - Senior		12	2027
8	Foot Passenger - Under 5		12	2027
8	Vehicle Passenger - Adult		12	2027
8	Vehicle Passenger - Child		12	2027
8	Vehicle Passenger - Senior		12	2027
8	Vehicle Passenger - Under 5		12	2027

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	1	2028
8	Base Passenger Vehicle - Oversize		1	2028
8	Bus (Footage)		1	2028
8	Commercial - Semi (Footage)		1	2028
8	Commercial - Truck (Footage)		1	2028
8	Foot Passenger - Adult		1	2028
8	Foot Passenger - Child		1	2028
8	Foot Passenger - Senior		1	2028
8	Foot Passenger - Under 5		1	2028
8	Vehicle Passenger - Adult		1	2028
8	Vehicle Passenger - Child		1	2028
8	Vehicle Passenger - Senior		1	2028
8	Vehicle Passenger - Under 5		1	2028
8	Base Passenger Vehicle		2	2028
8	Base Passenger Vehicle - Oversize		2	2028
8	Bus (Footage)		2	2028
8	Commercial - Semi (Footage)		2	2028
8	Commercial - Truck (Footage)		2	2028
8	Foot Passenger - Adult		2	2028
8	Foot Passenger - Child		2	2028
8	Foot Passenger - Senior		2	2028
8	Foot Passenger - Under 5		2	2028
8	Vehicle Passenger - Adult		2	2028
8	Vehicle Passenger - Child		2	2028
8	Vehicle Passenger - Senior		2	2028
8	Vehicle Passenger - Under 5		2	2028
8	Base Passenger Vehicle		3	2028
8	Base Passenger Vehicle - Oversize		3	2028
8	Bus (Footage)		3	2028
8	Commercial - Semi (Footage)		3	2028
8	Commercial - Truck (Footage)		3	2028
8	Foot Passenger - Adult		3	2028
8	Foot Passenger - Child		3	2028
8	Foot Passenger - Senior		3	2028
8	Foot Passenger - Under 5		3	2028
8	Vehicle Passenger - Adult		3	2028
8	Vehicle Passenger - Child		3	2028
8	Vehicle Passenger - Senior		3	2028
8	Vehicle Passenger - Under 5		3	2028
8	Base Passenger Vehicle		4	2028
8	Base Passenger Vehicle - Oversize		4	2028
8	Bus (Footage)		4	2028
8	Commercial - Semi (Footage)		4	2028
8	Commercial - Truck (Footage)		4	2028
8	Foot Passenger - Adult		4	2028
8	Foot Passenger - Child		4	2028
8	Foot Passenger - Senior		4	2028
8	Foot Passenger - Under 5		4	2028
8	Vehicle Passenger - Adult		4	2028
8	Vehicle Passenger - Child		4	2028
8	Vehicle Passenger - Senior		4	2028
8	Vehicle Passenger - Under 5		4	2028
8	Base Passenger Vehicle		5	2028
8	Base Passenger Vehicle - Oversize		5	2028
8	Bus (Footage)		5	2028
8	Commercial - Semi (Footage)		5	2028
8	Commercial - Truck (Footage)		5	2028
8	Foot Passenger - Adult		5	2028
8	Foot Passenger - Child		5	2028
8	Foot Passenger - Senior		5	2028
8	Foot Passenger - Under 5		5	2028
8	Vehicle Passenger - Adult		5	2028
8	Vehicle Passenger - Child		5	2028
8	Vehicle Passenger - Senior		5	2028
8	Vehicle Passenger - Under 5		5	2028

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	6	2028
8	Base Passenger Vehicle - Oversize		6	2028
8	Bus (Footage)		6	2028
8	Commercial - Semi (Footage)		6	2028
8	Commercial - Truck (Footage)		6	2028
8	Foot Passenger - Adult		6	2028
8	Foot Passenger - Child		6	2028
8	Foot Passenger - Senior		6	2028
8	Foot Passenger - Under 5		6	2028
8	Vehicle Passenger - Adult		6	2028
8	Vehicle Passenger - Child		6	2028
8	Vehicle Passenger - Senior		6	2028
8	Vehicle Passenger - Under 5		6	2028
8	Base Passenger Vehicle		7	2028
8	Base Passenger Vehicle - Oversize		7	2028
8	Bus (Footage)		7	2028
8	Commercial - Semi (Footage)		7	2028
8	Commercial - Truck (Footage)		7	2028
8	Foot Passenger - Adult		7	2028
8	Foot Passenger - Child		7	2028
8	Foot Passenger - Senior		7	2028
8	Foot Passenger - Under 5		7	2028
8	Vehicle Passenger - Adult		7	2028
8	Vehicle Passenger - Child		7	2028
8	Vehicle Passenger - Senior		7	2028
8	Vehicle Passenger - Under 5		7	2028
8	Base Passenger Vehicle		8	2028
8	Base Passenger Vehicle - Oversize		8	2028
8	Bus (Footage)		8	2028
8	Commercial - Semi (Footage)		8	2028
8	Commercial - Truck (Footage)		8	2028
8	Foot Passenger - Adult		8	2028
8	Foot Passenger - Child		8	2028
8	Foot Passenger - Senior		8	2028
8	Foot Passenger - Under 5		8	2028
8	Vehicle Passenger - Adult		8	2028
8	Vehicle Passenger - Child		8	2028
8	Vehicle Passenger - Senior		8	2028
8	Vehicle Passenger - Under 5		8	2028
8	Base Passenger Vehicle		9	2028
8	Base Passenger Vehicle - Oversize		9	2028
8	Bus (Footage)		9	2028
8	Commercial - Semi (Footage)		9	2028
8	Commercial - Truck (Footage)		9	2028
8	Foot Passenger - Adult		9	2028
8	Foot Passenger - Child		9	2028
8	Foot Passenger - Senior		9	2028
8	Foot Passenger - Under 5		9	2028
8	Vehicle Passenger - Adult		9	2028
8	Vehicle Passenger - Child		9	2028
8	Vehicle Passenger - Senior		9	2028
8	Vehicle Passenger - Under 5		9	2028
8	Base Passenger Vehicle		10	2028
8	Base Passenger Vehicle - Oversize		10	2028
8	Bus (Footage)		10	2028
8	Commercial - Semi (Footage)		10	2028
8	Commercial - Truck (Footage)		10	2028
8	Foot Passenger - Adult		10	2028
8	Foot Passenger - Child		10	2028
8	Foot Passenger - Senior		10	2028
8	Foot Passenger - Under 5		10	2028
8	Vehicle Passenger - Adult		10	2028
8	Vehicle Passenger - Child		10	2028
8	Vehicle Passenger - Senior		10	2028
8	Vehicle Passenger - Under 5		10	2028

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	11	2028
8	Base Passenger Vehicle - Oversize		11	2028
8	Bus (Footage)		11	2028
8	Commercial - Semi (Footage)		11	2028
8	Commercial - Truck (Footage)		11	2028
8	Foot Passenger - Adult		11	2028
8	Foot Passenger - Child		11	2028
8	Foot Passenger - Senior		11	2028
8	Foot Passenger - Under 5		11	2028
8	Vehicle Passenger - Adult		11	2028
8	Vehicle Passenger - Child		11	2028
8	Vehicle Passenger - Senior		11	2028
8	Vehicle Passenger - Under 5		11	2028
8	Base Passenger Vehicle		12	2028
8	Base Passenger Vehicle - Oversize		12	2028
8	Bus (Footage)		12	2028
8	Commercial - Semi (Footage)		12	2028
8	Commercial - Truck (Footage)		12	2028
8	Foot Passenger - Adult		12	2028
8	Foot Passenger - Child		12	2028
8	Foot Passenger - Senior		12	2028
8	Foot Passenger - Under 5		12	2028
8	Vehicle Passenger - Adult		12	2028
8	Vehicle Passenger - Child		12	2028
8	Vehicle Passenger - Senior		12	2028
8	Vehicle Passenger - Under 5		12	2028
8	Base Passenger Vehicle		1	2029
8	Base Passenger Vehicle - Oversize		1	2029
8	Bus (Footage)		1	2029
8	Commercial - Semi (Footage)		1	2029
8	Commercial - Truck (Footage)		1	2029
8	Foot Passenger - Adult		1	2029
8	Foot Passenger - Child		1	2029
8	Foot Passenger - Senior		1	2029
8	Foot Passenger - Under 5		1	2029
8	Vehicle Passenger - Adult		1	2029
8	Vehicle Passenger - Child		1	2029
8	Vehicle Passenger - Senior		1	2029
8	Vehicle Passenger - Under 5		1	2029
8	Base Passenger Vehicle		2	2029
8	Base Passenger Vehicle - Oversize		2	2029
8	Bus (Footage)		2	2029
8	Commercial - Semi (Footage)		2	2029
8	Commercial - Truck (Footage)		2	2029
8	Foot Passenger - Adult		2	2029
8	Foot Passenger - Child		2	2029
8	Foot Passenger - Senior		2	2029
8	Foot Passenger - Under 5		2	2029
8	Vehicle Passenger - Adult		2	2029
8	Vehicle Passenger - Child		2	2029
8	Vehicle Passenger - Senior		2	2029
8	Vehicle Passenger - Under 5		2	2029
8	Base Passenger Vehicle		3	2029
8	Base Passenger Vehicle - Oversize		3	2029
8	Bus (Footage)		3	2029
8	Commercial - Semi (Footage)		3	2029
8	Commercial - Truck (Footage)		3	2029
8	Foot Passenger - Adult		3	2029
8	Foot Passenger - Child		3	2029
8	Foot Passenger - Senior		3	2029
8	Foot Passenger - Under 5		3	2029
8	Vehicle Passenger - Adult		3	2029
8	Vehicle Passenger - Child		3	2029
8	Vehicle Passenger - Senior		3	2029
8	Vehicle Passenger - Under 5		3	2029

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	4	2029
8	Base Passenger Vehicle - Oversize		4	2029
8	Bus (Footage)		4	2029
8	Commercial - Semi (Footage)		4	2029
8	Commercial - Truck (Footage)		4	2029
8	Foot Passenger - Adult		4	2029
8	Foot Passenger - Child		4	2029
8	Foot Passenger - Senior		4	2029
8	Foot Passenger - Under 5		4	2029
8	Vehicle Passenger - Adult		4	2029
8	Vehicle Passenger - Child		4	2029
8	Vehicle Passenger - Senior		4	2029
8	Vehicle Passenger - Under 5		4	2029
8	Base Passenger Vehicle		5	2029
8	Base Passenger Vehicle - Oversize		5	2029
8	Bus (Footage)		5	2029
8	Commercial - Semi (Footage)		5	2029
8	Commercial - Truck (Footage)		5	2029
8	Foot Passenger - Adult		5	2029
8	Foot Passenger - Child		5	2029
8	Foot Passenger - Senior		5	2029
8	Foot Passenger - Under 5		5	2029
8	Vehicle Passenger - Adult		5	2029
8	Vehicle Passenger - Child		5	2029
8	Vehicle Passenger - Senior		5	2029
8	Vehicle Passenger - Under 5		5	2029
8	Base Passenger Vehicle		6	2029
8	Base Passenger Vehicle - Oversize		6	2029
8	Bus (Footage)		6	2029
8	Commercial - Semi (Footage)		6	2029
8	Commercial - Truck (Footage)		6	2029
8	Foot Passenger - Adult		6	2029
8	Foot Passenger - Child		6	2029
8	Foot Passenger - Senior		6	2029
8	Foot Passenger - Under 5		6	2029
8	Vehicle Passenger - Adult		6	2029
8	Vehicle Passenger - Child		6	2029
8	Vehicle Passenger - Senior		6	2029
8	Vehicle Passenger - Under 5		6	2029
8	Base Passenger Vehicle		7	2029
8	Base Passenger Vehicle - Oversize		7	2029
8	Bus (Footage)		7	2029
8	Commercial - Semi (Footage)		7	2029
8	Commercial - Truck (Footage)		7	2029
8	Foot Passenger - Adult		7	2029
8	Foot Passenger - Child		7	2029
8	Foot Passenger - Senior		7	2029
8	Foot Passenger - Under 5		7	2029
8	Vehicle Passenger - Adult		7	2029
8	Vehicle Passenger - Child		7	2029
8	Vehicle Passenger - Senior		7	2029
8	Vehicle Passenger - Under 5		7	2029
8	Base Passenger Vehicle		8	2029
8	Base Passenger Vehicle - Oversize		8	2029
8	Bus (Footage)		8	2029
8	Commercial - Semi (Footage)		8	2029
8	Commercial - Truck (Footage)		8	2029
8	Foot Passenger - Adult		8	2029
8	Foot Passenger - Child		8	2029
8	Foot Passenger - Senior		8	2029
8	Foot Passenger - Under 5		8	2029
8	Vehicle Passenger - Adult		8	2029
8	Vehicle Passenger - Child		8	2029
8	Vehicle Passenger - Senior		8	2029
8	Vehicle Passenger - Under 5		8	2029

Route	Traffic Type	Traffic	Month	Year
8	Base Passenger Vehicle	s. 13, s. 17	9	2029
8	Base Passenger Vehicle - Oversize		9	2029
8	Bus (Footage)		9	2029
8	Commercial - Semi (Footage)		9	2029
8	Commercial - Truck (Footage)		9	2029
8	Foot Passenger - Adult		9	2029
8	Foot Passenger - Child		9	2029
8	Foot Passenger - Senior		9	2029
8	Foot Passenger - Under 5		9	2029
8	Vehicle Passenger - Adult		9	2029
8	Vehicle Passenger - Child		9	2029
8	Vehicle Passenger - Senior		9	2029
8	Vehicle Passenger - Under 5		9	2029
8	Base Passenger Vehicle		10	2029
8	Base Passenger Vehicle - Oversize		10	2029
8	Bus (Footage)		10	2029
8	Commercial - Semi (Footage)		10	2029
8	Commercial - Truck (Footage)		10	2029
8	Foot Passenger - Adult		10	2029
8	Foot Passenger - Child		10	2029
8	Foot Passenger - Senior		10	2029
8	Foot Passenger - Under 5		10	2029
8	Vehicle Passenger - Adult		10	2029
8	Vehicle Passenger - Child		10	2029
8	Vehicle Passenger - Senior		10	2029
8	Vehicle Passenger - Under 5		10	2029
8	Base Passenger Vehicle		11	2029
8	Base Passenger Vehicle - Oversize		11	2029
8	Bus (Footage)		11	2029
8	Commercial - Semi (Footage)		11	2029
8	Commercial - Truck (Footage)		11	2029
8	Foot Passenger - Adult		11	2029
8	Foot Passenger - Child		11	2029
8	Foot Passenger - Senior		11	2029
8	Foot Passenger - Under 5		11	2029
8	Vehicle Passenger - Adult		11	2029
8	Vehicle Passenger - Child		11	2029
8	Vehicle Passenger - Senior		11	2029
8	Vehicle Passenger - Under 5		11	2029
8	Base Passenger Vehicle		12	2029
8	Base Passenger Vehicle - Oversize		12	2029
8	Bus (Footage)		12	2029
8	Commercial - Semi (Footage)		12	2029
8	Commercial - Truck (Footage)		12	2029
8	Foot Passenger - Adult		12	2029
8	Foot Passenger - Child		12	2029
8	Foot Passenger - Senior		12	2029
8	Foot Passenger - Under 5		12	2029
8	Vehicle Passenger - Adult		12	2029
8	Vehicle Passenger - Child		12	2029
8	Vehicle Passenger - Senior		12	2029
8	Vehicle Passenger - Under 5		12	2029
8	Base Passenger Vehicle		1	2030
8	Base Passenger Vehicle - Oversize		1	2030
8	Bus (Footage)		1	2030
8	Commercial - Semi (Footage)		1	2030
8	Commercial - Truck (Footage)		1	2030
8	Foot Passenger - Adult		1	2030
8	Foot Passenger - Child		1	2030
8	Foot Passenger - Senior		1	2030
8	Foot Passenger - Under 5		1	2030
8	Vehicle Passenger - Adult		1	2030
8	Vehicle Passenger - Child		1	2030
8	Vehicle Passenger - Senior		1	2030
8	Vehicle Passenger - Under 5		1	2030