Committee of Council Agenda

Tuesday, May 13, 2025
1:00 p.m.
Council Chambers
3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC

Pages

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Recommendation:
That the Tuesday, May 13, 2025, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

4. REPORTS

4.1 Rezoning Application Extension for 3346 Finley Street 4

Recommendation:
That Committee of Council extend the date of expiry for adoption of "Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4294" to December 13, 2025.

4.2 Building Division Updates (verbal report)

Recommendation:
None.

4.3 Building and Plumbing Bylaw Amendment (Adaptable Housing) 6

Recommendation:
That Committee of Council recommend to Council that an amendment to "Building and Plumbing Bylaw, 2009, No. 3710" to reduce the percentage of required adaptable units for new multi-family buildings be approved.

4.4 2024 Traffic Count Results

Recommendation:
None.

5. COUNCILLORS' UPDATE

6. MAYOR'S UPDATE

7. CAO UPDATE

8. RESOLUTION TO CLOSE

8.1 Resolution to Close

Recommendation:
That the Committee of Council Meeting of Tuesday, May 13, 2025, be closed to the public pursuant to the following subsections(s) of Section 90(1) of the Community Charter:
Item 5.1

k. negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

Item 5.2

k. negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

Item 5.3

e. the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality.

Item 5.4

c. labour relations or other employee relations.

Item 5.5

a. personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;

e. the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

k. negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

9. ADJOURNMENT

9.1 Adjournment of the Meeting

Recommendation:
That the Tuesday, May 13, 2025, Committee of Council Meeting be adjourned.

Rezoning Application Extension for 3346 Finley Street

RECOMMENDATION:

That Committee of Council extend the date of expiry for adoption of "Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4294" to December 13, 2025.

PREVIOUS COUNCIL/COMMITTEE ACTION

December 13, 2022 – Council approved:

1. *Third reading for "Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4294" to amend the zoning designation of 3346 Finley Street from RS1 (Residential Single Dwelling 1) to RS2 (Residential Single Dwelling 2).*
2. *Prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
   a) Protective fencing for on-site and off-site trees;
   b) Demolition of existing structures;
   c) Completion of design and submission of fees and securities for off-site works and services; and
   d) Registration of a legal agreement to implement design objectives.

REPORT SUMMARY

This report recommends extending the expiry date of an amending bylaw and that would rezone the property at 3346 Finley Street from RS1 (Residential Small-Scale 1) to RS2 (Residential Small-Scale 2). Staff recommend a one-year extension as no circumstances related to the amending bylaw changed within this period, and the property is in an acceptable condition.

BACKGROUND

On December 13, 2022, Council gave third reading to a zoning bylaw amendment to amend the zoning of 3346 Finley Street to facilitate the subdivision of the lot into two smaller RS4 lots. In accordance with the Development Procedures Bylaw, the applicant was provided two years to complete rezoning conditions prior to Council adoption.

The Delegation of Authority Bylaw provides Committee of Council with the authority to issue time extensions for Council consideration of adoption of a Zoning bylaw amendment for a period of up to one year following the initial two-year period.

The applicant has advised they were unable to complete the required conditions of bylaw adoption within the two-year time frame and requests a one-year extension until December 13, 2025.

DISCUSSION

The applicant advises they have completed the third reading conditions, including demolition of buildings and protective fencing for trees, and is close to finalizing the off-site works and services.

Staff observe the site is currently vacant and well maintained and there have been no changes to the OCP designation or policies which would impact the proposed rezoning or subdivision.

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Approve the requested one-year extension to the Bylaw adoption date deadline.
	2	Defer the request for extension and instruct staff to provide further information (to be specified).
	3	Decline the extension. If this decision is made, the applicant may request that Council reconsider the requested extension.

Lead author(s): Paul Cloutier

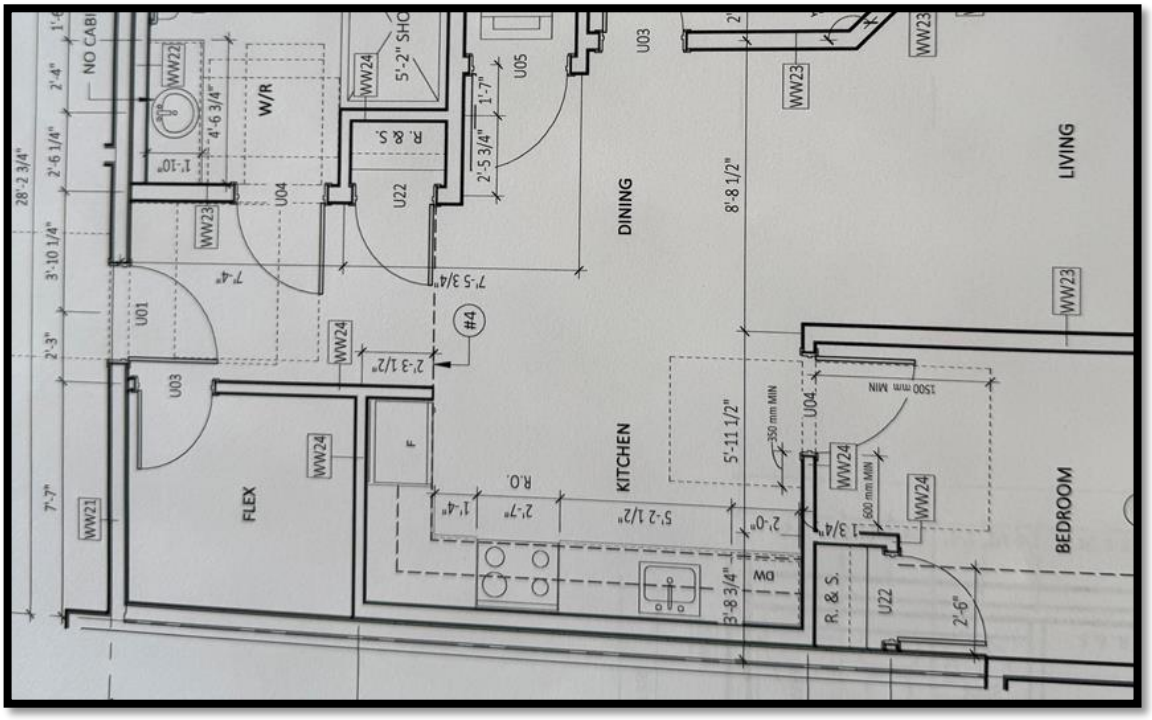
Building and Plumbing Bylaw Amendment (Adaptable Housing)

RECOMMENDATION:

That Committee of Council recommend to Council that an amendment to "Building and Plumbing Bylaw, 2009, No. 3710" to reduce the percentage of required adaptable units for new multi-family buildings be approved.

PREVIOUS COUNCIL/COMMITTEE ACTION

November 13, 2012 - Council approved at least 30% of units within a multi-family building were required to meet the adaptable unit requirements as specified in the BC Building code.



REPORT SUMMARY

The Province of British Columbia has introduced new adaptable housing requirements under BC Building Code 2024, effective March 10, 2025. These provisions mandate that at least 20% of one-storey dwelling units in buildings with 10 or more such units be constructed as adaptable units, incorporating features like wider doorways, accessible paths, maneuvering space, and reinforced bathroom walls. This phased approach replaces the originally proposed 100% requirement and reflects economic considerations and industry feedback. To align with the provincial standard, staff recommend amending the City's Building and Plumbing Bylaw—currently requiring 30% adaptable units—to reflect the updated 20% minimum.

Building and Plumbing Bylaw Amendment (Adaptable Housing)

BACKGROUND

Staff have reviewed the updated adaptable housing requirements in the BC Building Code 2024 and have determined that the City's Building and Plumbing Bylaw should be updated to reflect the new provincial standard of 20% adaptable unit construction in applicable buildings. This amendment will align the bylaw with the phased implementation approach adopted by the Province and ensure consistency with the requirements for building permit applications submitted on or after March 10, 2025.

DISCUSSION

Port Coquitlam has historically taken a proactive approach to promoting accessible and inclusive housing, with its current Building and Plumbing Bylaw requiring 30% of one-storey dwelling units in larger buildings to be constructed as adaptable. With the introduction of BC Building Code 2024, the Province is mandating a phased implementation of adaptable housing requirements, beginning with 20% of units in buildings with 10 or more one-storey units, effective March 10, 2025. This change reflects feedback from the development industry and consideration of broader economic pressures, including supply chain constraints and inflationary conditions.

Updating the City's bylaw to reflect the new 20% provincial standard will ensure alignment with BCBC 2024, provide clarity for applicants, and maintain consistency with other regulatory changes coming into effect. While the amendment reduces the City's requirement from 30% to 20%, it supports a more unified provincial approach and eases compliance burdens during a period of significant industry transition. This amendment positions Port Coquitlam to remain an adopter in accessible housing while supporting a practical and collaborative rollout of new provincial standards.

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Support the Adaptable Housing amendment and forward the draft Bylaw to Council for first three readings.
	2	Defer first three readings of the Bylaw pending reciept of further information (to be specified).
	3	Deny the amendment, which will retain the existing Bylaw.

ATTACHMENTS

Attachment 1 - Bylaw 3710 – Building & Plumbing Bylaw

Lead author(s): Matt Rose

Contributing author(s): Larry Lorette

22.4.11 alterations to repair an existing building caused by soil or foundation problems".

22.5 A building permit shall not be issued for the construction or alteration of a building referred to in Section 22.2 unless the applicant submits a design drawing showing the location where fire sprinklers will be installed and pays the fee prescribed in the Fees and Charges Bylaw.

23. **Moving of Buildings**

23.1 No person shall move any building without first obtaining a building moving permit.

23.2 Except as provided by Subsection 23.3 of this Section, any new building moved into the City shall have been inspected by a Building Official as it is being built; shall have a minimum width of 6 metres; and shall conform in every respect to all relevant Bylaws of the City.

23.3 Section 23.2 shall not apply to a new factory built residential building that complies in every respect to the Building Code, as to the construction thereof, and which is to be erected on a site in compliance with the Bylaws of the City.

23.4 Every person applying for a permit to move a factory-built building shall, at the request of the Building Official, demonstrate that the building conforms with:

23.4.1 the health and safety aspects of the Building Code; and

23.4.2 the Canadian Standards Association Standard A277 for a factory built residential building;

or the applicant shall provide professional design and field review in the case of commercial, industrial, institutional and multi-family residential buildings.

23.5 A copy of the liability insurance policy to cover the moving of the building in an amount not less than two million dollars is to be provided to the Building Official. The policy shall be endorsed to include the City as an added named insured insofar as liability may be created by the granting of any permission under this Bylaw.

23.6 No building moving permit shall be issued until the applicant has paid all charges and met all requirements imposed by any other statute or City Bylaws. The applicant is responsible for obtaining all other permits that may be required by other authorities.

24. **Adaptable Dwelling Units**

At least 20% of the one-storey dwelling units shall be adaptable dwelling units when located within a building containing 10 or more one-storey dwelling units. For clarification, a one-storey dwelling unit does not include a dwelling unit with a mezzanine or loft containing living space.

Deleted: 30

3710
23

2024 Traffic Count Results

RECOMMENDATION:

None.

PREVIOUS COUNCIL/COMMITTEE ACTION

The *2022 Traffic Count Results* report was brought forward at the December 12, 2023 Committee of Council meeting.

REPORT SUMMARY

Traffic circulation throughout the City's road network is periodically evaluated to consider growth and measure the ability of roadways to regulate traffic in a safe and effective manner. This report presents the results of the 2024 Traffic Count program and identifies operational and capital improvements.

BACKGROUND

A traffic count program was established in 2018 to align with industry standards and provide a consistent, thorough, and proactive approach to traffic analysis in the City. The rotating program collects data on north/south arterials in year one, east/west arterials in year two, and collector roads in year three. Data for arterial roads is collected more frequently because arterials carry more traffic and have more traffic controls. The City has 14 arterial roads and the program allows for pick up on each arterial road every three years. Data for collector roads is typically collected every five to six years; the City has 40 collector roads and the program allows for pick up on each collector road every six years. Problem locations or specific requests may be added to the program in any given year or carried out independently. Counts to support traffic calming applications are carried out independent of the annual traffic count program.

The 2024 traffic count program focused on east-west arterials in the City. The primary function of arterial roads is to convey larger volumes of traffic at higher speeds – from 10,000 to 30,000 vehicles per day at speeds of 50-90km/hr. Arterial road speeds in the City of Port Coquitlam range from 50-60km/hr. Property access and interruptions to traffic flow are avoided on arterial roads to preserve their function as the fastest route for through traffic. If this function is compromised, drivers may use other routes, which are not designed to carry large volumes of traffic, in order to reduce their trip time (e.g. local road network).

2024 Traffic Count Results

The 2024 traffic count program evaluated the following east-west arterial roads listed below and shown in Figure 1:

1. Victoria Drive
2. Lincoln Avenue
3. Prairie Avenue
4. Dominion Avenue
5. Sherling Avenue
6. Lougheed Highway
7. Kingsway Avenue
8. McLean Avenue
9. Pitt River Road

Counts were also completed at the following locations to measure the effectiveness of recently installed infrastructure or from resident complaints:

10. Argue Street
11. Imperial Avenue
12. Larch Way
13. Morgan Avenue
14. Wellington Street
15. Cedar Drive
16. Riverwood Gate
17. Fremont Connector

The 2024 traffic count locations are shown on Figure 1.

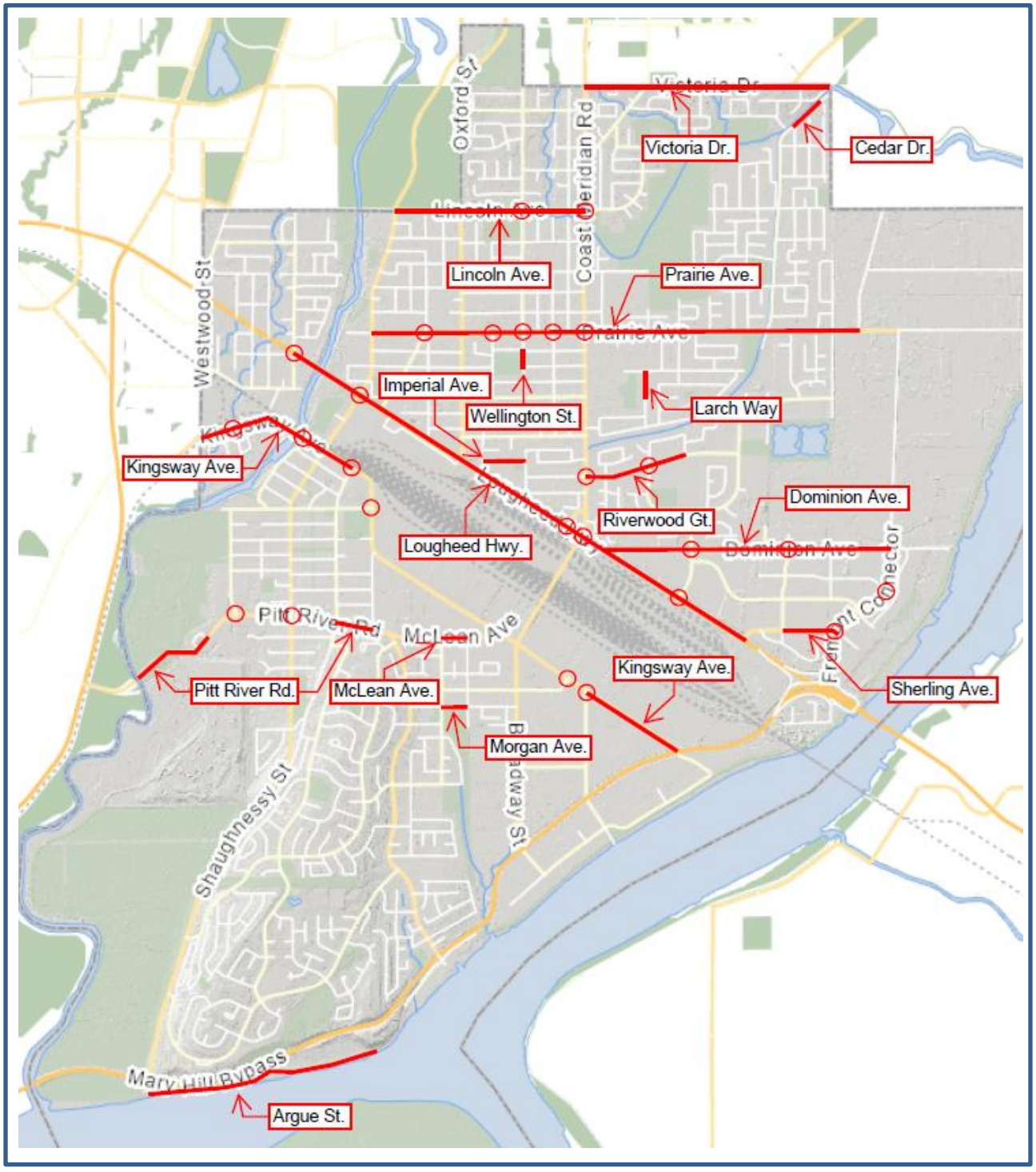


Figure 1: 2024 Traffic Count Locations

DISCUSSION

Volume and speed are measured to determine if signal adjustments or capacity enhancements are required for the efficient flow of traffic. The data also supplements intersection analysis to determine if traffic control upgrades or operational improvements are required. Counts were conducted during peak weekday hours in order to capture the highest volume of school and work traffic. Weekend counts are included for commercial areas which experience higher traffic volumes during the weekend.

Intersection capacity is evaluated by the ability to accept and discharge traffic volume, and to control traffic movements in a safe and efficient manner. Intersection control effectiveness is determined by measuring capacity, volume, speed, and level of service data. Pedestrian and stop warrants are based on a measurement of gaps in traffic flow and collision trends.

Tables with the technical data are presented in Appendix A and a summary of the results is provided below.

1) Victoria Drive

Victoria Drive is an east-west arterial road with two travel lanes and a design capacity of 20,000 vehicles per day. Victoria Drive carries traffic between Cedar Drive at the east and Coast Meridian Road at the west.

a) Volume, Growth and Speed

Annual growth and volume were measured on Victoria Drive to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Coast Meridian Road to Apel Drive

The total volume is operating at 23% of design capacity with an average of 4,613 vehicles per day. No previous measurements were available to measure growth.

The posted speed limit is 50km/hr and the 85th percentile was measured at 50km/hr. The results indicate that speeding is not an issue on this segment of Victoria Drive.

Wedgewood Street to Cedar Drive

The total volume is operating at 28% of design capacity with an average of 5,680 vehicles per day. No previous measurements were available to measure growth.

The posted speed limit is 50km/hr and the 85th percentile was measured at 60km/hr. The results indicate that speeding is not an issue on this segment of Victoria Drive.

b) Intersection Control

No intersections were counted on Victoria Drive.

c) Victoria Drive Improvements

While speeding was not found to be an issue on Victoria Drive, the segment from Wedgewood Street to Cedar Drive is very close to the threshold. Coordination with the City of Coquitlam over cost-sharing of traffic counts should be undertaken for future monitoring.

2) Lincoln Avenue

Lincoln Avenue from Shaughnessy Street to Coast Meridian Road is a two-lane arterial road with a design capacity of 20,000 vehicles per day. The section from Shaughnessy Street to Oxford Street is an inter-municipal road shared with the City of Coquitlam. Future extension of the Lincoln Avenue across the Coquitlam River Bridge was identified in the Master Transportation Plans for Coquitlam and Port Coquitlam to provide an additional east-west connection between the cities and address congestion on Lougheed Highway.

a) Volume, Growth and Speed

Annual growth and volume were measured on Lincoln Avenue to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Wellington Street to Coast Meridian Road

The total volume is operating at 22% of design capacity with an average of 4,475 vehicles per day. No previous measurements were available to measure growth.

The posted speed limit is 50km/hr and the 85th percentile was measured at 56km/hr. The results indicate that speeding is not an issue on this segment of Lincoln Avenue.

b) Intersection Control

The intersections of Shaughnessy Street, Wellington Street, and Coast Meridian Road were reviewed for control and level of service during peak hours.

Lincoln Avenue at Shaughnessy Street

Lincoln at Shaughnessy is a three-way stop intersection. There is one marked crosswalk on the south leg of the intersection. At the busiest point (AM weekday), there were 4 pedestrians using the intersection per hour, with the dominant use on the south leg crosswalk. A traffic signal warrant was completed in 2020 with a warrant value of 37/100. It did not meet the threshold for a signal at that time. An updated signal warrant was completed for the 2024 program and it scored 77/100.

The City typically uses a threshold of 80/100 for signalization. The results show a significant increase in traffic volume and turning movements at the intersection, with a decrease in overall performance since 2020. Future control upgrade to a signal should be considered at this intersection to facilitate the increased volume in traffic.

Lincoln Avenue at Wellington Street

Lincoln at Wellington is a four-way stop intersection. There are marked crosswalks on the south and west leg of the intersection. At the busiest point (AM weekday), there were 95 pedestrians using the intersection per hour, with the dominant use on the west leg crosswalk. A traffic signal warrant was completed in 2020 with a warrant value of 28/100. An updated signal warrant was completed for the 2024 program and it scored 36/100, well below the signalization threshold.

Lincoln Avenue at Coast Meridian Road

Lincoln Avenue is a full-movement signalized intersection with Coast Meridian Road. The intersection is operating at an acceptable level and does not require further improvements.

c) Lincoln Avenue Improvements

The intersection of Lincoln Ave. and Shaughnessy St. should be upgraded to a full-movement traffic signal in the future. It had been anticipated that it would be delivered as part of Lincoln Avenue Corridor project; however, the intersection is approaching the signalization threshold of 80/100. This intersection is a shared intersection with the City of Coquitlam. Staff will work with Coquitlam for planning, design, and construction of a future signal, either as part of the future Lincoln Connector or as a standalone project.

3) Prairie Avenue

Prairie Avenue is an arterial road with two travel lanes and a design capacity of 20,000 vehicles per day. It primarily services north Port Coquitlam but also provides a connection point to a number of north-south arterials in and out of Port Coquitlam. Adjacent land use is a mix of residential and commercial. Parking is permitted on both sides of the road. Reconstruction of Prairie, including construction of a new multi-use pathway, was completed in 2022 from Coast Meridian Road to Fremont Street.

a) Volume, Speed and Classification

Annual growth and volume were measured on Prairie Avenue to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Shaughnessy Street to Flint Street

The total volume is operating at 50% of design capacity with an average of 10,091 vehicles per day. There has been a 5% decrease in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 53km/hr. The results indicate that speeding is not an issue on this segment of Prairie Avenue.

Wellington Street to Coast Meridian Road

The total volume is operating at 58% of design capacity with an average of 11,685 vehicles per day. There has been a 1% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 55km/hr. The results indicate that speeding is not an issue on this segment of Prairie Avenue.

Kilmer Street to Newberry Street

The total volume is operating at 54% of design capacity with an average of 10,703 vehicles per day. There has been a 5% decrease in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 47km/hr. The results indicate that speeding is not an issue on this segment of Prairie Avenue.

Fremont Street to Devon Road

The total volume is operating at 39% of design capacity with an average of 7,726 vehicles per day. There has been a 7% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 52km/hr. The results indicate that speeding is not an issue on this segment of Prairie Avenue.

b) Intersection Control

Prairie Avenue at Flint Street

Prairie Avenue is a full-movement signalized intersection with Flint Street. The intersection is operating at an acceptable level and does not require further improvements.

Prairie Avenue at York Street

Prairie Ave. at York St. is a stop-controlled intersection, stopping York St. traffic with free-flow traffic on Prairie Ave. There are no marked crosswalks at the intersection. Controlled crossing opportunities are < 200m east and west of York St. at the Wellington St. and Oxford St. signals. At the busiest point (AM weekday), 20 pedestrians were using the intersection per hour, with the dominant use on the south leg crosswalk.

A traffic signal warrant was completed with a warrant value of 11/100. The intersection operates at an acceptable level and does not require further improvements.

Prairie Avenue at Wellington Street

Prairie Ave. at Wellington St. is a pedestrian-activated signal, stopping Prairie Ave. traffic when pedestrian demand exists along Wellington St. There are marked crosswalks on the east and west leg of the intersection. At the busiest point (AM weekday), 111 pedestrians were using the intersection per hour, with the dominant use on the east leg crosswalk.

A traffic signal warrant was completed with a warrant value of 62/100. It did not meet the threshold for a signal at this time; however, the signal is anticipated to upgrade to a full-movement signal as part of Prairie Avenue Upgrades Project – Phase 2.

Prairie Avenue at Vincent Street

Prairie Ave at Vincent St is a stop-controlled intersection, stopping Vincent St traffic and free-flow traffic on Prairie Ave. There is a marked zebra crosswalk on the east leg of the intersection supported by crossing signage and a curb bulge on the northeastern corner of the intersection to reduce pedestrian crossing distance. At the busiest point (PM weekday), 52 pedestrians were using the intersection per hour, with the dominant use on the east leg crosswalk.

The traffic signal warrant indicates a warrant value of 26/100. It did not meet the threshold for a signal at this time. Separately, a pedestrian warrant was completed and determined the currently marked zebra crosswalk on the east leg is adequate to service existing pedestrian demand. A pedestrian flashing beacon (RRFB) is planned for pedestrian safety at this intersection as part of Prairie Avenue Upgrades Project – Phase 2.

Prairie Avenue at Coast Meridian Road

Prairie Ave. is a full-movement signalized intersection with Coast Meridian Rd. Crosswalks exist on all four legs and the intersection is supported by dedicated left turn lanes on all legs. Based on current traffic demand, all left turns are operating below saturation threshold of 90%; however, northbound and southbound through movements are approaching 80% saturation. This this implies there will be northbound and southbound vehicles may be waiting more than one cycle to clear the intersection during peak times.

c) Prairie Avenue Improvements

Improvements along Prairie Avenue from Shaughnessy Street to Coast Meridian Road are anticipated in 2027 through Phase 2 of the Prairie Avenue Road Improvement project. Traffic counts will be conducted post-construction to measure performance of the improvements. A near-term study should be undertaken to examine whether existing coordination cycle of the traffic signals on Coast Meridian Rd. can be increased while adequately servicing side streets such as Prairie.

4) Dominion Avenue

From Ottawa Street to the Fremont Connector, Dominion Avenue is classified as an arterial road with a designed capacity of 20,000 vehicles per day, and serves the northern boundary of the Dominion Triangle commercial area. The sections of Dominion Avenue from Lougheed Highway to

Ottawa Street, and east of the Fremont Connector are classified as collector roads, and has a design capacity of 12,000 vehicles per day.

a) Volume, Growth and Speed

Annual volume, growth and speed were measured on the arterial section of Dominion Avenue in three segments: Lougheed Highway to Ottawa Street, Ottawa Street to Hawkins Street, and Avon Place to Fremont Connector.

Lougheed Highway to Ottawa Street

The total volume is operating at 47% of design capacity with an average of 5,561 vehicles per day. There has been a 22% increase in volume since the last count in 2014.

The posted speed limit is 50km/hr and the 85th percentile was measured at 55km/hr. The results indicate that speeding is not an issue on this segment of Dominion Avenue.

Ottawa Street to Hawkins Street

The total volume is operating at 26% of design capacity with an average of 5,196 vehicles per day. There has been a 23% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 62km/hr. The results indicate that marginal speeding is occurring on this segment of Dominion Avenue.

Hawkins Street to Fremont Connector

The total volume is operating at 13% of design capacity with an average of 2,562 vehicles per day. There has been a 10% decrease in volume since the last count in 2019. This decrease may be attributed to better connectivity of the roads in the Fremont Triangle with the continued development of these properties.

The posted speed limit is 50km/hr and the 85th percentile was measured at 65km/hr. The results indicate that marginal speeding is occurring on this segment of Dominion Avenue.

b) Intersection Control

The intersections of Ottawa Street and Hawkins Street were reviewed for control and level of service during peak hours.

Dominion Avenue at Ottawa Street

Dominion Ave at Ottawa St is a full-movement signalized intersection. Based on current traffic demand, all-through and left turn movements exceeded design capacity (Above 90% V/C), with Southbound left being the critical movement. This is due to the short distance between signalized access on Ottawa, impacting north and south movements, and the pedestrian movements along Dominion impacting permissive left turns from east and west.

A near-term study will be undertaken to examine whether providing a dedicated left turn phase on the east and west leg can alleviate EBLT and WBLT movements, as well increasing existing cycle length can mitigate saturated northbound and southbound through movements.

Dominion Avenue at Hawkins Street

Dominion at Hawkins is a four-way stop-controlled intersection with marked crosswalks at the south and west leg of the intersection. At the busiest point (PM weekday), there were 43 pedestrians using the intersection per hour, with the dominant use on the west leg crosswalk. A traffic signal warrant was completed with a warrant value of 26/100.

c) Dominion Avenue Improvements

Enforcement measures such as Operation Scarecrow or Tri-City Speed Watch are recommended to address marginal speeding in the segments from Ottawa Street to Fremont Connector. Long-term improvements to Dominion Avenue are identified as a corridor project in the Master Transportation Plan.

5) Sherling Avenue

Sherling Avenue is an arterial road with four lanes and a design capacity of 30,000 vehicles per day. This arterial serves the Dominion Triangle shopping area and provides a connection point to Hawkins Street.

a) Volume, Growth and Speed

Annual growth and volume were measured on Sherling Avenue to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Hawkins Street to Fremont Connector

The total volume is operating at 33% of design capacity with an average of 9,837 vehicles per day. There has been a 6% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 58km/hr. The results indicate that speeding is not an issue on this segment of Sherling Avenue.

b) Intersection Control

The intersection with Fremont Connector was reviewed for control and level of service during peak hours, including on weekends.

Sherling Avenue at Fremont Connector

Sherling Avenue is a full-movement signalized intersection with Fremont Connector with dedicated left-turn lanes and sidewalks on all four legs. The intersection is operating at an acceptable level during weekday and weekend peak hours. No improvement is recommended at this time.

c) Sherling Avenue Improvements

No improvements are recommended based on these traffic counts. Long-term improvements include a pedestrian signal on Sherling Avenue near the Walmart entrance connecting to Village Drive as identified in the Master Transportation Plan.

6) Lougheed Highway

Lougheed Highway is a key regional road serving both Port Coquitlam and surrounding communities. The segments from Hastings Street to Sherling Street is categorized as a divided urban arterial with a design capacity of 30,000 vehicles per day and a design speed of 60-100 km/hr.

a) Volume, Growth, and Speed

Annual growth and volume were measured on Lougheed Highway to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required. Traffic count data was collected over a full week to include weekend traffic.

Hastings Street to Coquitlam River Bridge

The total volume is operating at 173% of design capacity with an average of 52,019 vehicles per weekday, and at 142% of design capacity with an average of 42,716 vehicles per weekend day. There has been a 19% increase in weekday volume since the last count in 2017.

The posted speed limit is 60km/hr and the 85th percentile was measured at 61km/hr over the full week. The results indicate speeding is not an issue on this segment of Lougheed Highway.

Oxford Street to Coast Meridian Connector

The total volume is operating at 112% of design capacity with an average of 33,729 vehicles per weekday, and at 99% of design capacity with an average of 29,780 vehicles per weekend day. There has been a 6% decrease in weekday volume since the last count in 2017.

The posted speed limit is 60km/hr and the 85th percentile was measured at 67km/hr over the full week. The results indicate speeding is not an issue on this segment of Lougheed Highway.

Ottawa Street to Sherling Avenue

The total volume is operating at 125% of design capacity with an average of 37,373 vehicles per weekday, and at 108% of design capacity with an average of 32,343 vehicles per weekend day. There has been a 14% increase in weekday volume since the last count in 2017.

The posted speed limit is 60km/hr and the 85th percentile was measured at 72km/hr over the full week. The results indicate marginal speeding is an issue on this segment of Lougheed Highway; however, speed has decreased in this segment compared to the last count in 2017.

b) Intersection Control

The intersections on Lougheed Highway at Hastings Street, Shaughnessy Street, Coast Meridian Connector, Tim Horton's exit, and Ottawa Street were reviewed for control and level of service during peak hours, including weekends for the intersection with Ottawa Street.

Lougheed Highway at Hastings Street

Lougheed Highway is a full-movement signalized intersection with Hastings St. with dedicated left-turn lanes east and west and marked crosswalks on all four legs. Based on weekday PM peak traffic, eastbound, westbound, and southbound through are operating above capacity (>90% saturation). This is can be attributed to general traffic growth in the areas adjacent to Lougheed Highway, and the current number of travel lanes is inadequate to service the current traffic level.

Lougheed Highway at Shaughnessy Street

Lougheed Highway is a full-movement signalized intersection with Shaughnessy St. with dedicated left-turn lanes and marked crosswalks on all four legs. Based on weekday PM peak traffic, eastbound through and left turns, and westbound through are operating above signal cycle capacity (>90% saturation). This is can be attributed to general traffic growth in the areas adjacent to Lougheed Highway, and the current number of travel lanes is inadequate to service the current traffic level.

Lougheed Highway at Coast Meridian Connector

Lougheed Highway is a full-movement signalized intersection with Coast Meridian Connector. Crosswalks exist on the north and west legs of the intersection, and left turns are supported by dedicated left turn lanes with phases on the east, west, and south legs. The intersection is operating at an acceptable level and does not require further improvements.

Lougheed Highway at Tim Horton's Exit

Lougheed Highway at Tim Horton's exit is a signalized intersection 75m east of Lougheed at Coast Connector signalized intersection. This signal is intended to provide exit movements from the Tim Horton's complex onto the east/westbound Lougheed Highway.

The eastbound through and westbound through movements are saturated (above 90%) due to the short distance between back-to-back signals at Coast Connector and the Tim's exit. It is not possible to increase cycle time for this access due to the close distance to the Coast Connector.

Lougheed Highway at Ottawa Street

Lougheed is a full-movement signalized intersection with Ottawa St. The intersection is operating at an acceptable level during weekday and weekend peak hours. No improvement is recommended at this time.

c) Lougheed Highway Improvements

A functional design for widening of Lougheed Highway between Westwood Street and Shaughnessy Street was completed in 2019. The proposed design adds additional travel lanes and active transportation to the corridor along with replacement of the aging Coquitlam River Bridge structures. Staff continue to work with senior levels of government and other stakeholders to secure the necessary funding to undertake the project to address capacity issues on the critical regional road.

Future widening of Lougheed Highway from Shaughnessy Street to west of Sherling Avenue has also been identified as a future improvement to add road capacity and active transportation in the Master Transportation Plan. TransLink also identified Lougheed Highway as one of nine candidate corridors for bus rapid transit (BRT) in their Transport 2050 document. Staff will continue to advocate to TransLink for the construction of rapid transit to help alleviate congestion on the corridor.

7) Kingsway Avenue

Kingsway Avenue is an east-west arterial road and part of TransLink's Major Road Network (MRN). Kingsway has a design capacity of 20,000 vehicles per day with segments of four lanes between Westwood St. and Gately St. and two lanes from Gately St. to Mary Hill Bypass. Widening, reallocation of road space, and intersection improvements are planned in the coming years through the next two phases Kingsway Avenue Improvements that are aimed at improving the movement of vehicles and goods through the corridor.

a) Volume, Growth, and Speed

Annual growth and volume were measured on Kingsway Avenue to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Bedford Street to Burleigh Avenue

The total volume is operating at 87% of design capacity with an average of 17,313 vehicles per day. No previous measurements were available to measure growth.

The posted speed limit is 50km/hr and the 85th percentile was measured at 55km/hr. The results indicate that speeding is not an issue on this segment of Kingsway Avenue.

Gately Avenue to Dixon Street

The total volume is operating at 88% of design capacity with an average of 17,664 vehicles per day. There has been a 10% decrease in volume since the last count in 2013.

The posted speed limit is 50km/hr and the 85th percentile was measured at 54km/hr. The results indicate that speeding is not an issue on this segment of Kingsway Avenue.

Maple Street to Mary Hill Road

The total volume is operating at 65% of design capacity with an average of 12,934 vehicles per day. No previous measurements were available to measure growth.

The posted speed limit is 50km/hr and the 85th percentile was measured at 54km/hr. The results indicate that speeding is not an issue on this segment of Kingsway Avenue.

Coast Meridian Road to Mary Hill Bypass

The total volume is operating at 69% of design capacity with an average of 13,891 vehicles per day. No previous measurements were available to measure growth.

The posted speed limit is 60km/hr and the 85th percentile was measured at 64km/hr. The results indicate that speeding is not an issue on this segment of Kingsway Avenue.

b) Intersection Control

The intersections on Kingsway Avenue at Dixon Avenue, Maple Street, Mary Hill Road, Wilson Avenue, Langan Avenue, and Coast Meridian Road were reviewed for control and level of service during peak hours.

Kingsway Avenue at Dixon Street

Kingsway Avenue is a full-movement signalized intersection with Dixon St. The intersection is operating at an acceptable level and does not require further improvements.

Kingsway Avenue at Maple Street

Kingsway Avenue is a full-movement signalized intersection with Maple St. Based on weekday PM peak traffic, eastbound through is operating at 98% saturation with the remaining movements operating below 60% saturation. Staff will review this location for additional cycle length to mitigate saturated eastbound movement.

Kingsway Avenue at Mary Hill Road

Kingsway Avenue is a full-movement signalized intersection with Mary Hill Rd. The intersection is operating at an acceptable level and does not require further improvements.

Kingsway Avenue at Wilson Avenue

Kingsway Avenue is a full-movement signalized intersection with Wilson Ave. The intersection is operating at an acceptable level and does not require further improvements.

Kingsway Avenue at Langan Avenue

Kingsway at Langan is a stop-controlled intersection, stopping Langan traffic. Crosswalks are not provided at this intersection. At the busiest point (PM weekday), 20 pedestrians were using the intersection per hour, with the dominant use on the east leg. A traffic signal warrant was completed with a warrant value of 43/100. The intersection is operating at an acceptable level and does not require further improvements.

Kingsway Avenue at Coast Meridian Road

Kingsway at Coast Meridian is a stop-controlled intersection, stopping Coast Meridian traffic. Crosswalks exist on the south leg, and a left turn is provided by a marked left turn lane on the east leg. At the busiest point (PM weekday), 8 pedestrians were using the intersection per hour, with the dominant use on the east leg. A traffic signal warrant was completed with a warrant value of 65/100. It did not meet the threshold for a signal at this time; however, Staff will further explore if a signal is warranted as part of the next phase of Kingsway Avenue improvements.

c) Kingsway Avenue Improvements

Improvements along Kingsway Avenue from Kelly Avenue to Mary Hill Bypass are anticipated in 2025 and 2026 through the next phases of Kingsway Avenue Road Improvement projects that include road widening and intersection improvements. Traffic counts will be conducted post construction to measure performance of the improvements.

The segment of Kingsway from Westwood Street to Gately Avenue has segments of on-street parking permitted during non-peak hours on weekdays. Volume counts show that Kingsway is reaching capacity for daily traffic and that on-street parking may no longer be appropriate here. Staff recommend removing the remaining segments of on-street parking.

8) McLean Avenue

McLean Avenue is an arterial road with two lanes and a design capacity of 20,000 vehicles per day. McLean Avenue connects Pitt River Road on the west end with Kingsway Avenue on the east end. Adjacent land use is primarily light industrial with a portion of the residential area on the west end accessed via Brown Street and Taylor Street. There is parking on the south side of the road and adjacent land access is permitted.

a) Volume, Growth, and Speed

Annual growth and volume were measured on McLean Avenue to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Brown Street to Taylor Street

The total volume is operating at 60% of design capacity with an average of 12,040 vehicles per day. There has been a 26% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 58km/hr. The results indicate that speeding is not an issue on this segment of McLean Avenue.

b) Intersection Control

No intersections were counted on McLean Avenue.

c) McLean Avenue Improvements

Improvements along McLean Avenue are anticipated in 2026 through the Kingsway Avenue Road Improvement project. Traffic counts will be conducted post-construction to measure the performance of the improvements.

9) Pitt River Road

Pitt River Road is an east-west arterial road with two lanes and a design capacity of 20,000-30,000 vehicles per day. Pitt River Road carries traffic between Lougheed Highway to the city's west border with Coquitlam and McLean Avenue.

a) Volume, Growth, and Speed

Annual growth and volume were measured on Pitt River Road to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required.

Red Bridge to Parkview Lane

The total volume is operating at 72% of design capacity with an average of 21,555 vehicles per day. There has been a 26% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 71km/hr. The results indicate that speeding is an issue on this segment of Pitt River Road.

Mary Hill Road to Tyner Street

The total volume is operating at 80% of design capacity with an average of 16,100 vehicles per day. There has been a 46% increase in volume since the last count in 2019.

The posted speed limit is 50km/hr and the 85th percentile was measured at 52km/hr. The results indicate that speeding is not an issue on this segment of Pitt River Road.

b) Intersection Control

The intersections on Pitt River Road at Reeve Street and at Shaughnessy Street were reviewed for control and level of service during peak hours.

Pitt River Road at Reeve Street

Pitt River is a full-movement signalized T-intersection with Reeve St. Based on weekday PM peak traffic, all traffic movements are operating below 77% saturation. The intersection operates at an acceptable level and does not require further improvements.

River Road at Shaughnessy Street

Pitt River is a full-movement signalized intersection with Shaughnessy St. with dedicated left-turn lanes and crosswalks on all four legs, and a dedicated left turn phase for all legs. Based on weekday PM peak traffic, all traffic movements are operating below 82% saturation. The intersection is operating at an acceptable level and does not require further improvements.

c) Pitt River Road Improvements

The 2019 Traffic Count Results report included a recommendation to install digital speed signs due to speeding. Digital speed boards were installed both eastbound and westbound at Parkview Lane as part of the 2024 Traffic Calming program. The 2024 results indicate that speeding has gotten worse since then. RCMP enforcement is recommended to address the speeding issue. Construction of a new traffic signal at entrance to Kwikwetlem First Nation lands will have a secondary benefit of helping to control speed on the corridor.

Additional counts were completed at the following locations to measure the performance of recent traffic calming projects.

10) Argue Street

Speed was measured on Argue Street to determine the effectiveness of raised crosswalks installed in 2022, as well as speed on the segments with no traffic calming.

Mary Hill Bypass to 2387 Argue Street

The posted speed limit is 50km/hr and the 85th percentile was measured at 68km/hr. The results indicate that significant speeding is an issue in this segment of Argue Street. Typically speeds this high would warrant enforcement by RCMP; however, given the relatively low traffic volumes and that a majority of the traffic is local traffic, Operation Scarecrow or Tri-City Speed Watch are recommended as an educational approach.

A Slow Street for Argue St. was identified in the 2024 update to the Master Transportation Plan. Slow Streets are being designed as pedestrian, cyclist, and scooter friendly corridors with 30 km/hr speed limits, speed humps, sidewalks, crossing improvements, and on-street active transportation

supported by pavement markings and signage. For Argue Street between the Mary Hill Bypass and the residential area, speed cushions or chicanes may be more appropriate for traffic calming as it would reduce the impact to emergency services.

2387 Argue Street to Greenway Crossing

The posted speed limit is 50km/hr and the 85th percentile was measured at 34km/hr. The results indicate that speeding is not an issue in this segment of Argue Street.

Greenway Crossing to 2281 Argue Street

The posted speed limit is 50km/hr and the 85th percentile was measured at 32km/hr. The results indicate that speeding is not an issue in this segment of Argue Street.

11) Imperial Avenue

Speed was measured on Imperial Avenue to determine the effectiveness of a raised crosswalk in the playground zone in 2022.

Commonwealth Street to St. Michael Street

The posted speed limit of the playground zone is 30km/hr and the 85th percentile was measured at 37km/hr. The results indicate that speeding is not an issue.

12) Larch Way

Speed was measured on Larch Way to determine the effectiveness of a speed hump in the playground zone in 2022.

Fraser Avenue to Grant Avenue

The posted speed limit of the school zone is 30km/hr and the 85th percentile was measured at 37km/hr. The results indicate that speeding is not an issue.

13) Morgan Avenue

Speed was measured on Morgan Avenue to determine the effectiveness of a raised crosswalk at Brown Street in the playground zone in 2023.

Taylor Street to Brown Street

The posted speed limit of the playground zone is 30km/hr and the 85th percentile was measured at 38km/hr. The results indicate that speeding is not an issue.

14) Wellington Street

Speed was measured on Wellington Street to determine the effectiveness a raised crosswalk at Grant Avenue installed in 2022.

Fraser Avenue to Grant Avenue

The posted speed limit of the school zone is 30km/hr and the 85th percentile was measured at 37km/hr. The results indicate that speeding is not an issue.

15) Cedar Drive

Speed was measured based on resident feedback about speeding on the north segment of Cedar Drive.

Inverness Street to Joseph Place

The posted speed limit is 50km/hr and the 85th percentile was measured at 58km/hr. The results indicate that speeding is not an issue on this segment of Cedar Drive.

16) Riverwood Gate

Speed was measured on Riverwood Gate before and after the construction of a new traffic signal at Amazon Drive to measure the impacts of the signal on traffic on the corridor. There were concerns shared by the public that converting the stop-controlled intersection to a full traffic signal would increase speed on the road as drivers catching a green light would not need to slow and stop. Additionally, turn movement counts were completed to measure the performance of the new signal.

Coast Meridian Road to Amazon Drive

The posted speed limit is 50km/hr and the 85th percentile was measured at 53km/hr prior to construction and 47km/hr after construction. The results indicate that speeding is not an issue on this segment of Riverwood Gate and that the installation of the traffic signal has reduced speed on the corridor.

Amazon Drive to Amazon Street

The posted speed limit is 50km/hr and the 85th percentile was measured at 52km/hr prior to construction and 48km/hr after construction. The results indicate that speeding is not an issue on this segment of Riverwood Gate and that the installation of the traffic signal has reduced speed on the corridor.

Riverwood Gate at Amazon Drive / Riverside Drive

Riverwood Gate is a new full-movement signalized intersection with Amazon Drive / Riverside Drive with crosswalks on the north, east, and south legs. Based on weekday Peak traffic, all traffic

movements are operating below 74% saturation. The intersection is operating at an acceptable level and does not require adjustments to the signal timing.

17) Fremont Connector

The intersection of Fremont Connector at Seaborne Avenue was reviewed for control and level of service during peak hours. Staff receive regular requests for converting the partial traffic signal to a full signal.

Fremont Connector at Seaborne is a pedestrian-activated signal, stopping Fremont Connector traffic when pedestrian demand exists along Seaborne Ave. There are marked crosswalks on all legs, and left turn bays are marked on Fremont Connector. At the busiest point (PM weekday), 24 pedestrians were using the intersection per hour, with the dominant use on the north leg crosswalk. A traffic signal warrant was completed for both weekdays and weekends. A warrant value of 23/100 was determined for the weekday peak, and 21/100 for the weekend peak. It did not meet the threshold for a full signal at this time.

NEXT STEPS

Improvements identified by the 2024 annual traffic count, and outlined in this report, are listed below:

- **Victoria Drive –** Continue to monitor speed from Wedgewood St. to Cedar Dr. Coordinate future traffic counts and potential cost-sharing with City of Coquitlam.
- **Lincoln Avenue –** Upgrade intersection of Lincoln and Shaughnessy to a full-movement traffic signal as part of Lincoln Connector as standalone project. Coordination needed with City of Coquitlam.
- **Prairie Avenue –** Undertake a coordination study with the signal at Prairie and Coast Meridian with the other signals on the Coast Meridian corridor to determine if operational efficiencies can be found. Proceed with Phase 2 of the Prairie Avenue Road Improvement project.
- **Dominion Avenue –** Review signal timing at Dominion and Ottawa intersection to see if improvements can be achieved. Operation Scarecrow or Tri-City Speed Watch to address marginal speeding between Ottawa and Fremont Connector. Review signal timing for potential performance improvements. Dominion Avenue Corridor project identified in the MTP.
- **Sherling Avenue –** Construction of pedestrian signal at Walmart entrance as identified in the MTP.
- **Lougheed Highway –** Proceed with detailed design and construction of Lougheed Highway widening and bridge replacement. Widen Highway from Shaughnessy to Sherling as identified in the MTP. Advocate for rapid transit on corridor to reduce vehicle congestion.

- **Kingsway Avenue –** Remove street parking from Westwood to Gately. Proceed with Phases 2 and 3 of Kingsway Avenue Road Improvement project to address operational issues.

- **McLean Avenue –** Proceed with Phases 2 and 3 of Kingsway Avenue Road Improvement project to address operational issues.

- **Pitt River Road –** RCMP enforcement to address speeding between Parkview Lane and Red Bridge. Construction of a new traffic signal at Kwikwetlem First Nation entrance through development.

- **Argue Street –** Operation Scarecrow or Tri-City Speed Watch to address speeding on low volume road between Mary Hill Bypass and residential area. Future construction of Slow Street including traffic calming as identified in the MTP.

Public Works staff will coordinate the signal timing review, signage, and left turn bay extensions. Areas requiring speed enforcement will be communicated to the Community Police and RCMP. Infrastructure improvements will be brought forward for consideration with future capital plans.

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	None
	2	Provide direction to staff

ATTACHMENTS

Attachment 1: Appendix A – Technical Information

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Appendix A – Technical Information

Volume and speed are measured to determine if signal adjustments or capacity enhancements are required for the efficient flow of traffic. The data also supplements intersection analysis to determine if traffic control upgrades or operational improvements are required. Counts were conducted during peak weekday hours in order to capture the highest volume of school and work traffic. Weekend counts are included for commercial areas which experience higher traffic volumes during the weekend.

Annual growth and volume are measured to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required. Volumes over the design limit of the road indicate that improvements are required to provide additional capacity and are seen as slow traveling speeds and congestion. Speed is measured over a 5-day, 24-hour period and presented as values in the tables as the 85th percentile speeds. The design speed selected for arterial roads depends on the spacing of signalized intersections, the median cross section, the presence of curb and gutter, the amount and type of access to the street, and how pedestrians and cyclists are accommodated.

Intersection capacity is evaluated by the ability to accept and discharge traffic volume, and to control traffic movements in a safe and efficient manner. Intersection control effectiveness is determined by measuring capacity, volume, speed, and level of service data. Signalized intersections were reviewed for their level of service during peak hours and the critical movement values are presented in the tables. Level of service is indicated by degree of saturation (V/C), which is a measure of traffic volume and signal timing allotted for vehicle movements. A V/C value greater than 0.9 indicates that traffic demand is nearing capacity and operational signal adjustments should be considered.

Pedestrian and stop warrants are based on a measurement of gaps in traffic flow and collision trends. Transportation Association of Canada signal warrant guidelines are used to determine if a higher level of traffic control is warranted. A value of 100 points indicates that signalization is required; the City has typically considered signalization for values over 80.

2024 Traffic Count Results

Table 1 - Volume: Victoria Drive – Coast Meridian Road to Apel Drive

	Vehicles/Day			20000
Coast Meridian Road to Apel Drive	EB	WB	2 Way	Change
2024	1973	2641	4614	4614
			Capacity	23.07%
			Annual Growth	-
			Total Growth	-

Table 2: Speed: Victoria Drive – Coast Meridian Road to Apel Drive

	Speed (km/hr) - 85% Percentile		
Coast Meridian Road to Apel Drive	EB	WB	2 Way
No Prev Year			
2024	48.1	50.5	49.3

Table 3: Volume: Victoria Drive - Wedgewood Street to Cedar Drive

	Vehicles/Day			20000
Wedgewood Street to Cedar Drive	EB	WB	2 Way	Change
2024	2850	2830	5680	5680
			Capacity	28.40%
			Annual Growth	-
			Total Growth	-

Table 4 - Speed: Victoria Drive - Wedgewood Street to Cedar Drive

	Speed (km/hr) - 85% Percentile		
Wedgewood Street to Cedar Drive	EB	WB	2 Way
No Prev Year			
2024	60.4	59.8	60.1

Table 5 - Volume: Lincoln Avenue – Wellington Street to Coast Meridian Road

	Vehicles/Day			20000
Wellington Street to Coast Meridian Road	EB	WB	2 Way	Change
2024	2311	2164	4475	4475
			Capacity	22.38%
			Annual Growth	-
			Total Growth	-

Table 6 – Speed: Lincoln Avenue – Wellington Street to Coast Meridian Road

	Speed (km/hr) - 85% Percentile		
Wellington Street to Coast Meridian Road	EB	WB	2 Way
No Prev Year			
2024	55.9	56.1	56.0

Table 6.1 – Intersection Performance – Oxford at Lincoln

Oxford & Lincoln	
2013 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 31 + Ped 1 = 32/100
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 95 + Ped 4 = 99/100

Table 6.2 – Intersection Performance – Wellington at Lincoln

Wellington & Lincoln	
2020 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 28 + Ped 0 = 28/100
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 35 + Ped 1 = 36/100

Table 6.3 – Intersection Performance – Coast Meridian at Lincoln

Intersection	**Performance**
Coast Meridian & Lincoln	Peak Hour - PM - Total Volume 2113
Signal Performance	PM: EB 0.74, WB 0.33, NB 0.66, SB 0.62
Pedestrians	PM: N=3, S=9, W=4, E=6

Table 7 – Volume: Prairie Avenue – Shaughnessy Street to Flint Street

	Vehicles/Day			20000
Shaughnessy Street to Flint Street	EB	WB	2 Way	Change
2019	4973	5499	10472	
2024	4843	5249	10092	-380.00
			Capacity	50.46%
			Annual Growth	-0.73%
			5 Year Total Growth	-3.63%

Table 8 – Speed: Prairie Avenue – Shaughnessy Street to Flint Street

	Speed (km/hr) - 85% Percentile		
Shaughnessy Street to Flint Street	EB	WB	2 Way
2019	57.2	58.1	57.7
2024	50.8	54.6	52.7

Table 9 – Volume: Prairie Avenue – Wellington Street to Coast Meridian Road

	Vehicles/Day			20000
Wellington Street to Coast Meridian Road	EB	WB	2 Way	Change
2019	6190	5318	11508	
2024	5499	6186	11685	177
			Capacity	58.43%
			Annual Growth	0.31%
			5 Year Total Growth	1.54%

Table 10 – Speed: Prairie Avenue – Wellington Street to Coast Meridian Road

	Speed (km/hr) - 85% Percentile		
Wellington Street to Coast Meridian Road	EB	WB	2 Way
2019	54.7	54.7	54.7
2024	56.7	52.7	54.7

Table 11 - Volume: Prairie – Kilmer Street to Newberry Street

	Vehicles/Day			20000
Kilmer Street to Newberry Street	EB	WB	2 Way	Change
2019	5494	5749	11243	
2024	5120	5583	10703	-540
			Capacity	53.52%
			Annual Growth	-0.96%
			5 Year Total Growth	-4.80%

Table 12 – Speed: Prairie – Kilmer Street to Newberry Street

	Speed (km/hr) - 85% Percentile		
Kilmer Street to Newberry Street	EB	WB	2 Way
2019	55.7	56.1	55.9
2024	47.2	46.1	46.7

Table 13 – Volume: Prairie Avenue – Fremont Street to Devon Road

	Vehicles/Day			20000
Fremont Street to Devon Road	EB	WB	2 Way	Change
2019	3510	3624	7134	
2024	3683	4044	7727	593
			Capacity	38.64%
			Annual Growth	1.66%
			5 Year Total Growth	8.31%

Table 14.1 – Intersection Performance – Prairie Avenue at Flint

Intersection	Performance
Flint & Prairie	Peak Hour - PM - Total Volume 1003
Signal Performance	PM: EBL 0.06, EBTR 0.38, WBL 0.05, WBTR 0.49, NBTLR 0.14, SBTLR 0.10
Pedestrians	PM: N=5, S=1 W=5, E=11

Table 14.2 – Intersection Performance – Prairie Avenue at York

Prairie & York	
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 10 + Ped 1 = 11/100

Table 14.3 – Intersection Performance – Prairie Avenue at Wellington

Prairie & Wellington	
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 42 + Ped 20 = 62/100

Table 14.4 – Intersection Performance – Prairie Avenue at Vincent Avenue

Prairie & Vincent	
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 16 + Ped 10= 26/100

Table 14.5 – Intersection Performance – Prairie Avenue at Coast Meridian Road

Intersection	**Performance**
Coast & Prairie	Peak Hour - PM - Total Volume 9469
Signal Performance	PM: EBL 0.36, EBT 0.73, EBR 0.23, WBL 0.64, WBT 0.69, WBR 0.27, NBL 0.58, NBTR 0.80, SBL 0.66, SBTR 0.78
Pedestrians	PM: N=102, S=106 W=91, E=152

Table 15 – Volume: - Dominion Avenue – Lougheed Highway to Ottawa Street

	Vehicles/Day			12000
Lougheed Highway to Ottawa Street	EB	WB	2 Way	Change
2019	1954	2611	4565	
2024	2334	3227	5561	996
			Capacity	46.34%
			Annual Growth	4.36%
			5 Year Total Growth	21.82%

Table 16 - Speed: Dominion Avenue – Lougheed Highway to Ottawa Street

	Speed (km/hr) - 85% Percentile		
Lougheed Highway to Ottawa Street	EB	WB	2 Way
2019	53.9	56	55.0
2024	55	57.9	56.5

Table 17 – Volume: Dominion Avenue – Ottawa Street to Hawkins Street

	Vehicles/Day			20000
Ottawa Street to Hawkins Street	EB	WB	2 Way	Change
2019	2174	2087	4261	
2024	2659	2537	5196	935
			Capacity	25.98%
			Annual Growth	4.39%
			5 Year Total Growth	21.94%

Table 18 - Speed: Dominion Avenue – Ottawa Street to Hawkins Street

	Speed (km/hr) - 85% Percentile		
Ottawa Street to Hawkins Street	EB	WB	2 Way
2019	63.3	60.7	62.0
2024	62.2	61.8	62.0

Table 19 – Volume: Dominion Avenue – Hawkins Street to Fremont Connector

	Vehicles/Day			20000
Hawkins Street to Fremont Connector	EB	WB	2 Way	Change
2019	1595	1248	2843	
2024	1473	1089	2562	-281
			Capacity	12.81%
			Annual Growth	-1.98%
			5 Year Total Growth	-9.88%

Table 20 - Speed: Dominion Avenue – Hawkins Street to Fremont Connector

	Speed (km/hr) - 85% Percentile		
Hawkins Street to Fremont Connector	EB	WB	2 Way
2019	62.6	65.1	63.9
2024	64.9	64.7	64.8

Table 21.1 – Intersection Performance – Dominion Avenue at Hawkins Street

Dominion / Hawkins	
2018 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 15 + Ped 2 = 17/100
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 20 + Ped 6 = 26/100

Table 21.2 – Intersection Performance – Dominion Avenue at Ottawa

Intersection	Performance
Dominion at Ottawa	Peak Hour - PM - Total Volume 1533
Signal Performance	PM: EBL 0.48, EBTR 0.57, WBL 0.16, WBTR 0.69, NBL 0.21, NBT 0.36, NBR 0.05, SBL 0.23, SBTR 0.42
Pedestrians	PM: N=12, S=14, W=20, E=6

Table 21.3 – Intersection Performance – Dominion Avenue at Lougheed

Intersection	Performance
Dominion at Lougheed	Peak Hour - PM - Total Volume 3887
Signal Performance	PM: EBL 0.66, EBT 0.63, WBTR 0.69
Pedestrians	PM: N=5, S=0, W=0, E=0

Table 22: Volume: Sherling Avenue – Hawkins Street to Fremont Connector

	Vehicles/Day			30000
Hawkins Street to Fremont Connector	EB	WB	2 Way	Change
2019	4299	4971	9270	
2024	4643	5194	9837	567
			Capacity	32.79%
			Annual Growth	1.22%
			5 Year Total Growth	6.12%

Table 22 – Speed: Sherling Avenue – Hawkins Street to Fremont Connector

	Speed (km/hr) - 85% Percentile		
Hawkins Street to Fremont Connector	EB	WB	2 Way
2019	60.4	55.7	58.1
2024	60.4	56.1	58.3

Table 23.1 – Intersection Performance – Sherling at Fremont Connector (Weekday)

Intersection	Performance
Sherling & Fremont Conn	Peak Hour - PM - Total Volume 1537
Signal Performance	PM: EBL 0.71, EBT 0.15, EBR 0.20, WBL 0.14, WBTR 0.23, NBL 0.43, NBTR 0.20, SBL 0.11, SBTR 0.35
Pedestrians	PM: N=18, S=4, W=5, E=5

Table 23.2 – Intersection Performance – Sherling at Fremont Connector (Weekend)

Intersection	Performance
Sherling & Fremont Conn	Peak Hour - Sat - Total Volume 1284
Signal Performance	PM: EBL 0.67, EBT 0.13, EBR 0.25, WBL 0.08, WBTR 0.20, NBL 0.36, NBTR 0.11, SBL 0.06, SBTR 0.34
Pedestrians	PM: N=7, S=8, W=2, E=1

Table 24 – Weekday Volume: Lougheed Highway – Hastings Street to Coquitlam River Bridge

	Vehicles/Day			30000
Hastings Street to Coquitlam River Bridge	EB	WB	2 Way	Change
2017	22178	21163	43341	
2024	26882	25137	52019	8678
			Capacity	173.40%
			Annual Growth	2.86%
			7 Year Total Growth	20.02%

Table 25 – Weekday Speed: Lougheed Highway – Hastings Street to Coquitlam River Bridge

	Speed (km/hr) - 85% Percentile		
	EB	WB	2 Way
2017	65.9	60.7	63.3
2024	57.7	62.9	60.3

Table 26 - Weekend Volume: Lougheed Highway – Hastings Street to Coquitlam River Bridge

	Vehicles/Day			30000
Hastings Street to Coquitlam River Bridge	EB	WB	2 Way	Change
2017	20063	18546	38609	
2024	21188	21528	42716	4107
			Capacity	142.39%
			Annual Growth	1.52%
			7 Year Total Growth	10.64%

Table 27 – Weekend Speed: Lougheed Highway – Hastings Street to Coquitlam River Bridge

	Speed (km/hr) - 85% Percentile		
	EB	WB	2 Way
2017	69.6	63.5	66.6
2024	59	62.2	60.6

Table 28 – Weekday Volume: Lougheed Highway – Oxford Street to Coast Meridian Connector

Weekday	Vehicles/Day			30000
Oxford Street to Coast Meridian Connector	EB	WB	2 Way	Change
2017	18241	17707	35948	
2024	17294	16435	33729	-2219
			Capacity	112.43%
			Annual Growth	-0.88%
			7 Year Total Growth	-6.17%

Table 29: Weekday Speed: Lougheed Highway – Oxford Street to Coast Meridian Connector

	Speed (km/hr) - 85% Percentile		
Oxford Street to Coast Meridian Connector	EB	WB	2 Way
2017	77.3	73.7	75.5
2024	68.7	64	66.4

Table 30 – Weekend Volume: Lougheed Highway – Oxford Street to Coast Meridian Connector

Weekend	Vehicles/Day			30000
Oxford Street to Coast Meridian Connector	EB	WB	2 Way	Change
2017	16473	15433	31906	
2024	15587	14193	29780	-2126
			Capacity	99.27%
			Annual Growth	-0.95%
			7 Year Total Growth	-6.66%

Table 31 - Weekend Speed: Lougheed Highway – Oxford Street to Coast Meridian Connector

	Speed (km/hr) - 85% Percentile		
Oxford Street to Coast Meridian Connector	EB	WB	2 Way
2017	77.3	72.5	74.9
2024	69.4	64.2	66.8

Table 32 – Weekday Volume: Lougheed Highway – Ottawa Street to Sherling Avenue

Weekday	Vehicles/Day			30000
Ottawa Street to Sherling Avenue	EB	WB	2 Way	Change
2017	17219	18597	35816	
2024	20704	16669	37373	1557
			Capacity	124.58%
7.00			Annual Growth	0.62%
			7 Year Total Growth	4.35%

Table 33 – Weekday Speed: Lougheed Highway – Ottawa Street to Sherling Avenue

	Speed (km/hr) - 85% Percentile		
Ottawa Street to Sherling Avenue	EB	WB	2 Way
2017	75.3	74.4	74.9
2024	73.2	65.7	69.5

Table 34 – Weekend Volume: Lougheed Highway – Ottawa Street to Sherling Avenue

Weekend	Vehicles/Day			30000
Ottawa Street to Sherling Avenue	EB	WB	2 Way	Change
2017	14614	10982	25596	
2024	18057	14286	32343	6747
			Capacity	107.81%
7.00			Annual Growth	3.77%
			7 Year Total Growth	26.36%

Table 35 - Weekend Speed: Lougheed Highway – Ottawa Street to Sherling Avenue

	Speed (km/hr) - 85% Percentile		
Ottawa Street to Sherling Avenue	EB	WB	2 Way
2017	77.2	78.8	78.0
2024	75	64.8	69.9

Table 36.1 – Intersection Performance – Lougheed at Ottawa (Weekday)

Intersection	**Performance**
Lougheed & Ottawa	Peak Hour - PM - Total Volume 3866
Signal Performance	PM: EBL 0.73, EBT 0.60, WBT 0.66, WBR 0.41, SBL 0.66, SBR 0.71
Pedestrians	PM: N=37, S=0, W=58, E=0

Table 36.2 – Intersection Performance – Lougheed at Ottawa (Weekend)

Intersection	Performance
Lougheed & Ottawa	Peak Hour - PM - Total Volume 4123
Signal Performance	PM: EBL 0.81, EBT 0.51, WBT 0.82, WBR 0.58, SBL 0.67, SBR 0.75
Pedestrians	PM: N=35, S=0, W=31, E=0

Table 36.3 – Intersection Performance – Lougheed at Coast Meridian Connector

Intersection	Performance
Lougheed & Coast Conn	Peak Hour - PM - Total Volume 4238
Signal Performance	PM: EBL 0.65, EBT 0.82, WBL 0.19, WBT 0.88, WBR 0.58, NBT 0.1, NBR 0.11, SBL 0.68, SBT 0.67, SBR 0.47
Pedestrians	PM: N=20, S=15, W=15, E=0

Table 36.4 – Intersection Performance – Lougheed at Hastings

Intersection	Performance
Lougheed & Hastings	Peak Hour - PM - Total Volume 4515
Signal Performance	PM: EBL 0.29, EBTR 1.23, WBL 0.74, WBTR 0.93, NBTLR 0.82, SBTLR 1.21
Pedestrians	PM: N=11, S=31, W=12, E=8

Table 36.5 – Intersection Performance – Lougheed at Shaughnessy

Intersection	Performance
Shaughnessy & Lougheed	Peak Hour - PM - Total Volume 5455
Signal Performance	PM: EBL 1.05, EBTR 0.92, WBL 0.75, WBTR 1.04, NBL 0.82, NBT 0.66, NBR 0.13, SBL 0.58, SBT 0.61, SBR 0.29
Pedestrians	PM: N=23, S=34, W=0, E=74

Table 36.6 – Intersection Performance – Lougheed at Tim Horton's Exit

Intersection	Performance
Shaughnessy & Lougheed	Peak Hour - PM - Total Volume 3830
Signal Performance	PM: EBT 1.51, WBT1.17, SBL 0.19, SBR 0.10
Pedestrians	PM: N=0, S=0, W=0, E=0

Table 37 – Volume: Kingsway Avenue – Bedford Street to Burleigh Avenue

	Vehicles/Day			30000
Bedford Street to Burleigh Avenue	EB	WB	2 Way	Change
2024	8714	8600	17314	17314
			Capacity	57.71%
			Annual Growth	-
			Total Growth	-

Table 38 - Speed: Kingsway Avenue – Bedford Street to Burleigh Avenue

	Speed (km/hr) - 85% Percentile		
Bedford Street to Burleigh Avenue	EB	WB	2 Way
No Prev Year			
2024	53.1	56.2	54.7

Table 39: Volume: Kingsway Avenue – Gately Avenue to Dixon Street

	Vehicles/Day			30000
Gately Avenue to Dixon Street	EB	WB	2 Way	Change
2013	10648	9065	19713	
2024	8899	8765	17664	-2049
			Capacity	58.88%
			Annual Growth	-0.94%
			11 Year Total Growth	-10.39%

Table 40 – Speed: Kingsway Avenue – Gately Avenue to Dixon Street

	Speed (km/hr) - 85% Percentile		
Gately Avenue to Dixon Street	EB	WB	2 Way
2013	58.8	62.6	60.7
2024	51.3	55.8	53.6

Table 41 – Volume: Kingsway Avenue – Maple Street to Mary Hill Road

	Vehicles/Day			30000
Maple Street to Mary Hill Road	EB	WB	2 Way	Change
2024	6757	6177	12934	12934
			Capacity	43.11%

Table 42 – Speed: Kingsway Avenue – Maple Street to Mary Hill Road

	Speed (km/hr) - 85% Percentile		
Maple Street to Mary Hill Road	EB	WB	2 Way
No Prev Year			
2024	55	53	54.0

Table 43 – Volume: Kingsway Avenue – Coast Meridian Road to Mary Hill Bypass

	Vehicles/Day			30000
Coast Meridian Road to Mary Hill Bypass	EB	WB	2 Way	Change
2016	6942	6296	13238	
2024	6770	7121	13891	653
			Capacity	46.30%
			Annual Growth	0.62%
			8 Year Total Growth	4.93%

Table 44 – Speed: Kingsway Avenue – Coast Meridian Road to Mary Hill Bypass

	Speed (km/hr) - 85% Percentile		
Coast Meridian Road to Mary Hill Bypass	EB	WB	2 Way
2016	76.9	69	73.0
2024	63.1	63.9	63.5

Table 45.1 – Intersection Performance – Kingsway at Dixon

Intersection	**Performance**
Kingsway at Dixon	Peak Hour - PM - Total Volume 4823
Signal Performance	PM: EBTR 0.64, WBTR 0.49, NBTLR 0.05, SBTLR 0.25
Pedestrians	PM: N=58, S=21, W=15, E=28

Table 45.2 – Intersection Performance – Kingsway at Maple

Intersection	**Performance**
Kingsway at Maple	Peak Hour - PM - Total Volume 4675
Signal Performance	PM: EBTR 0.98, WBL 0.21, WBT 0.60, NBL 0.60, NBR 0.12
Pedestrians	PM: N=0, S=32, W=0, E=0

Table 45.3 – Intersection Performance – Kingsway at Mary Hill Road

Intersection	Performance
Kingsway at Mary Hill	Peak Hour - PM - Total Volume 4024
Signal Performance	PM: EBT 0.39, EBR 0.27, WBL 0.15, WBT 0.45, NBL 0.78, NBR 0.30
Pedestrians	PM: N=0, S=24, W=0, E=17

Table 45.4 – Intersection Performance – Kingsway at Wilson Avenue

Intersection	Performance
Kingsway at Wilson	Peak Hour - PM - Total Volume 3893
Signal Performance	PM: EBT 0.11, EBR 0.27, WBTLR 0.22, NBL 0.67, NBTR 0.52, SBL 0.03, SBTR 0.59
Pedestrians	PM: N=48, S=21, W=35, E=28

Table 45.5 – Intersection Performance – Kingsway at Langan Avenue

Kingsway & Langan	
2013 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 14 + Ped 0 = 14/100
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 35 + Ped 8 = 43/100

Table 45.6 – Intersection Performance – Kingsway at Coast Meridian Road

Kingsway & Coast	
2025 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 55 + Ped 10 = 65/100

Table 46 – Volume: McLean Avenue – Brown Street to Taylor Street

	Vehicles/Day			20000
Brown Street to Taylor Street	EB	WB	2 Way	Change
2019	4383	5126	9509	
2024	5201	6839	12040	2531
			Capacity	60.20%
			Annual Growth	5.32%
			5 Year Total Growth	26.62%

Table 47 – Speed: McLean Avenue – Brown Street to Taylor Street

	Speed (km/hr) - 85% Percentile		
Brown Street to Taylor Street	EB	WB	2 Way
2019	61.2	62.7	62.0
2024	57.7	58.2	58.0

Table 48 – Volume: Pitt River Road – Red Bridge to Parkview Lane

	Vehicles/Day			30000
Red Bridge to Parkview Lane	EB	WB	2 Way	Change
2019	8362	8653	17015	
2024	10605	10950	21555	4540
			Capacity	71.85%
			Annual Growth	5.34%
			5 Year Total Growth	26.68%

Table 49: Speed: Pitt River Road – Red Bridge to Parkview Lane

	Speed (km/hr) - 85% Percentile		
Red Bridge to Parkview Lane	EB	WB	2 Way
Prev Year	62.7	63.6	63.2
2024	69.7	71.8	70.8

Table 50 – Volume: Pitt River Rd – Mary Hill Road to Tyner Street

	Vehicles/Day			20000
Mary Hill Road to Tyner Street	EB	WB	2 Way	Change
2019	5742	5299	11041	
2024	7612	8488	16100	5059
			Capacity	80.50%
			Annual Growth	9.16%
			5 Year Total Growth	45.82%

Table 51 - Speed: Pitt River Rd – Mary Hill Road to Tyner Street

	Speed (km/hr) - 85% Percentile		
Mary Hill Road to Tyner Street	EB	WB	2 Way
2019	55.4	54.6	55.0
2024	52.7	52	52.4

Table 52.1 – Intersection Performance – Pitt River at Reeve Street

Intersection	Performance
Pitt River & Reeve	Peak Hour - PM - Total Volume 1911
Signal Performance	PM: EBL 0.49, EBT 0.33, WBTR 0.58, SBL 0.47, SBR 0.34
Pedestrians	PM: N=65, S=107, W=111, E=5

Table 52.1 – Intersection Performance – Pitt River at Shaughnessy Street

Intersection	Performance
Pitt River & Shaughnessy	Peak Hour - PM - Total Volume 2266
Signal Performance	PM: EBL 0.82, EBTR 0.38, WBL 0.70, WBTR 0.80, NBL 0.17, NBTR 0.43, SBL 0.29, SBT 0.48, SBR 0.32
Pedestrians	PM: N=60, S=52, W=38, E=22

Additional Counts

Table 53 - Speed: Argue Street – Mary Hill ByPass to 2387 Argue Street

	Speed (km/hr) - 85% Percentile		
Mary Hill Bypass to 2387 Argue Street	NB	SB	2 Way
No Prev Year			
2024	70.5	64.9	67.7

Table 54 - Speed: Argue Street – 2387 Argue Street to Greenway Crossing

	Speed (km/hr) - 85% Percentile		
2387 Argue Street to Greenway Crossing	NB	SB	2 Way
No Prev Year			
2024	35.2	33.8	34.5

Table 55 - Speed: Argue Street – Greenway Crossing to 2281 Argue Street

	Speed (km/hr) - 85% Percentile		
Greenway Crossing to 2281 Argue Street	NB	SB	2 Way
No Prev Year			
2024	30.7	33.1	31.9

Table 56 - Speed: Imperial Avenue – Commonwealth Street to St Michael Street

	Speed (km/hr) - 85% Percentile		
Commonwealth Street to St. Michael Street	EB	WB	2 Way
2011	48	48	48.0
2024	35.9	38	37.0

Table 57 - Speed: Larch Way – Fraser Avenue to Grant Avenue

	Speed (km/hr) - 85% Percentile		
Fraser Avenue to Grant Avenue	NB	SB	2 Way
2020	41.1	43.4	42.3
2024	39.3	38.2	38.8

Table 58 - Speed: Morgan Avenue – Taylor Street to Brown Street

	Speed (km/hr) - 85% Percentile		
Taylor Street to Brown Street	EB	WB	2 Way
No Prev Year			0.0
2024	39.7	36.3	38.0

Table 59 - Speed: Wellington Street – Fraser Avenue to Grant Avenue

	Speed (km/hr) - 85% Percentile		
Fraser Avenue to Grant Avenue	NB	SB	2 Way
2021	48.4	46	47.2
2024	35.2	38.5	36.9

Table 60 – Speed: Cedar Drive – Inverness Street to Joseph Place

	Speed (km/hr) - 85% Percentile		
Inverness Street to Joseph Place	NB	SB	2 Way
2021	59.6	56.4	58.0
2024	57.7	57.5	57.6

Table 61 – Speed: Riverwood Gate – Coast Meridian Road to Amazon Drive

	Speed (km/hr) - 85% Percentile		
Coast Meridian Road to Amazon Drive	EB	WB	2 Way
Pre Signal Apr 2024	48.2	48.92	48.6
Post Signal Oct 2024	45.9	48.1	47.0

Table 62 – Speed: Riverwood Gate – Amazon Drive to Amazon Street

	Speed (km/hr) - 85% Percentile		
Amazon Drive to Amazon Street	EB	WB	2 Way
Pre Signal Apr 2024	45.62	46.56	46.1
Post Signal Oct 2024	50.5	45.1	47.8

Table 63.1 – Intersection Performance – Riverwood Gate at Coast Meridian Road

Intersection	**Performance**
Riverwood Gate/Robertson & Coast	Peak Hour - PM - Total Volume 3471
Signal Performance	PM: EBL 0.08, EBTR 0.13, WBL 0.49, WBTR 0.55, NBL 0.23, NBT 0.97, NBR 0.62, SBL 0.87, SBTR 0.54
Pedestrians	PM: N=10, S=20, W=5, E=5

Table 63.2 – Intersection Performance – Riverwood Gate at Amazon

Intersection	**Performance**
Riverwood Gate at Riverside Drive/Amazon Drive	Peak Hour - PM - Total Volume 1230
Signal Performance	PM: EBTL 0.42, EBR 0.62, WBTLR 0.46, NBTLR 0.74, SBTLR 0.03,
Pedestrians	PM: N=31, S=75, W=0, E=39

Table 64.1 – Intersection Performance – Seaborne at Fremont Connector

Seaborne & Fremont Connector	
2024.9.19 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 18 + Ped 5 = 23/100
2024.9.21 TAC Signal Warrant – 100 Points Threshold for Signal	Veh 14 + Ped 7 = 21/100