

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

2024 Traffic Count Results

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

2024 Traffic Count Results

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

2024 Traffic Count Results

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

	Vehicles/Day			20000
<i>Kilmer Street to Newberry Street</i>	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		
<i>Kilmer Street to Newberry Street</i>	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
<i>Fremont Street to Devon Road</i>	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

2024 Traffic Count Results

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

2024 Traffic Count Results

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

	Vehicles/Day			20000
<i>Ottawa Street to Hawkins Street</i>	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		
<i>Ottawa Street to Hawkins Street</i>	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
<i>Hawkins Street to Fremont Connector</i>	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		
<i>Hawkins Street to Fremont Connector</i>	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

2024 Traffic Count Results

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
<i>Hawkins Street to Fremont Connector</i>	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		
<i>Hawkins Street to Fremont Connector</i>	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

2024 Traffic Count Results

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

2024 Traffic Count Results

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

Weekday	Vehicles/Day			30000
<i>Oxford Street to Coast Meridian Connector</i>	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		
<i>Oxford Street to Coast Meridian Connector</i>	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
<i>Oxford Street to Coast Meridian Connector</i>	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		
<i>Oxford Street to Coast Meridian Connector</i>	EB	WB	2 Way
2017	77.3	72.5	74.9
2024	69.4	64.2	66.8

2024 Traffic Count Results

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

Weekday	Vehicles/Day			30000
<i>Ottawa Street to Sherling Avenue</i>	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: Loughheed Highway – Ottawa Street to Sherling Avenue

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

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

Weekend	Vehicles/Day			30000
<i>Ottawa Street to Sherling Avenue</i>	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: Loughheed Highway – Ottawa Street to Sherling Avenue

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

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

Intersection	Performance
Loughheed & 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

2024 Traffic Count Results

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, WBT 1.17, SBL 0.19, SBR 0.10
Pedestrians	PM: N=0, S=0, W=0, E=0

2024 Traffic Count Results

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

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

2024 Traffic Count Results

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

	Speed (km/hr) - 85% Percentile		
<i>Maple Street to Mary Hill Road</i>	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
<i>Coast Meridian Road to Mary Hill Bypass</i>	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		
<i>Coast Meridian Road to Mary Hill Bypass</i>	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

2024 Traffic Count Results

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

2024 Traffic Count Results

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

	Speed (km/hr) - 85% Percentile		
<i>Brown Street to Taylor Street</i>	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
<i>Red Bridge to Parkview Lane</i>	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		
<i>Red Bridge to Parkview Lane</i>	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
<i>Mary Hill Road to Tyner Street</i>	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		
<i>Mary Hill Road to Tyner Street</i>	EB	WB	2 Way
2019	55.4	54.6	55.0
2024	52.7	52	52.4

2024 Traffic Count Results

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

2024 Traffic Count Results

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

	Speed (km/hr) - 85% Percentile		
<i>Commonwealth Street to St. Michael Street</i>	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		
<i>Fraser Avenue to Grant Avenue</i>	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		
<i>Taylor Street to Brown Street</i>	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		
<i>Fraser Avenue to Grant Avenue</i>	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		
<i>Inverness Street to Joseph Place</i>	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		
<i>Coast Meridian Road to Amazon Drive</i>	EB	WB	2 Way
Pre Signal Apr 2024	48.2	48.92	48.6
Post Signal Oct 2024	45.9	48.1	47.0

2024 Traffic Count Results

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

<i>Amazon Drive to Amazon Street</i>	Speed (km/hr) - 85% Percentile		
	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