

Re: Traffic Operations - Cameron Street at North Road  
Letter from the District of Coquitlam which appeared on the  
Agenda for the February 24, 1975 meeting of Council (Item 4e)

On February 24, 1975, Council was requested in the subject correspondence from Mr. T. Klassen, Deputy Municipal Clerk for the District of Coquitlam, to reconsider "the turning restrictions imposed at Cameron Avenue and North Road, and permit unrestricted movements at this intersection together with the installation of a traffic control signal in order to provide relief to the increasing congestion of traffic at Austin and North Road intersection."

Following is a report from the Municipal Engineer on this matter.

RECOMMENDATIONS:

1. THAT the left turn ban at the subject intersection be eliminated when it is signalized; and
2. THAT a copy of this report be sent to Coquitlam Council.

\* \* \* \* \*

TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
RE: TRAFFIC OPERATIONS - CAMERON STREET AT NORTH ROAD

FEBRUARY 27, 1975

Reference the letter from the Municipal Clerk of Coquitlam to the Municipal Clerk of Burnaby dated February 14, 1975.

The Municipal Council of Burnaby at its meeting of January 27, 1975 approved the installation of a traffic signal at the intersection of Cameron Street and North Road. Council further stipulated that the peak period turn restrictions now in force at this intersection are to remain in effect after the signal has been installed.

The turn restrictions are:

No right turn southbound North Road 7 A.M. - 9 A.M.  
No left turn eastbound Cameron Street 4 P.M. - 6 P.M.

We have since reviewed the operational features of the signal with the imposed turn restrictions and would advise that such a method of control will be a continual source of trouble and complaint both from an operation standpoint and the enforcement aspect.

OPERATIONAL

With the volumes of traffic that will be attracted to this intersection under signalization, and we are now talking of off peak periods i.e. (Thursday and Friday night shopping at the Lougheed Mall, Saturday shopping periods) it had been our intention to provide a two lane approach on Cameron to North Road, the centre lane for left turns while the curb lane was to be available to left turns as well as right turns (this intersection is a "T" intersection with no opposing leg on the Coquitlam side of North Road). With the left turn restricted during the 4 - 6 P.M. period, we are going to have to designate the curb lane to a right turn only. This will mean that all left turn traffic, which will comprise the majority of approaches to North Road on Cameron Street, will be restricted to a single lane. This will result in an increased vehicle storage in the centre lane which will then require an increase in the green time allowed to clear Cameron Street on each signal phase.

ITEM 15  
MANAGER'S REPORT NO. 15  
COUNCIL MEETING Mar. 3/75

- 2 -

This of course will increase delay condition to traffic on North Road, a condition not normally built into a signal installation. Another undesirable built-in feature of a two lane approach under the approved left turn ban is the necessary designation of the centre lane for right turns as well as left turns. This will be required to clear any vehicle that should approach in the centre lane during the 4 - 6 P.M. left turn ban. The problem arises if some motorist attempts a right turn on red from the centre lane, a move that is illegal.

To restrict the approach to a single lane would only compound the storage problem as right turns which would normally get away on a red light could get stuck behind a left turner waiting for a green light.

The southbound North Road right turn into Cameron Street, while unpopular and requiring continual enforcement, does not impose any operation problems on the proposed signal.

ENFORCEMENT

As Council is now probably aware from the complaints received that enforcement of turn restrictions is and will always be unpopular and a major source of complaint. As an example, after a short period of non-enforcement, the R.C.M.P. spent three mornings and one evening enforcing the turn restrictions. In this period they issued 150 tickets while having to let approximately 100 violators go because of a lack of manpower. Even at that the R.C.M.P. advised that 3 out of 4 officers (75%) of the peak period shift were employed at this intersection. Under such conditions it is obvious that other areas of the Municipality are going to suffer a reduced amount of enforcement.

RECOMMENDATION:

THAT in view of the above report, Council reconsider its requirement that a left turn ban be imposed at the subject intersection when it is signalized.

HB:wlh

cc: ( ) R.C.M.P. S/Sgt. Hochstetter

*EE Olan*  
MUNICIPAL ENGINEER