

Re: LETTER DATED MARCH 2, 1976 FROM THE DISTRICT OF COQUITLAM
TRAFFIC OPERATIONS - CAMERON/NORTH ROAD INTERSECTION

Appearing on the Agenda for the March 15, 1976 meeting of Council is a letter from Mr. T. Klassen, Municipal Clerk for the District of Coquitlam, regarding turn restrictions at Cameron Street and North Road. Following is a report from the Municipal Engineer on this matter.

The Municipal Engineer advises that if the turning restrictions are removed, he would continue to monitor the flow of traffic through the area.

RECOMMENDATION:

1. THAT the turning restrictions at Cameron Street and North Road be eliminated.

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11 March, 1976

TO: MUNICIPAL MANAGER
FROM: MUNICIPAL ENGINEER
SUBJECT: TRAFFIC OPERATIONS - CAMERON/NORTH ROAD INTERSECTION

Reference the submission from the Municipal Clerk of Coquitlam dated 2 March, 1976, regarding the captioned item.

This Municipality has just recently installed a traffic signal at Cameron and North Road which was energized on 18 February, 1976.

As North Road is a secondary highway, as well as the boundary road between Burnaby and Coquitlam, the installation, power and maintenance costs are cost shareable.

Burnaby 50%
Coquitlam 25%
Province 25%

At its meeting of 27 January, 1975, when the Burnaby Council approved its participation in the installation of this signal they stipulated that the existing turn prohibitions-- NO RIGHT TURN 7 - 9 A.M. off North Road onto Cameron and NO LEFT TURN 4 - 6 P.M. off Cameron onto North Road --were to remain in effect. These restrictions were conveyed to both Coquitlam and the Province when seeking their agreement to cost sharing.

The subject turn restrictions were first implemented by Council at the request of the Sullivan Heights Ratepayers Association, who were hopeful of reducing the number of commuters who would be using Cameron Street as a by-pass of the Lougheed/Austin arterial. When Council was considering the installation of the traffic signal, the Sullivan Heights Ratepayers again approached Council to retain the turn restrictions.

In considering the operation of the intersection under the control of a traffic signal, the turn restrictions, while workable, are unusual. The restrictions themselves are certainly not required because of vehicle conflicts within the intersection. The right turn would only conflict with a pedestrian

(cont'd)

ITEM 8
MANAGER'S REPORT NO. 16
COUNCIL MEETING Mar. 15/76

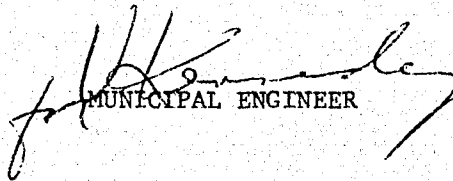
in the Cameron crosswalk, a condition associated with all right turn movements. The left turn has no vehicle conflicts as the intersection is a "T" intersection. In addition we would advise that the signal controller is vehicle actuated. Cameron has been lined to provide a two lane approach to North Road. As right turns do not require a green light we have designated the curb lane for right turns only. The centre or left lane is for left turns and therefore has a vehicle detector to provide a change in the signal. During the 4 - 6 p.m. No Left Turn restriction, vehicles caught in the centre lane must turn right. To try and minimize the hazard to this right turn we have signed the left lane for right turns on a green light only.

We should probably advise at this time that the present type of restrictions require continual enforcement as they are not being accepted as reasonable by the motoring public.

In commenting on the reference by Coquitlam to Section 535 of the Municipal Act we would advise that in the opinion of our Solicitor this section does not apply as we are not interfering with North Road traffic. The restrictions only apply to traffic using Cameron Street which is a Burnaby Street.

RECOMMENDATION:

THAT to eliminate the potential hazards and motorists disrespect of the present turn restrictions that they be removed.


MUNICIPAL ENGINEER

HB:cmg

c.c. () Traffic Supervisor