

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

G. INTERSECTION OF CAMERON STREET AND NORTH ROAD

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to Christy Clark, MLA.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 February 04, adopted the attached report responding to the concerns expressed in the letter from Christy Clark, MLA regarding unsafe driving at the above intersection.

MEMBERS:

Mr. N. Smith
Mr. D. Berardine
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. D. Mumford
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Member

:-COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 01 27
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: INTERSECTION OF CAMERON STREET AND NORTH ROAD
PURPOSE: To respond to the concerns expressed in the letter from Christy Clark, MLA regarding unsafe driving at the above intersection.

RECOMMENDATION:

1. THAT Christy Clark, MLA be sent a copy of this report.

REPORT

Appearing on the agenda for the regular Council Meeting held on 1996 November 25, was a letter from Christy Clark, MLA, Port Moody-Burnaby Mountain. This letter made reference to several potentially dangerous incidents at the intersection of Cameron Street and North Road that had been forwarded to Ms. Clark's office by Mr. Tom Monkman, a constituent in her riding. The problem described involves left turning drivers turning their vehicles directly into the curb lane rather than the middle lane as required under the BC Motor Vehicle Act. This creates conflicts with vehicles turning right off North Road.

Staff have reviewed the complaint and found that the cause of this problem appears to be the proximity of the driveways to the shopping plazas on the northwest and southwest corners of the intersection. Left turning drivers planning to enter the driveway on the north side of Cameron Street tend to be the ones contributing most to this problem. A similar problem occurs when right turning drivers wish to enter the driveway on the south side of the intersection. The main source of conflicts seems to occur when northbound vehicles receive the flashing advance arrow and there are vehicles making right turns on red.

A review of the accident records for this intersection revealed 12 accidents of a total of 37 over the past five years involved left turning vehicles. It is not possible to determine the status of the traffic signal when these collisions occurred. At this stage we propose delineating the left turn movement with pavement markings. In the future, if the problem persists, it may be necessary to restrict right turns on red for southbound traffic to eliminate the potential conflicts with northbound traffic turning left on the green arrow. We generally do not support right turn on red restrictions because they are often ignored by drivers (often inadvertently) and are difficult to enforce and thus may compound problems by reducing the attentiveness of left turners.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

BB:

cc: City Manager

