
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: DRIVEWAY TO BUSINESS - GRIFFITHS AVENUE NORTH OF
KINGSWAY**

RECOMMENDATION:

1. THAT Council approve installing an exclusive left turn lane on Griffiths at Kingsway.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 January 19, received and adopted the *attached* report discussing issues relating to vehicle conflicts at the business access point.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2005 December 15

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE: 38000-20

SUBJECT: DRIVEWAY TO BUSINESS – GRIFFITHS AVE NORTH OF KINGSWAY

PURPOSE: To discuss issues relating to vehicle conflicts at the business access point.

RECOMMENDATIONS:

1. **THAT** the Committee approve installing an exclusive left turn lane on Griffiths at Kingsway.

REPORT**1.0 BACKGROUND**

At the 2005 September 13 meeting of the Traffic Safety Committee, Councillor Volkow raised a concern regarding access to “Pub Med” on Griffiths Avenue just North of Kingsway. The issue related to the fact that when a vehicle was turning left (northbound) into the pub parking lot traffic flow was disrupted as it was difficult to pass the turning vehicle due to parking in the northbound curb lane. Staff was asked to investigate this matter and the possibility of removing parking during peak hours.

2.0 REVIEW

Griffiths Avenue, North of Kingsway, adjacent the pub is marked as two lanes in each direction. The curb lane drops off at the laneway which allows for parking in front of the residential properties to the north (See Sketch). This alignment does provide sufficient room to pass a vehicle which may be turning into the pub but as the driveway is only a short distance beyond Kingsway, a driver may not be expecting to encounter a turning vehicle so quickly after passing thru the intersection.

An additional concern that has been raised is that if two vehicles proceeded thru the intersection northbound, due to the relatively short length of the merge lane, the vehicles may “race” through the intersection causing conflicts at the merge point. This would be exacerbated by “Pub Med” traffic.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: Driveway to Business – Griffiths Ave North of Kingsway
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3.0 DISCUSSION / CONCLUSION

Our review suggests that creating exclusive lane designations for northbound traffic on Griffiths at Kingsway may resolve current concerns as discussed below.

Our data indicates that the north bound lane use is equally distributed. Manual counts taken during peak periods (7-9; 11-1; 3-6) show approximately 1600 left turn movements and 1800 thru/right movements during these times. This suggests that separating movement by lane designation will not negatively affect capacity. By allowing only one through lane the concern of two vehicles proceeding abreast northbound will be alleviated. So too would any issues relating to the Pub Med driveway as vehicles wishing to make this turn will have to more immediately change lanes allowing following through vehicles to simply continue by. Addressing the driveway concern in this manner also means no parking will have to be removed in front of the residential properties. Staff will monitor the situation subsequent to the changes.



Peeter Liivamagi, P.Eng.

Assistant Director Engineering, Traffic and Engineering Systems

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Copied to: City Manager

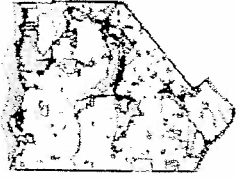
GRIFFITHS AVE, N. of KINGSWAY

November 07, 2005



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- Strata Units
- Skytrain Stations
- ✈ Skytrain Lines
- Addresses
- Lot
- Speed Humps
- Speed Humps
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 1000