

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

IMPERIAL STREET AND GRIFFITHS AVENUE - 4 WAY STOP

RECOMMENDATIONS:

1. **THAT** Council approve the installation of a 4-way stop sign control at the intersection of Imperial Street and Griffiths Avenue.
2. **THAT** a copy of the attached report be sent to Mr. Alex Ho of 6851 Imperial Street, Burnaby, B.C. V5E 1N4.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 February 02, received and adopted the attached report to respond to concerns regarding traffic control and safety at the Griffiths/Imperial intersection.

Respectfully submitted,

Mr. D. Berardine  
Mr. K. Friederici  
Mr. E. Fourchalk  
Mr. P. Herring  
Ms. L. Kapp  
Mr. A. MacDonald  
Mrs. D. Mumford  
Mrs. R. Oostlander  
Mr. J. Parminter  
Mr. D. Richardson

Councillor J. Young  
Chair

Councillor D. Evans  
Member

Councillor N. Volkow  
Member

COPY - CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1998 11 13  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:**  
**SUBJECT:** IMPERIAL STREET AND GRIFFITHS AVENUE - 4 WAY STOP  
**PURPOSE:** To respond to concerns regarding traffic control and safety at the  
Griffiths/Imperial intersection

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RECOMMENDATION:

1. **THAT** 4-way stop sign control be installed at the intersection of Imperial Street and Griffiths Avenue.
2. **THAT** a copy of this report be sent to Mr Alex Ho of 6851 Imperial Street Burnaby.

REPORT

Appearing on the 1998 October 15 Traffic Safety Committee Agenda was correspondence and a petition from Mr. Alex Ho of 6851 Imperial Street on behalf of residents in the vicinity of the Imperial Street and Griffiths Avenue intersection. In the letter, concern was expressed for the speed of vehicles passing through and turning at the intersection, as well as the potential danger to residents and private property in close proximity to the intersection. Staff were requested to investigate and report on the issues raised.

**1. Intersection Geometry**

The current alignment of Imperial Street, specifically the westbound approach, plays a significant role in the reduced visibility at this intersection.

Staff have made requests to have existing vegetation on the North-East corner of the intersection trimmed back, as well as improving the intersection ahead signage on Imperial Street both east and west of Griffiths Avenue. Although these measures are not expected to resolve all safety concerns at this intersection, it is hoped that increased driver awareness will prove beneficial.

## 2. On Street Parking

Staff have reviewed the existing parking conditions on both Imperial Street and Griffiths Avenue, and see no obvious parking activity which would contribute to a reduced level of safety at this intersection.

## 3. Traffic Volumes

Traffic volume counts have been conducted at this location in order to evaluate the potential for installing a 4 way stop. The table below illustrates approach volumes at this intersection during the peak hours.

Peak Hour Traffic Volumes				
	Imperial (Westbound)	Imperial (Eastbound)	Griffiths (Northbound)	Griffiths (Southbound)
6:00 - 7:00	227	69	101	12
7:00 - 8:00	501	113	188	7
8:00 - 9:00	503	174	178	10
3:00 - 4:00	362	363	202	14
4:00 - 5:00	349	468	229	11
5:00 - 6:00	329	500	249	19

As is to be expected, the southbound approach on Griffiths Avenue is not a major contributor to traffic volume at this intersection at any time of the day. This inactivity can be attributed to the character of this roadway section as a local residential street, and more significantly the absence of a through connection.

The remaining three approaches which are designated as Major Secondary Collector's experience fluctuating vehicle volumes depending on time of day and the peak hour orientation of traffic.

## 4. Crash history

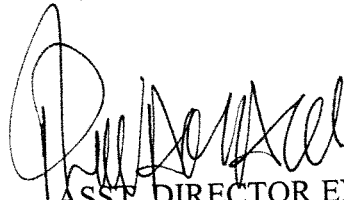
A review of the past crash history at this intersection indicates a total of 18 reported occurrences over the past five years. The table below suggests that the number of incidents has declined in the more recent years but there is not sufficient data to support a trend hypothesis rather than random fluctuation.

	Intersection Crash History				
	1994	1995	1996	1997	1998
# of reported Crash	5	5	4	1	3 <i>as of Nov 02/98</i>

5. 4 way stop warrant

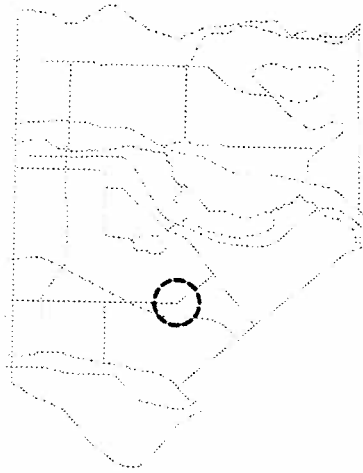
As this intersection is comprised of three major collector legs, and a minor residential roadway, the multi-way stop warrant evaluation was conducted without including the minor residential (north) approach of Griffiths Avenue.

The resulting warrant analysis suggests that multi-way stop sign control is appropriate for this intersection, based on approach volumes for all three major legs, as well as the average crash history to date. Accordingly, this measure is recommended to the Committee.

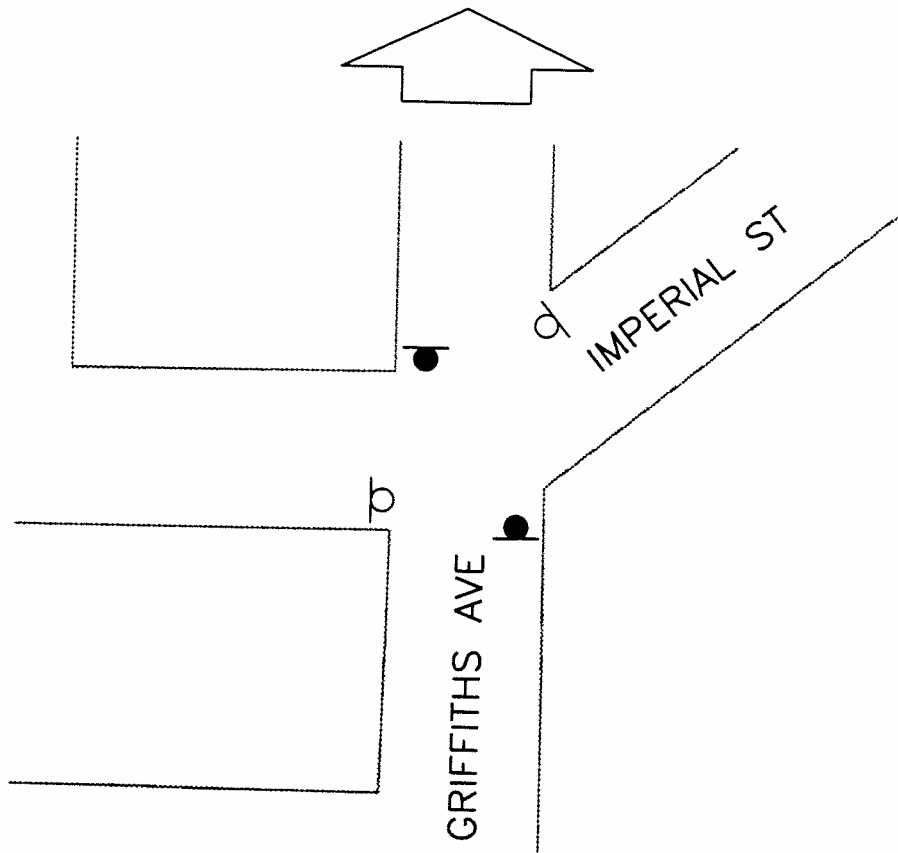
  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager



KEYMAP



- EXISTING STOP SIGNS
- NEWLY INSTALLED STOP SIGNS

22

NO.	DATE	REVISION



**SUBJECT INTERSECTION  
IMPERIAL ST & GRIFFITHS AVE**

DRAWN BY: HLOUIE    SCALE: N.T.S.  
 APPR'V'D BY: CDL    DATE: 99-02-03

**A 493b**

