

CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: GRIMMER STREET PARKING

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Ms. Wendy Hankin of 1705 - 9595 Erickson Drive, Burnaby, B.C. V3J 7N9.

REPORT

The Traffic Safety Committee, at its meeting held on 2003 May 06, received and adopted the *attached* report responding to correspondence from Wendy Hankin regarding the difficulties she encounters in visiting Fitness World at Kingsway and Grimmer Street.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER
DIR. ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2003 04 28
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38100-03
38100-20
SUBJECT: GRIMMER STREET PARKING
PURPOSE: To respond to correspondence from Ms. Wendy Hankin regarding the difficulties she encounters in visiting Fitness World at Kingsway and Grimmer St.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Ms. Wendy Hankin of 1705 - 9595 Erickson Dr, Burnaby.

R E P O R T

1.0 INTRODUCTION

The 2003 April 01 agenda of the Traffic Safety Committee included correspondence from Ms. Wendy Hankin of #1705 - 9595 Erickson Dr, Burnaby, which had been referred to the Committee by Council. Ms. Hankin cited the difficulty of finding free on-street parking when the lot at Fitness World (5500 Kingsway) was full. Eschewing empty metered stalls on Grimmer St, she parks in the residential area west of Royal Oak Ave but finds it difficult crossing Royal Oak Ave at Grimmer St on her walk between Fitness World and her parked vehicle. Ms. Hankin suggested rolling back the metered parking on Grimmer St from 8:00pm to 5:00pm and installing a pedestrian crossing at Grimmer St and Royal Oak Ave.

2.0 BACKGROUND

The Fitness World site has insufficient on-site parking to accommodate peak demand by patrons. The peaks principally occur after work and to a lesser extent at lunch hours. At times, patrons will queue on Grimmer St waiting for a vehicle to depart.

Parking metres along Grimmer St between Kingsway and Royal Oak Ave were installed as part of the initial installation phase within the Metrotown area in 1997. Currently the hours of effect have been set as 9:00 am to 8:00 pm 7 days a week. Based on the coin collection data it appears that parking meter usage along Grimmer St is highest toward the eastern end of the street. This imbalance in meter usage can in some measure be attributed to an increased demand for parking in close proximity to the Fitness World which is a significant generator of parking demand in the immediate area.

The junctions of Royal Oak Ave and Grimmer St present as an offset four leg intersection with stop sign control on both legs of Grimmer St. A review of crash statistics on record for this intersection indicates a total of 2 pedestrian / vehicle collisions have occurred since 1992. The signal at Royal Oak Ave and Kingsway, which has pedestrian phasing, is approximately 130m from the northerly Grimmer St (unmarked) crosswalk.

3.0 DISCUSSION

There is some concern that the Fitness World site at 5500 Kingsway is inadequate in meeting its parking demand. Staff will explore the options for increasing off-street parking supply with the management of Fitness World. One possibility is for Fitness World to arrange accommodation for overspill parking on a nearby site which has spare capacity that complements its high demand.

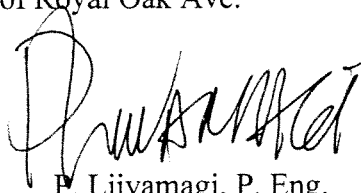
Staff have reviewed the parking meter hours of operation on Grimmer St and propose to reduce the extended hours from 8:00pm to the standard 6:00pm found nearby on Kingsway. We are hopeful that this will significantly reduce or eliminate the cost for patrons arriving after work such as Ms. Hankin and alleviate the unsafe congestion of on-street queuing Fitness World patrons. The decreased revenue will in some part be offset by increased usage prior to 6:00pm. The impact of this change would be reviewed periodically.

We note that many residents west of Royal Oak Ave do not welcome extraneous on-street parking. There is free parking on the streets south of and parallel to Grimmer St. While Lane St parking demand is significant during the day there is less demand after work. Imperial invariably has on-street parking available notwithstanding peak period directional prohibitions. The walking distance from Fitness World to Imperial via Kingsway and MacPherson Ave is less than the walk from Fitness World to Grimmer St and Royal Oak Ave.

Staff reviewed the level of crossing activity at the Grimmer St intersection of Royal Oak Ave in August of 2000. At that time there was not a sufficient number of pedestrians observed to warrant a marked crosswalk. Given that there have been no significant land use changes in the immediate area which would bring about an increased level of pedestrian activity at this location it remains unlikely that a pedestrian crossing warrant would be satisfied at this time.

4.0 SUMMARY / CONCLUSION

As a result of our review of Ms. Hankin's letter, staff will contact Fitness World to explore opportunities for off-street overspill parking. We will also reduce the parking meter hours on Grimmer St to 6:00pm to align them with other meters in the area in hope of attracting more of the evening rush of Fitness World patrons to park on Grimmer St. This should alleviate the problem of customers queuing on street while awaiting other patrons to vacate an on-site parking stall. If Ms. Hankin arrives before 6:00pm and is intent on avoiding parking charges, she should find that there was free on-street parking available on the north side of Imperial St. This would be closer to her destination than the parking she currently seeks out west of Royal Oak Ave.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager



REPORT: Grimmer Street Parking



Diagram #1
Fitness World @ Kingsway and Grimmer

DRAWN BY: AKE

SCALE: NTS

APPRV'D BY: PL

DATE: 25/04/03

