

RE: LETTER FROM GILLIAN NEUMANN WHICH APPEARED ON THE AGENDA FOR  
THE 1985 MARCH 11 MEETING OF COUNCIL (Item 5 b)  
LEDGER AVENUE - PARKING IN 4200 BLOCK

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1985 03 11  
FROM: DIRECTOR ENGINEERING  
SUBJECT: LEDGER AVENUE - PARKING IN 4200 BLOCK

RECOMMENDATIONS:

1. THAT Gillian Neuman, 3150 Bainbridge Avenue, Burnaby, B.C., V5A 2S8, receive a copy of this report.

REPORT:

On the Council Agenda for 1985 March 11 was a letter from Gillian Neuman, 3150 Bainbridge Avenue, Burnaby, B.C., V5A 2S8, concerning parking on Ledger Avenue.

The concern of motorists parking too close to the driveways of the parking facilities of the Operating Engineers was first brought to our attention in 1984 April when we noticed they had painted the Municipal curbs yellow.

We wrote to the Operating Engineers and advised them that we do not allow the painting of curbs to designate parking restrictions and that they will have to remove the paint. They replied that the curbs were painted yellow because of the problems of motorists parking too close to the driveways and also because visitors were receiving tickets for parking in front of a fire hydrant.

We had no recourse but to insist that the paint be removed. To resolve what appeared to be a major concern to the Operating Engineers, (our parking patrol advised that they were continually being summoned by the Operating Engineers to enforce parking restrictions) we consented to sign a no-parking zone covering the driveways of concern. We

(Cont'd.)

advised the Operating Engineers that rather than setting a precedent of signing only that area covered under bylaw, we would extend the area well beyond the driveways, which recognizes the fact that complainants of driveway clearances continually request clearances well in excess of the bylaw limits. A sketch of the parking restriction is attached.

It may appear, from an examination of the attached sketch, that more parking spaces could be provided between the driveway crossings. This alternative, which was carefully considered by the Engineering Department, is felt to be undesirable because in the interest of safe driving conditions, adequate visual sight distances should exist on both sides of the crossings. This is particularly applicable to the crossings that are common to the parking lot because they accommodate a heavy volume of cars that exit from the lot onto Ledger Avenue (especially in the late afternoon when employees are leaving afterwork). We will however, be adjusting the north end of the No Parking Zone on the east side of Ledger Street as shown on the sketch.

Concerning the question of why individuals are not allowed to paint curbs and why we do not do it ourselves, the following reasons are pertinent:

1. It is a violation of both the Provincial Motor Vehicle Act and the Burnaby Street and Traffic Bylaw for anyone other than authorized people to erect traffic control devices.
2. Most citizens mark only what they feel needs marking and in many cases fail to mark what is set down by regulation. This causes enforcement problems. As an example, the curb on Ledger had been painted about five to six feet on the approach side of the driveway - the Bylaw prohibits parking for ten feet. Also, the curb in front of the hydrant in front of their property had been painted but the rest of the hydrants in the area are not marked.
3. The Courts, in precedent, have not upheld yellow curbs as a parking restriction unless they are supplemented by signs.
4. Painted curbs, particularly those adjacent to a travel lane require continual repainting - a very high maintenance cost.
5. Yellow painted curbs do not show up well under high pressure sodium lighting and are, therefore, virtually useless at night.

We further feel that the Municipality cannot be drawn into the painting of curbs for every parking restriction covered by regulation. To start such a program would involve a high first time cost and a fairly substantial annual maintenance cost thereafter, particularly when recognizing that we would also be required to sign the restriction in any event.

In reference to the complainant's request that public parking rights be restored, it is generally recognized that street parking is much more of a privilege than a right. The primary street function is to move traffic and to do so in the safest manner possible; if parking interferes with this concept it is often necessary to restrict parking practises in some way.

Also worthy of mention and pertinent to this report are some of the comments made by the traffic consultant hired by the

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Municipality to study traffic in the Central Study Area:

2.4. Parking Requirements

Present off-street parking requirements in this area are adequate to accommodate employee, visitors and other parking demands. The on-street parking congestion currently experienced is due to the low use of these off-street facilities. Time-limit parking should be imposed in areas that are not currently restricted and strict enforcement should assist in ameliorating the problem together with associated administrative changes with landlords.

HB:cf  
Attach.  
cc: ( ) Traffic Supervisor

*E E Olson*  
DIRECTOR ENGINEERING

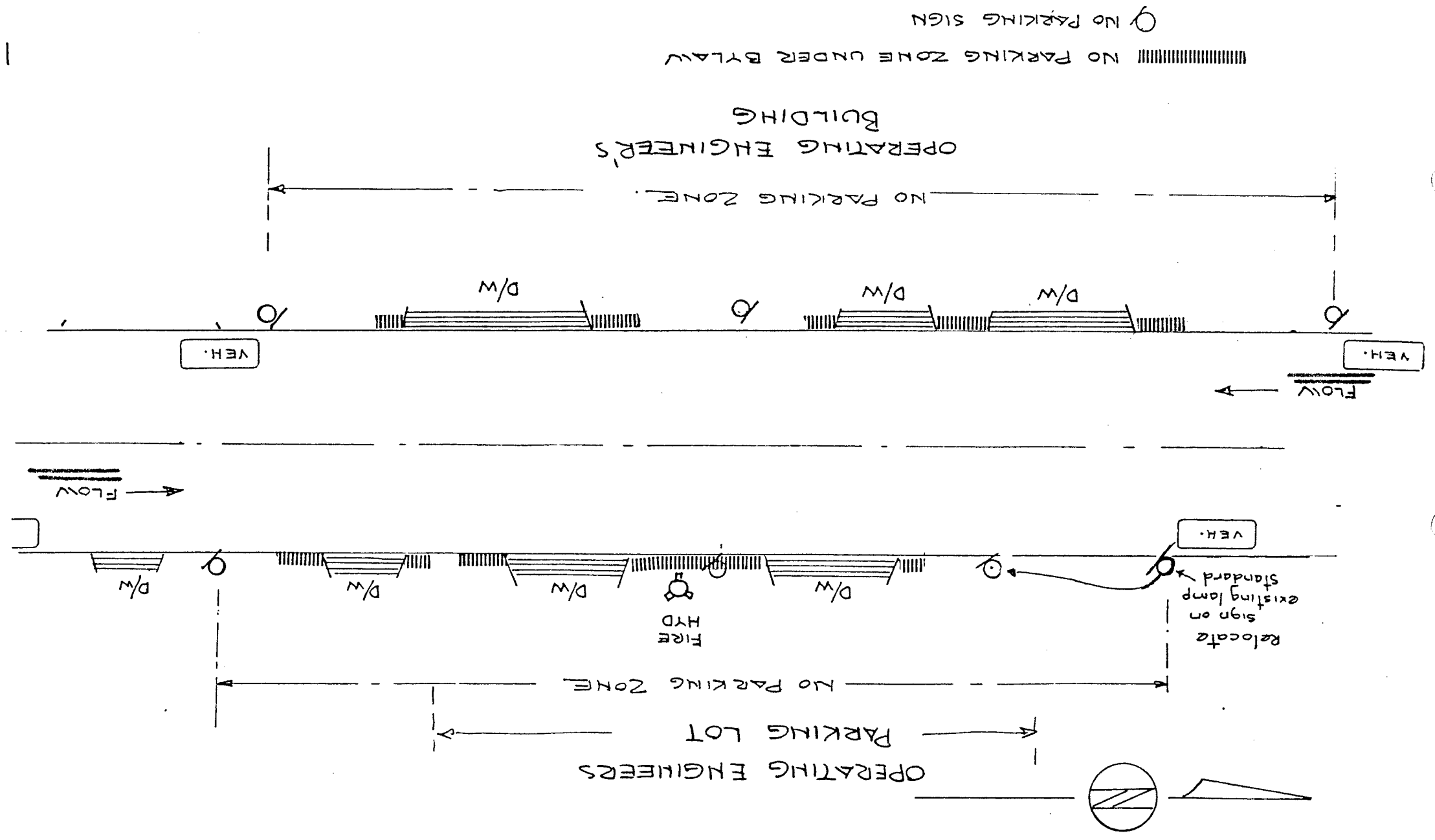
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129

1" = 30'

LEDGER.

N.T.S.



NO PARKING ZONE UNDER B/LAY

NO PARKING SIGN

OPERATING ENGINEERS BUILDING

NO PARKING ZONE

D/W

D/W

D/W

VEH.

VEH.

Flow

Flow

VEH.

Relocate sign on existing lamp standard

FIRE HYD

NO PARKING ZONE

PARKING LOT

OPERATING ENGINEERS

