

RE: LETTER FROM MR. JIM HEIBERG, 6837 ROYAL OAK AVENUE, BURNABY, B.C., V5J 4J3
PLACEMENT OF PARKING REGULATION SIGN IN FRONT OF HIS RESIDENCE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

TO: MUNICIPAL MANAGER 1990 APRIL 19

FROM: DIRECTOR ENGINEERING

SUBJECT: CORRESPONDENCE FROM JIM HEIBERG, 6837 ROYAL OAK AVENUE

PURPOSE: To respond to correspondence from Mr. Jim Heiberg regarding placement of a parking regulation sign in front of his house on Royal Oak Avenue.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Jim Heiberg of 6837 Royal Oak Avenue, Burnaby, B.C., V5J 4J3.

REPORT

INTRODUCTION

On Council's agenda for 1990 April 30 is a letter from Jim Heiberg. The letter was delivered to the Municipal Hall attached to a traffic regulation sign which was apparently uprooted by Mr. Heiberg. The vandalized sign had been relocated as a consequence of a previous request by Mr. Heiberg regarding the lane adjacent to his property. This report outlines the background to the sign relocation.

BACKGROUND

Late last year we received a number of visits from Mr. Heiberg who outlined his longstanding concerns regarding the narrow lane adjacent to his property. One of Mr. Heiberg's suggestions was that we narrow the sidewalk crossing of the lane to better conform to the actual width of the lane. This would reduce the likelihood of drivers "sweeping" into the lane at speed and hitting Mr. Heiberg's concrete block fence.

In narrowing the lane crossing the gap was widened correspondingly between the lane and the driveway to the north as shown on the attached sketch. Parking in this gap is in contravention with our Street and Traffic Bylaw clearances, however, drivers were quick to take advantage of the new curb space because parking in this neighbourhood is at a premium. This resulted in complaints because of the impaired visibility for those exiting the lane or driveway. Enforcement of the driveway clearances was problematic because of the ambiguity of the signed regulations which related to Imperial/Royal Oak intersection clearances. Accordingly the parking sign was moved slightly south to a position in front of Mr. Heiberg's house. This location ensured that both driveway and intersection clearances were unambiguously marked.

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It should be noted that no legal parking space was lost as a result. The new signing ensures safer access to Royal Oak from both the lane adjacent to Mr. Heiberg's residence and the driveway serving the automotive business on the intersection corner.

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CONCLUSION

Mr. Heiberg did not contact staff to advise of his concerns before uprooting of the sign. Upon review of the circumstances, staff are of the opinion that the sign should be replaced in the relocated position. Our rationale for the relocation reflects that:

- a) The new sign location maximizes safety by ensuring that bylaw driveway clearances are posted concurrently with meeting intersection operation requirements. Drivers will be more likely to exit the lane safely because visibility will not be impaired by drivers "crowding" bylaw clearances.
- b) There was no additional loss of parking from in front of the adjacent premises (often a concern for residents).
- c) The sign relocation flowed from the request to narrow the laneway crossing.

Staff have attempted to discuss this report with Mr. Heiberg on several occasions, in person and by telephone, but have been unable to establish contact.

As a matter of safety we will be replacing the uprooted sign as soon as possible.


DIRECTOR ENGINEERING

WCS/PL:je/ar
Attch:

cc: Municipal Solicitor
R.C.M.P.-Traffic Section
Director Administrative & Community Services

