



Meeting 2010 May 10

COUNCIL REPORT

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: LOCAL AREA SERVICES PROGRAM (LASP) - SPEED HUMPS

RECOMMENDATIONS:

1. THAT Council authorize staff to pursue the optional use of an alternative process to the existing LASP process for speed humps only on a limited trial basis as outlined in this report.
2. THAT Council send a copy of this report to Mr. Joseph Oh of 7366 Montecito Drive Burnaby, BC, V5A 1R6 for information.

REPORT

The Traffic Safety Committee, at its meeting held on 2010 May 03, received and adopted the *attached* report reviewing alternatives to the speed hump LASP to allow for more timely installations. The proposed alternative process would allow speed hump applicants on streets with multiple dwelling units to directly fund the improvements rather than through property tax assessments of all property owners along the block. The funding flexibility minimizes the time that would otherwise be required to obtain bylaw approvals for funding through property assessments.

Respectfully submitted,

Councillor S. Dhaliwal
Chair

Councillor C. Jordan
Vice Chair

Councillor P. McDonell
Member

Copied to: City Manager Deputy City Manager Director Engineering
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2010 April 26

FROM: DIRECTOR ENGINEERING

FILE: 34500 01
Ref: LASP General

SUBJECT: LOCAL AREA SERVICES PROGRAM (LASP) – SPEED HUMPS

PURPOSE: To review alternatives to the speed hump LASP to allow for more timely installations.

RECOMMENDATION:

1. **THAT** the Committee recommend that Council authorize staff to pursue the optional use of an alternative process to the existing LASP process for speed humps only on a limited trial basis as outlined in this report.
2. **THAT** The Committee recommend that Council send a copy of this report to Mr. Joseph Oh of 7366 Montecito Dr Burnaby BC V5A 1R6 for information.

REPORT**1.0 BACKGROUND**

On 2010 April 06, Mr. Oh appeared as a delegation at the Traffic Safety Committee to reiterate his concerns about the volume and speed of traffic along Montecito Dr. Previous reports on the matter to the Traffic Safety Committee resulted in the installation of a variety of signs and paint markings in an effort to redirect some traffic along Halifax, and to improve safety. In addition, on 2010 February 08, Council approved the pursuit of speed humps on the 7200-7300 block of Montecito Dr as part of the 2010 Speed Hump LASP. Mr. Oh expressed concerns about the current LASP process due to the length of time required before implementation. Arising from discussion, the Traffic Safety Committee requested a review of alternative options to the LASP process and a report back from staff.

2.0 CURRENT LASP PROCESS

The LASP process is a mechanism for local residents to implement and fund a variety of street improvements along their block. Typical improvements include street lighting, speed humps, lane paving, or a total street upgrade to a final design standard (with pavement, curb, gutter, sidewalks and grassed boulevards). The mechanism essentially allows the City to recover all or

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a portion of the cost of the street improvements through the City's annual tax assessment over a fixed term. The total cost of the improvement is distributed among property owners along the block based on their lineal street frontage. Because the street improvements and associated costs are optional to property owners, there is a required petition procedure to ensure that at least 50% of abutting property owners are in support through a petition process. The basic LASP process and timeline for speed humps are outlined below:

- A Council report is prepared reviewing all applications and recommending streets that should proceed with the LASP process (early in the year).
- Detailed designs, cost estimates, identification of affected properties, and cost assessment are finalized (Spring).
- A formal petition with instructions is mailed to the applicant and an information letter is sent to all affected property owners (Spring).
- Applicant obtains the necessary signatures for the petition (early Summer).
- Validity of petition is reviewed and results are tabulated. Certificate of Sufficiency report detailing results of the petition process is prepared for Council approval (early Summer).
- Construction and Financing Bylaws are prepared for Council approval (Summer).
- Construction is scheduled (late Summer, subject to the number of projects and other construction activities).

As described above, the entire LASP process could take up to 10 months from the initial Council report to final construction. For major street upgrades or reconstruction, the LASP process is a necessity for costs to be carefully assessed and equitably distributed among abutting property owners. Cost is generally amortized over a number of years. For smaller projects like speed humps, which are funded 100% by property owners fronting the improvement area, the formal LASP funding approval process can be long relative to the cost of the project.

3.0 ALTERNATIVE PROCESS

To expedite the implementation of speed humps, a process similar to the installation of speed bumps in laneways can be adopted which does not involve a special tax assessment against abutting properties. In this process, an applicant would be required to submit a petition showing the support of at least 50% of abutting residents (property owners or tenants) for the installation of speed humps in locations pre-approved by the City. The applicant would also be required to submit the full cost of the installations, either funded by himself or equally amongst all residents, or combination thereof. In this regard, the funding and assessment process can be shortened or avoided. This process could reduce implementation time by one-half, such that applications received early in the year can be scheduled for construction in the summer subject to other ongoing construction activities.

The main advantage of the alternative process is to expedite the implementation of the speed humps while maintaining the consultation and democratic process to ensure that the majority of residents are in support. This alternative process also provides flexibility in terms of funding sources. It allows funding to come from only one or several sources instead of from all property

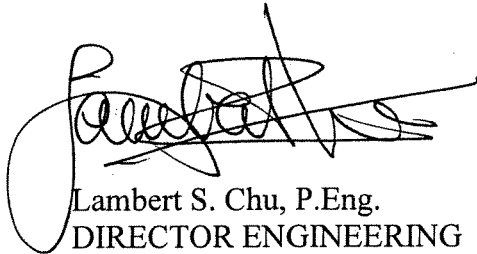
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owners. This may be particularly useful for blocks comprised of multiple dwellings represented by one or more strata councils. The petition may be signed by the property owners or tenants and the strata councils may then elect to fund the speed humps on behalf of their complex, foregoing the lengthy standard LASP funding approval process. The main disadvantage of the alternative process is the potential difficulty for applicants to collect the necessary funding, but this is mitigated by the fact that speed humps (approximately \$1,500 each) are much lower in cost in comparison to many other street works, especially when shared amongst many stakeholders.

While it remains unclear whether this new process will result in the successful implementation of speed humps along Montecito Dr, it may also be useful for other streets within the City with similar challenges of obtaining funding support from a large number of property owners. Therefore it is recommended that the alternative process be provided as an option on a limited trial basis for speed hump installation along streets with multiple dwelling units or other similar conditions. The limited trial will allow a more detailed assessment of the advantages and disadvantages of the alternative process, and determine the level of interest for the alternative process from speed hump applicants.

4.0 CONCLUSION

To respond to concerns about the length of the LASP process for speed humps, it is recommended that an alternative process be provided as an option on a limited trial basis. The alternative process would allow speed hump applicants on streets with multiple dwelling units to directly fund the improvements rather than through property tax assessments of all property owners along the block. This funding flexibility minimizes the time that would otherwise be required to obtain bylaw approvals for funding through property assessments. However, the applicant would still be required to successfully obtain the support of at least 50% of all abutting residents (property owners or tenants) through a petition process. The trial will help to better determine the advantages of the funding flexibility and the potential level of interest from speed hump applicants.



Lambert S. Chu, P.Eng.
DIRECTOR ENGINEERING

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Copied to: City Manager
Deputy City Manager
City Clerk