Street Light User Fee and Franchise Fee Proposed Increases

Street Light User Fee

- Has not been increased since its inception in 2009
- Xcel Energy increased electricity rates by 21% in 2022. The current amount collected does not cover street lighting electricity costs.
- Currently, $271,375 is collected annually. The proposed increase would collect an additional $68,500 annually, totaling approximately $339,873.
- Staff are proposing to increase the quarterly residential charge from $5.19 to $6.50.

Franchise Fees

- The amounts collected in 2022 are about 4.13% of each respective utility's gross revenues.
- The increase would collect an additional $405,225.35 annually, totaling approximately $2.33 million per year.
- Estimated calculations show an approximate increase per household from $98.40 per year to $117 per year.

Speed Limit Discussion

City Council Work Session
May 9, 2023

Matt Hardegger (he/him)
Transportation Engineer

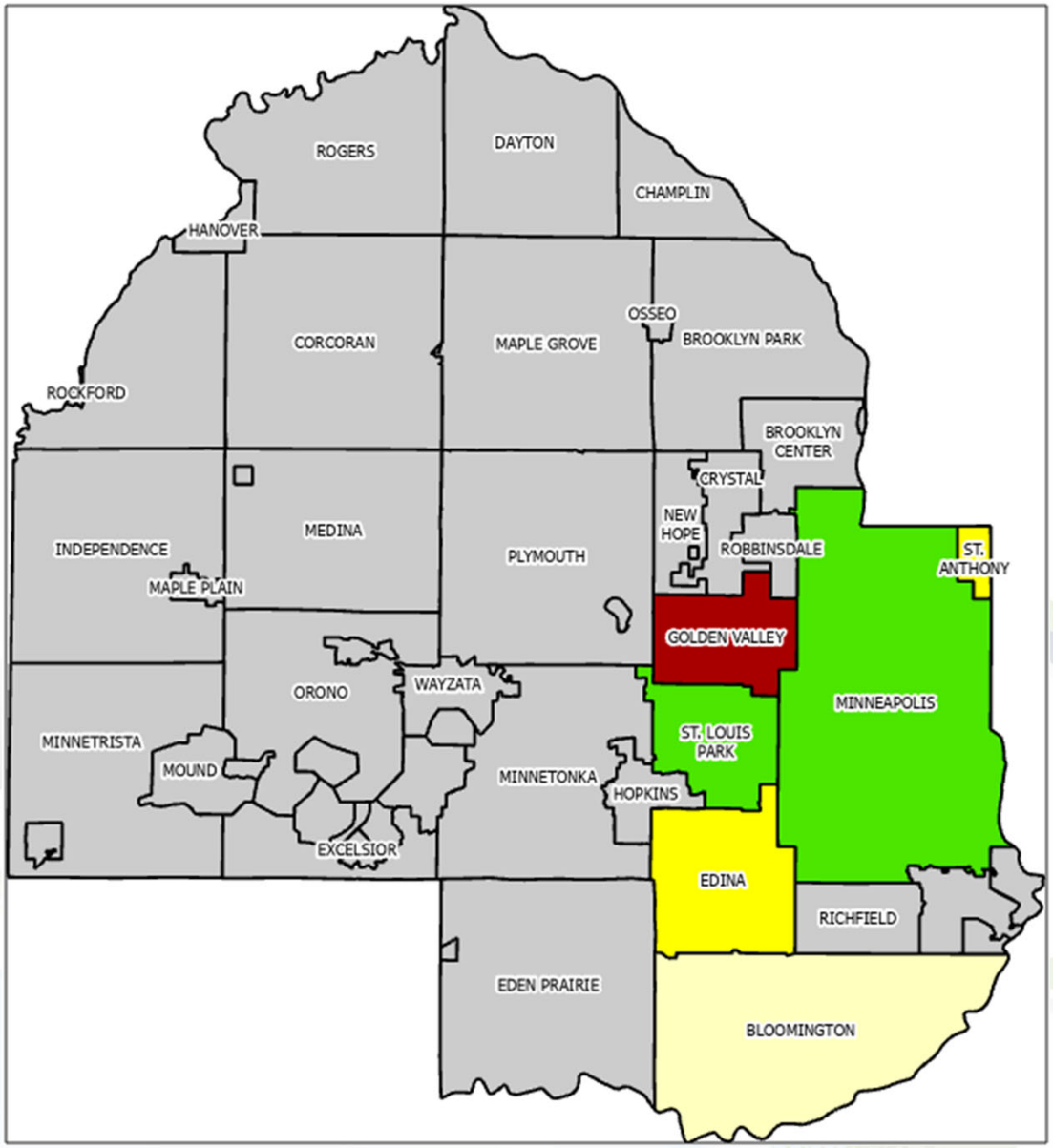
Agenda

- Local Context
- Staff Recommendation
- Goals & Evaluation Discussion
- Gather feedback and staff direction

Legal Authority

- 2022 MN Statutes, Sec. 169.14, Subd. 5h. **Speed limits on city streets.**
  - Passed in 2019
  - "A city may establish speed limits for city streets under the city's jurisdiction other than the limits provided in subdivision 2 without conducting an engineering and traffic investigation. This subdivision does not apply to town roads, county highways, or trunk highways in the city. A city that establishes speed limits pursuant to this section must implement speed limit changes in a consistent and understandable manner. The city must erect appropriate signs to display the speed limit. A city that uses the authority under this subdivision must develop procedures to set speed limits based on the city's safety, engineering, and traffic analysis. At a minimum, the safety, engineering, and traffic analysis must consider national urban speed limit guidance and studies, local traffic crashes, and methods to effectively communicate the change to the public."
- Includes: 76th, 77th, Lyndale, 70th, 73rd/Diagonal, Cedar, Bloomington, 12th
- Does **NOT** include: 66th, Penn, Nicollet, Portland, Highway 62, Highway 77, 35W, 494

Current Speed Limits in Hennepin County



- 20 MPH DEFAULT
- 25 MPH DEFAULT
- 25 MPH DEFAULT (PROPOSED)
- STUDIED & DID NOT IMPLEMENT
- 30 MPH

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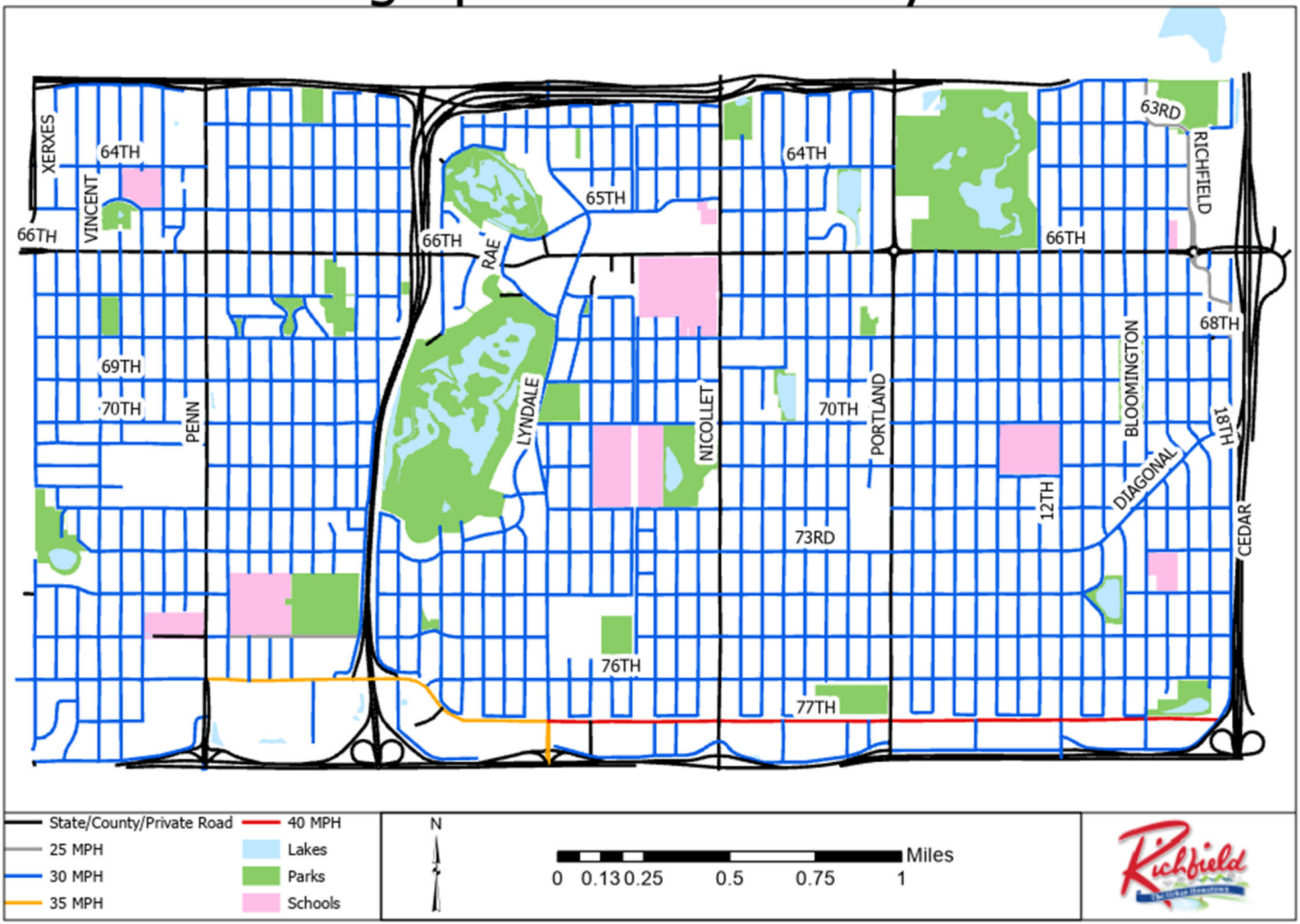
Existing Speed Limits - May 2023



Proposed Speed Limits - October 2022

Proposed Speed Limits - May 2023

Initial Methodology

- Baseline: Median Speeds
  - Data taken since 2010
- Values rounded to nearest 5 mph
- Additional Criteria required to have speed limit >25 mph
  - 30 mph: >1000 ADT, ½ mile long, 30 mph median speed
  - 35 mph: Criteria for 30 + arterial road

Revised Methodology

- Baseline: Median Speeds
  - Data taken since 2010
- Values rounded to nearest 5 mph
- Additional Criteria required to have speed limit >25 mph
  - Arterial route* with at least 4 lanes for more than 1/2 mile
  - Higher speeds considered based on pedestrian facility location, driveway accesses, & roadway geometry

*Defined by Metropolitan Council

Why 25 mph citywide?

- Every road in Richfield is residential
- Simple and consistent expectations
- NACTO City Limits recommends 25 MPH or below for a default citywide speed limit
  - 25 mph when there is a lack of differentiation between low/high volume road characteristics
- Does not create “high speed zones” in more racially diverse areas

Why not 20 mph?

Target Speed
(The speed we want people to drive)

Design Speed
(The speed the road is considered safe to drive by designers)

Operating Speed
(The speed people actually drive)

Speed Limit
(The speed people are legally allowed to drive)

Citywide Speed Data

- Most people travel **under 25 mph** on quiet roads AND under 30 mph on others

Local roads	Median speed [mph]
Roads with < 1,000 veh/day	24.2 mph
Roads with > 1,000 veh/day	28.3 mph
Roads with > 2,000 veh/day*	29.2 mph

*Excludes 77th St

Why not 20 mph?

- Adverse roadway widths (Design Speed)
  - Most roads designed to State Aid Standards (30 mph minimum design speed)
  - Typical streets range from 32-36 feet wide with minimal street parking usage
- Citywide median speeds (Operating Speed)
  - Tiered approach similar to October 2022 map
- Requires significant extra investment
  - Short term: Education and Enforcement
  - Long term: Infrastructure with lower target speed
    - Active Transportation Action Plan

Discussion

- Thoughts on staff recommendation?
- How does City Council define success with this policy?
  - What are the goals we are trying to achieve?

Identified Goals

- Reduced Vehicle Speeds
- Lower annual vehicle crash totals
- Fewer fatal/serious injury crashes
  - Goal to eliminate
- Fewer crashes with pedestrians/bicycles
  - Goal to eliminate
- Fewer vehicles traveling >40 MPH

Next Steps

- PW finalizes Recommendation and Supporting Documentation (Summer 2023)
- Council Action (Summer 2023)
- Implementation (Fall 2023-Spring 2024)
  - Learn from Other Cities
  - Develop Education & Enforcement Strategies
  - Develop Signing Strategy & roll out plan
- Monitor! (2024-2026)
  - Annual Crash Analysis
  - Annual Speed Counting Program
- Revise if needed (2026)

Results in Other Communities

Reducing Vehicle Speeds

- Changing the limit is just one tool
- Ultimately people drive the speed they feel comfortable driving
  - Design
  - Enforcement
  - Education

Reducing Vehicle Speeds

- National Examples
  - Mean & Median Speeds Stayed Similar Overall in Boston[2] and Portland[3]
    - Lower odds of exceeding higher speeds
    - Portland found a correlation between wider pavement width and higher speed
  - Decreases in Seattle[1]
- Local Examples
  - Minneapolis, St. Paul, St. Louis Park, Edina have not completed post-assessments
  - U of MN CTS study on St. Louis Park is forthcoming this spring

[1] SDOT Speed Limit Case Studies, July 2020
[2] Hu W, Cicchino JB. Inj Prev 2020;26:99–102.
[3] Anderson, Jason C, Christopher Monsere, and Sirisha Kothuri. 2022. "Effect of Residential Street Speed Limit Reduction on Driving Speeds in Portland, Oregon." Findings, January. https://doi.org/10.32866/001c.31956.

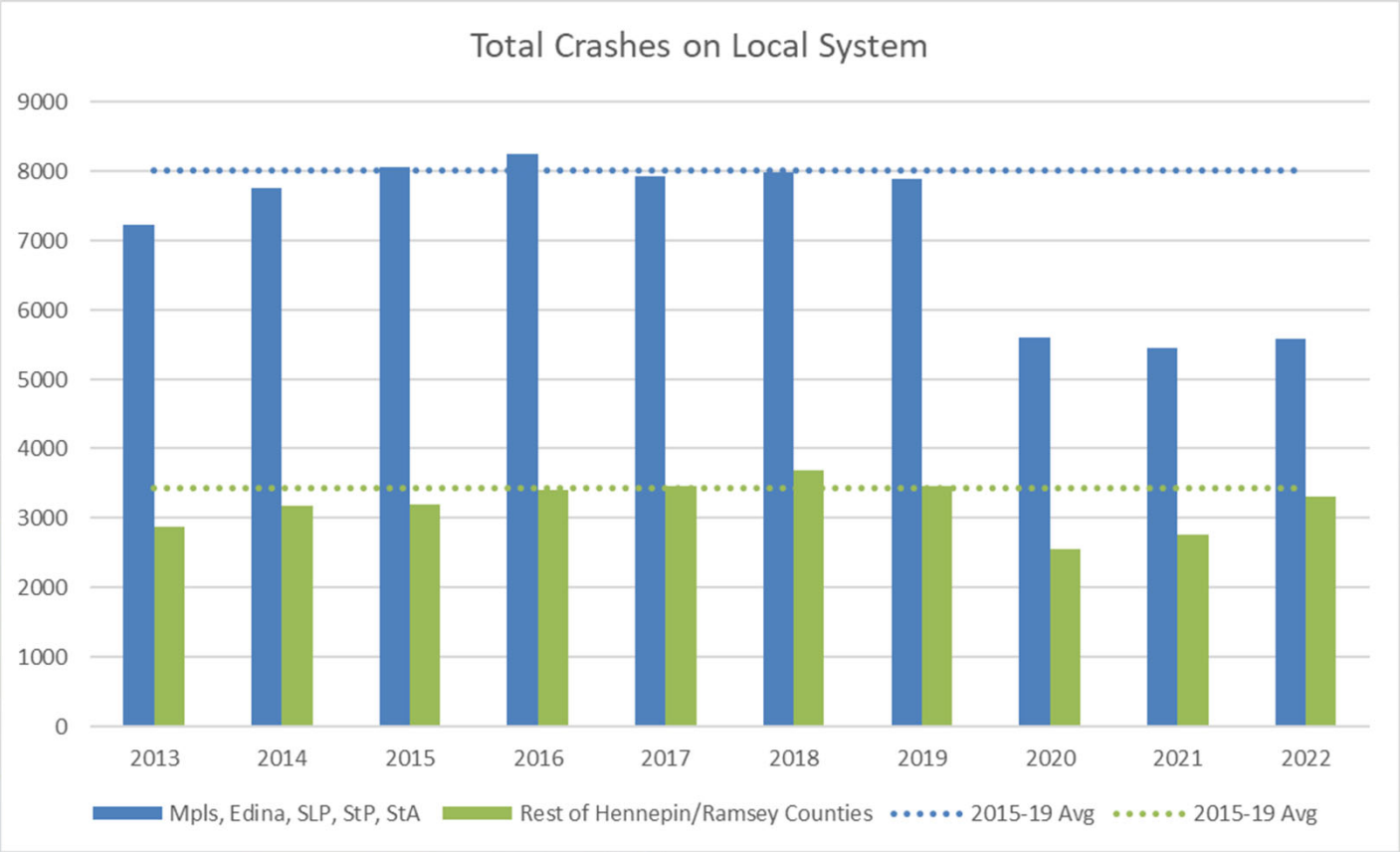
Reduce Crashes & Crash Severity

- National/International Examples
  - Lower speeds reduced injury & fatal crashes in Seattle[1], Toronto (CA)[2], and Bristol (UK)[3].
- Local Crash Data Comparison
  - Cities that reduced speed limits
    - Minneapolis, St. Paul, Edina, St. Louis Park, St. Anthony
  - Rest of Hennepin/Ramsey Counties

[1] SDOT Speed Limit Case Studies, July 2020
[2] Hu W, Cicchino JB. Inj Prev 2020;26:99–102.
[3] Bornioli A, Bray I, Pilkington P, *et al.* Effects of city-wide 20 mph (30km/hour) speed limits on road injuries in Bristol, UK. *Injury Prevention* 2020;**26:**85-88.

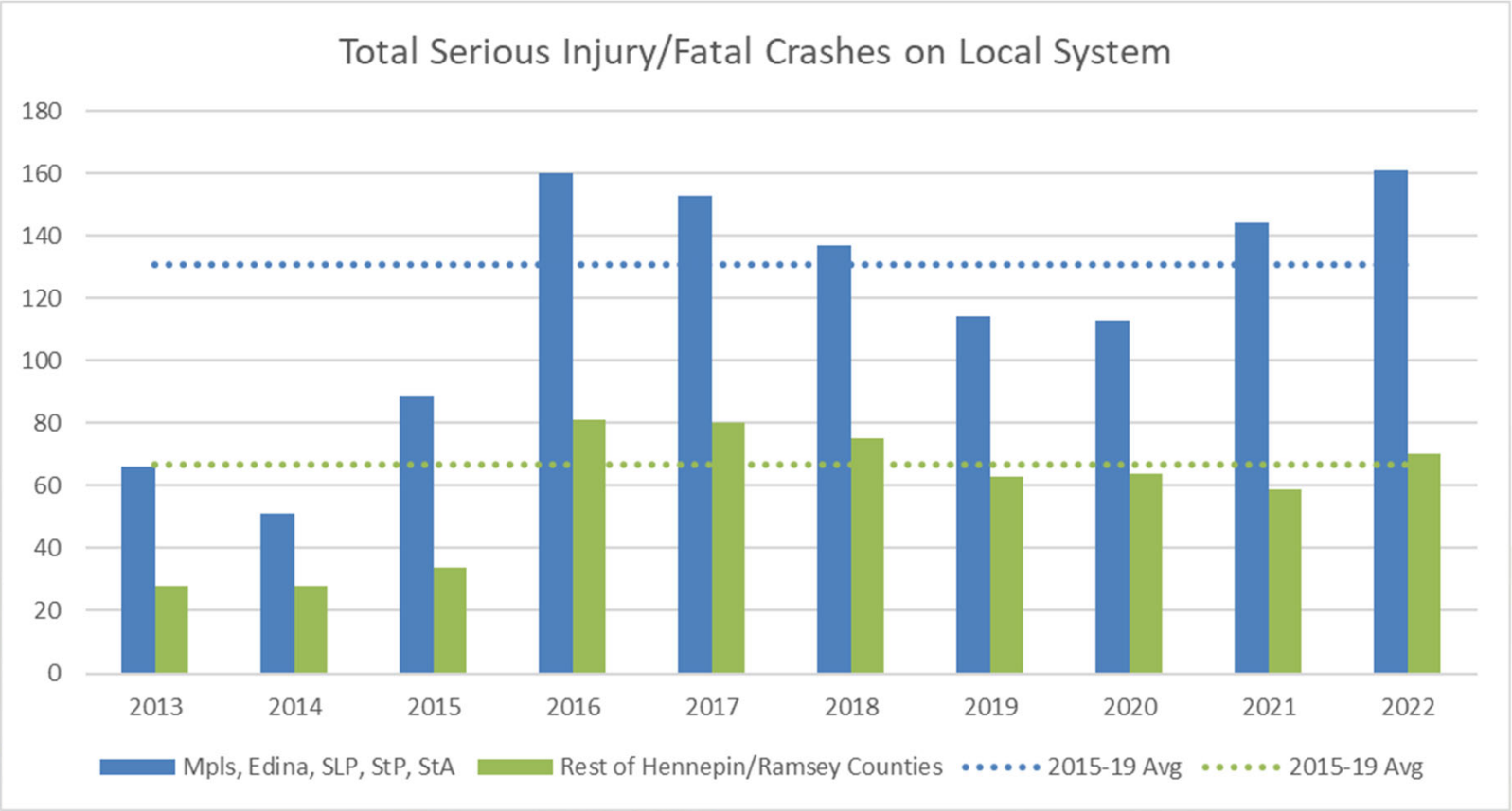
Local Crash Data Comparison

- Total Crashes **down** 32% and 30% from 2015-2019 average in 2021 and 2022
- Rest of Hennepin & Ramsey Counties **down** 19% and 4% in 2021 and 2022



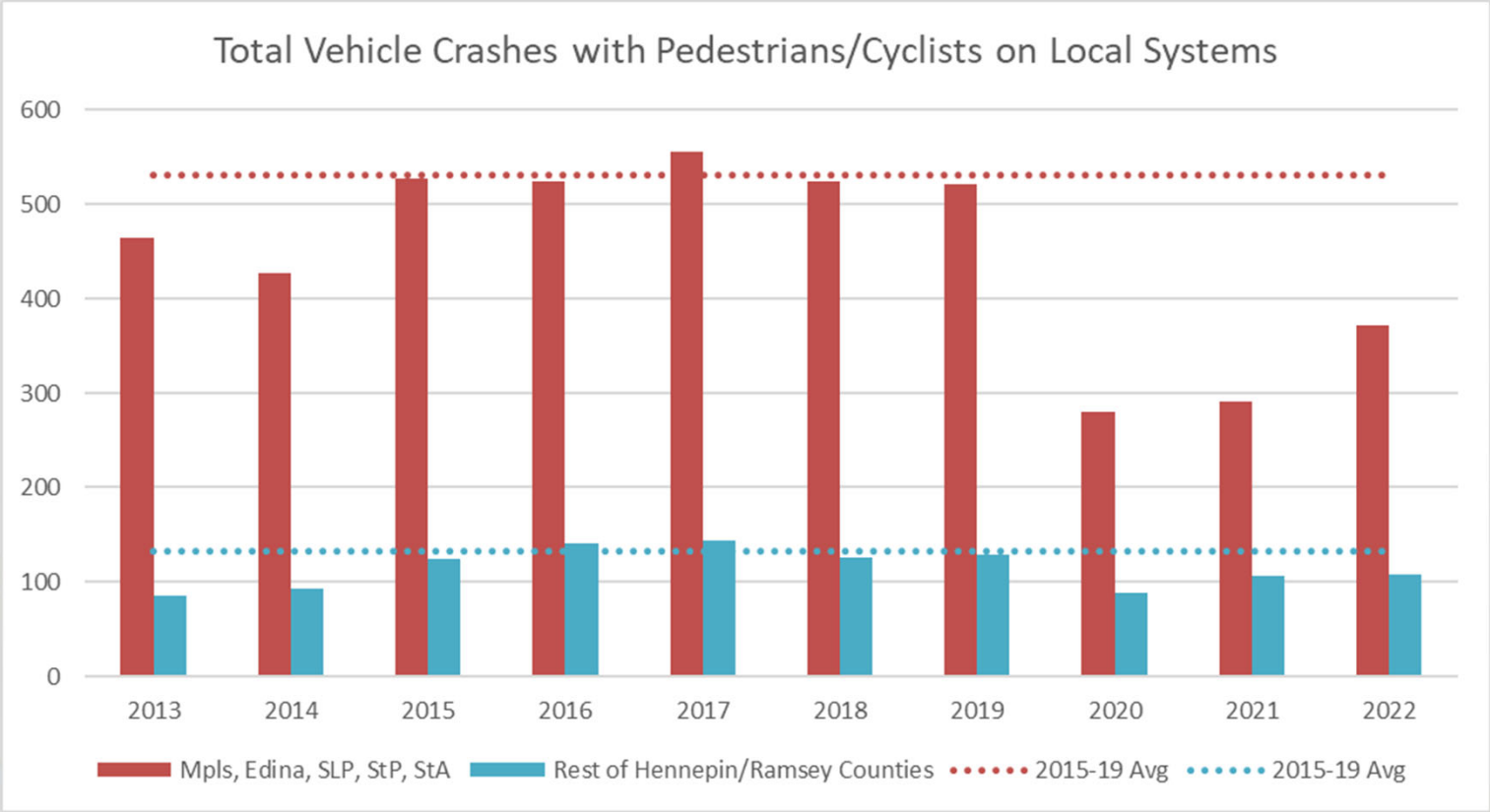
Local Crash Data Comparison

- Fatal & Serious Injury Crashes **up** 10% and 23% from 2015-2019 average in 2021 and 2022
- Rest of Hennepin & Ramsey Counties **down** 11% in 2021 and **up** 5% in 2022



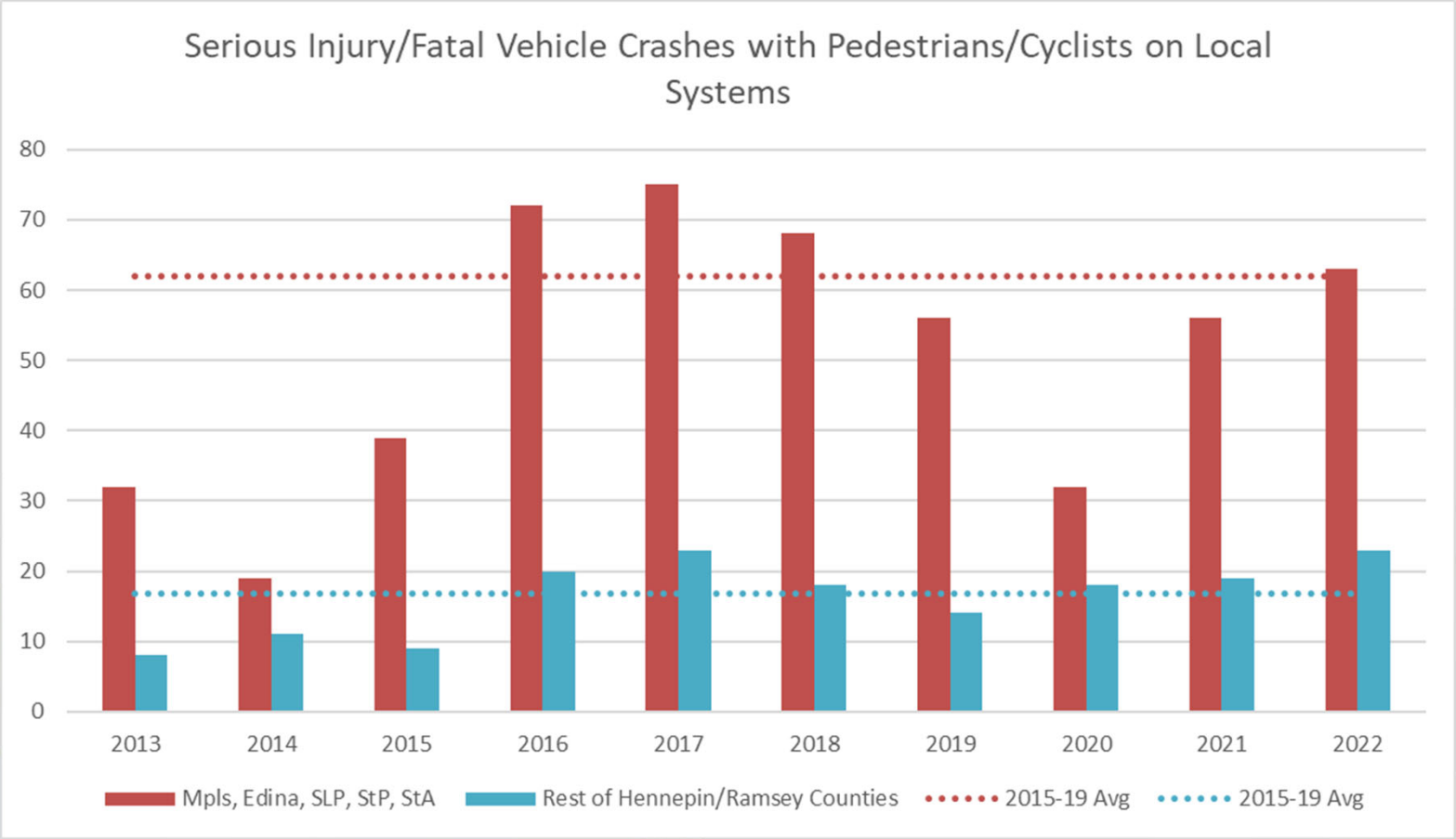
Local Crash Data Comparison

- Total crashes **down** 45% and 30% from 2015-2019 average in 2021 and 2022
- Rest of Hennepin & Ramsey Counties **down** 20% and **down** 18% in 2021 and 2022



Local Crash Data Comparison

- Fatal & Serious Injury Crashes **down** 10% and **up** 2% from 2015-2019 average in 2021 and 2022
- Rest of Hennepin & Ramsey Counties **up** 13% in 2021 and **up** 37% in 2022

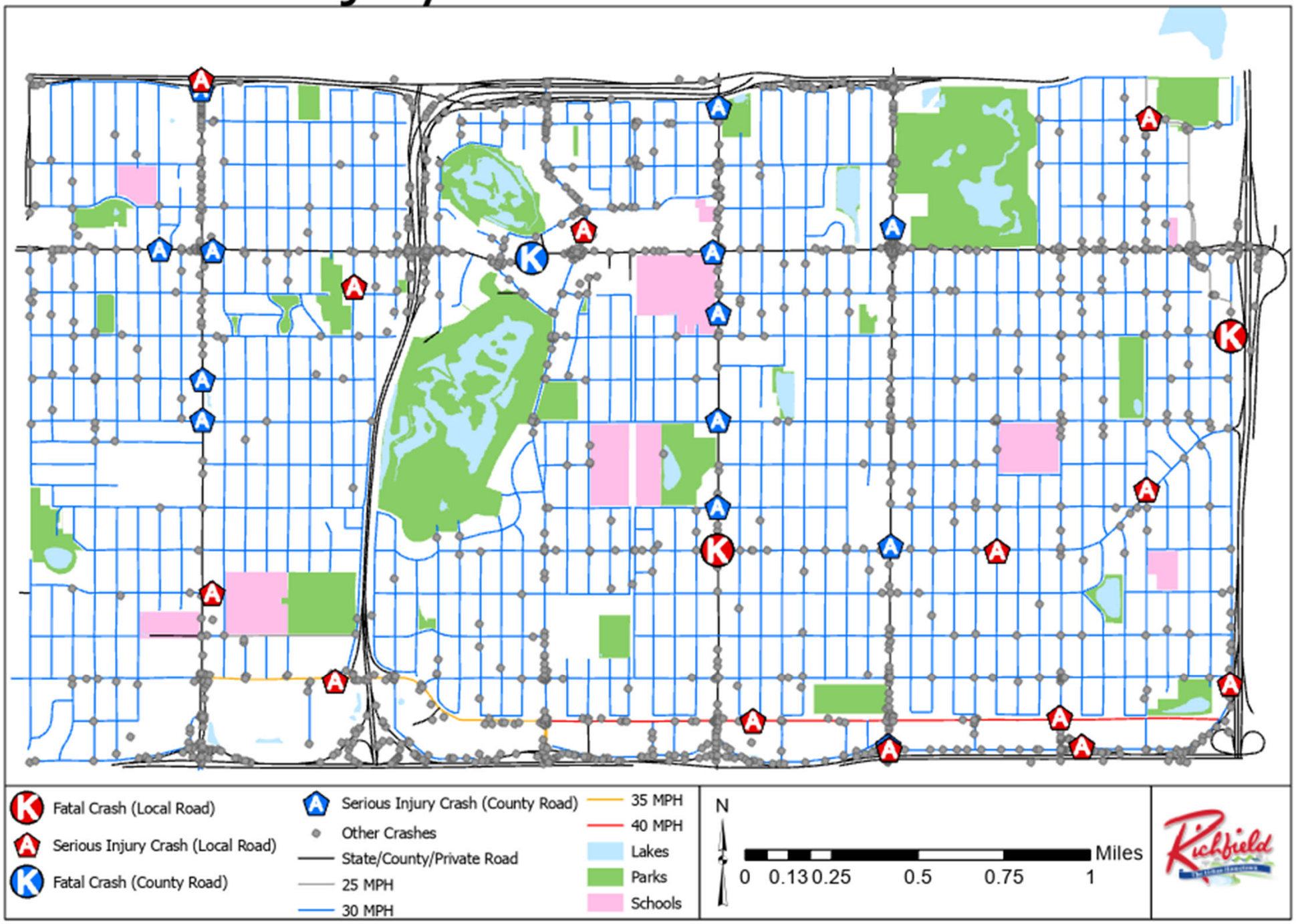


Follow Up from Oct 2022 WS

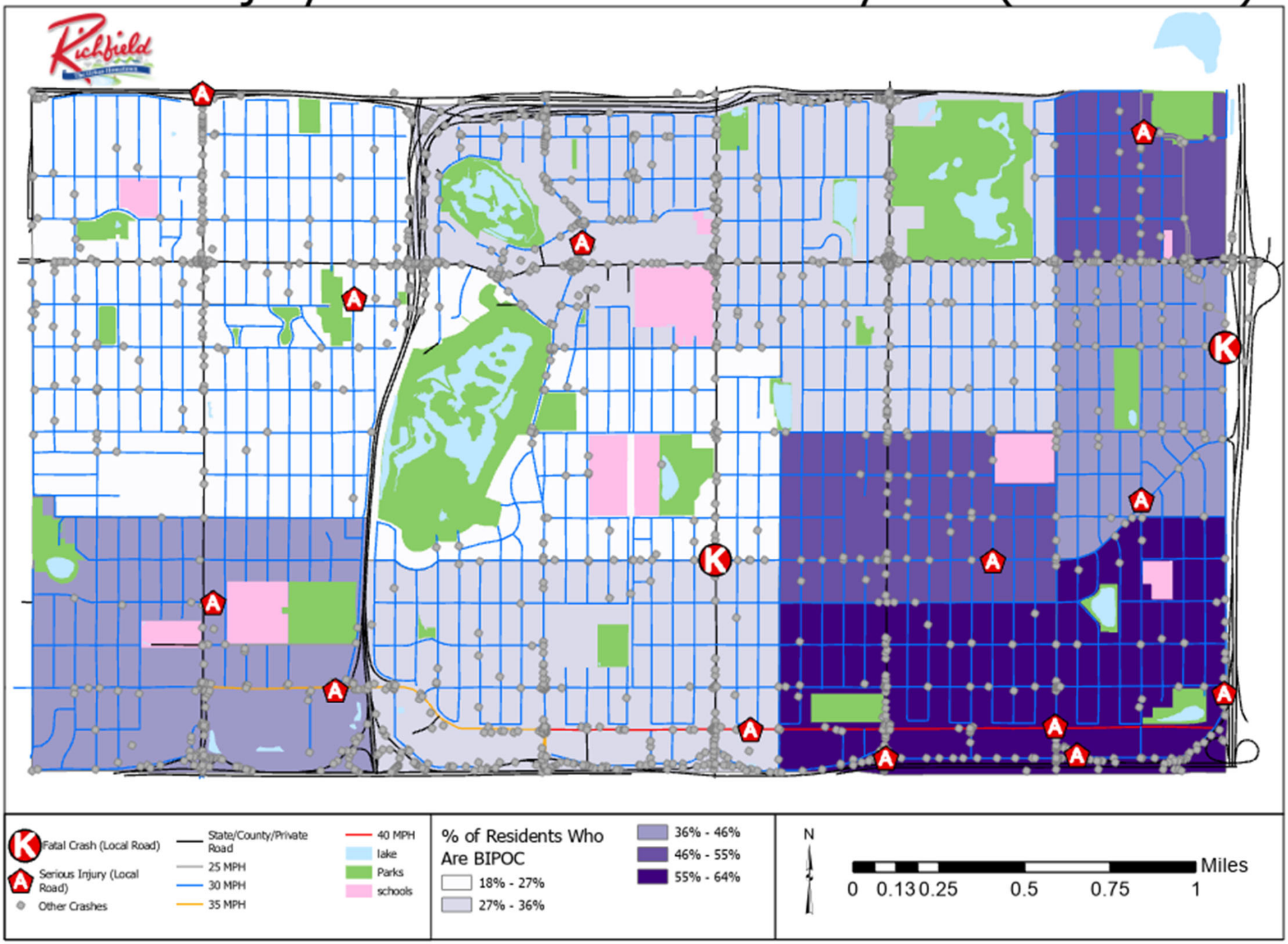
Where do crashes occur in Richfield?

- 729 total crashes in 2022
  - 228 on County Roads
  - 204 on Local Roads
  - 297 on other facilities (MnDOT Highways & ramps)
- 41 Serious Injury or Fatal crashes from 2018-2022
  - 14 on County Roads
  - 15 on Local Roads
    - 2 on Cedar
    - 2 on 78th
    - 3 on 73rd/Diagonal
    - 3 on 76th/77th
    - 5 elsewhere
    - 8 of 15 in area bounded by 494/Cedar/Nicollet/73rd/Diagonal
  - 2 on other facilities (MnDOT Highway & ramps)

Serious Injury & Fatal Crashes: 2018-2022



Serious Injury & Fatal Crashes - Local System (2018-2022)



Appendix (Additional Data)

Speed Limit History in MN

- 1911: First “Reasonable and Proper” Statutory Speed Limit
  - 10 mph in “built up” areas
  - 25 mph on rural highways
- 1937/1939: 30 mph appears
  - 30 mph in any municipality
  - 60 mph daytime/50 mph nighttime on rural highways
- 1974: National 55 mph Speed Limit
- 1975: Can establish School Zones up to 20 mph below normal speed limit, but not lower than 15 mph
- 1976: Minimum 25 mph limit on streets with bike lanes
- 1980: Municipalities can override Commissioner in “Urban Districts”
- 1984: 10 mph in alleys
- 1994: 25 mph by ordinance on residential roadways
  - Must be signed at beginning and end of zone
  - Less than ¼ mile in length
- 1995: Repeal of 55 mph Speed Limit
- 2009: “Urban district” expanded to include full length of street, not just sections
  - Lyndale Ave 30 mph speed limit uses this law
- 2019: Pathway for cities to set local speed limits

Source: https://www.dot.state.mn.us/mnspeedlimitvision/speed-history/

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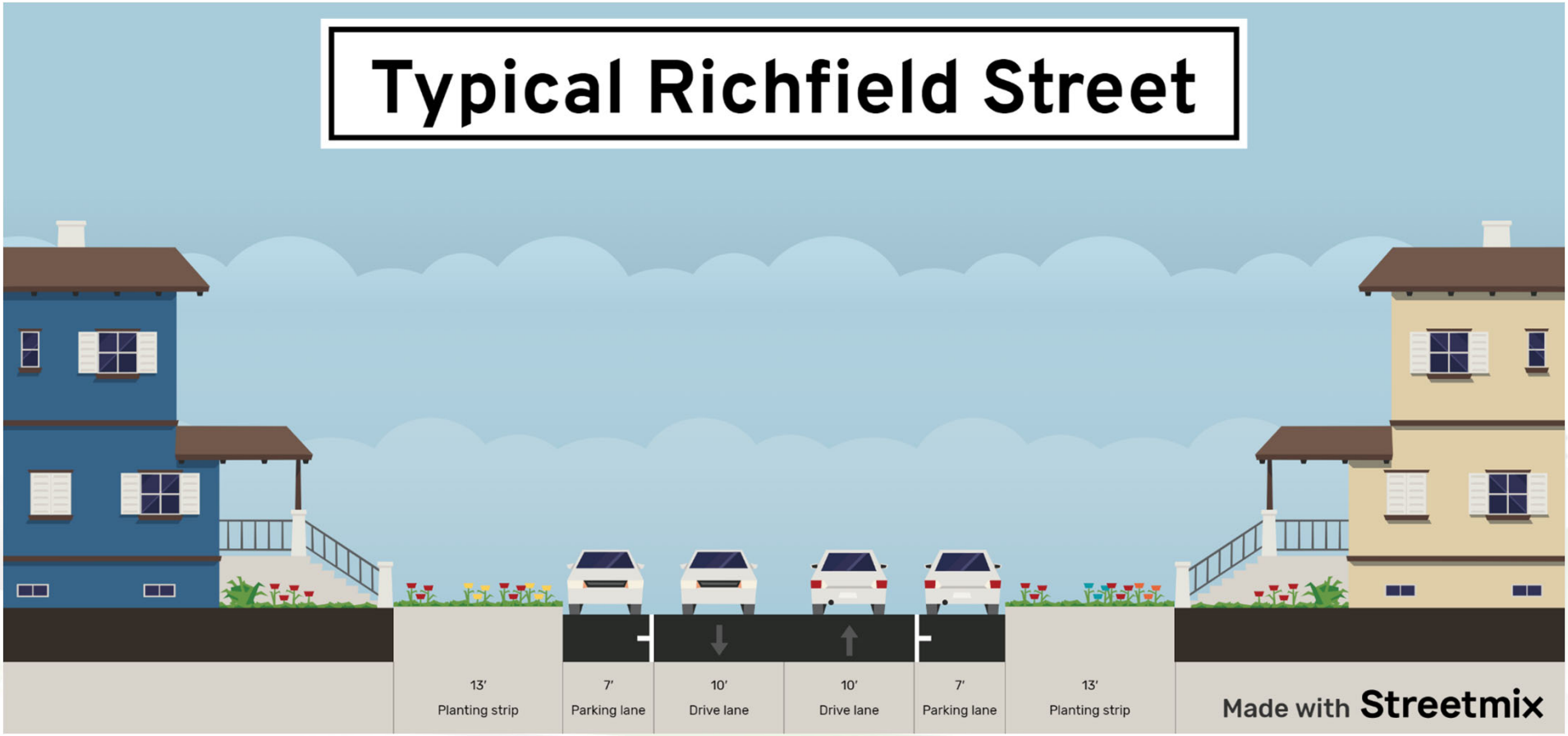
Citywide Speed Data

Local roads	Median speed [mph]	Average speed [mph]	85th Percentile speed [mph]
Roads with < 1,000 veh/day	24.2 mph	22.9 mph	28.8 mph
Roads with > 1,000 veh/day	28.3 mph	28.1 mph	33.1 mph
Roads with > 2,000 veh/day*	29.2 mph	28.5 mph	33.3 mph

*Excludes 77th St

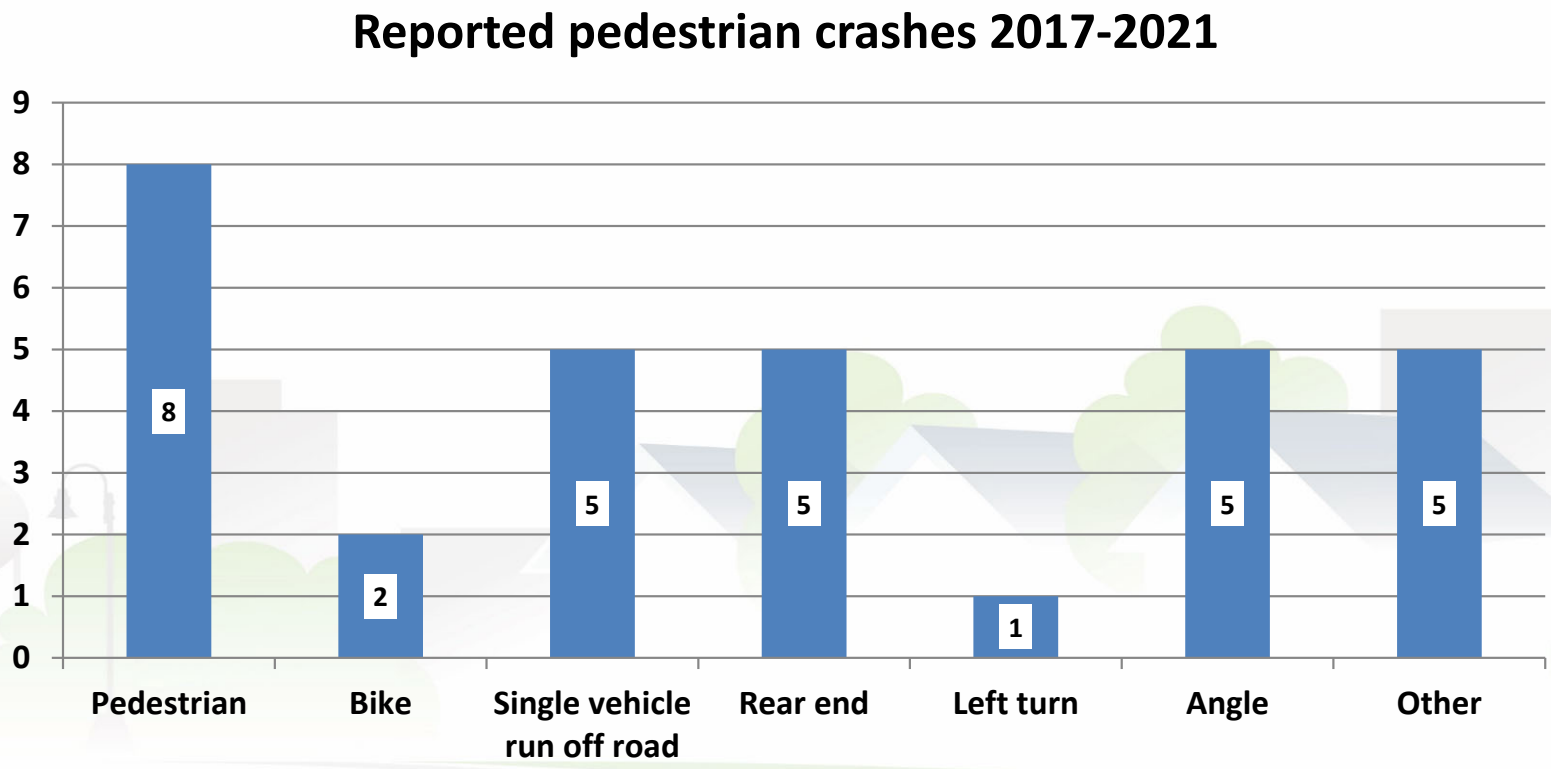
Median Speeds Collected Since 2010

Street Widths



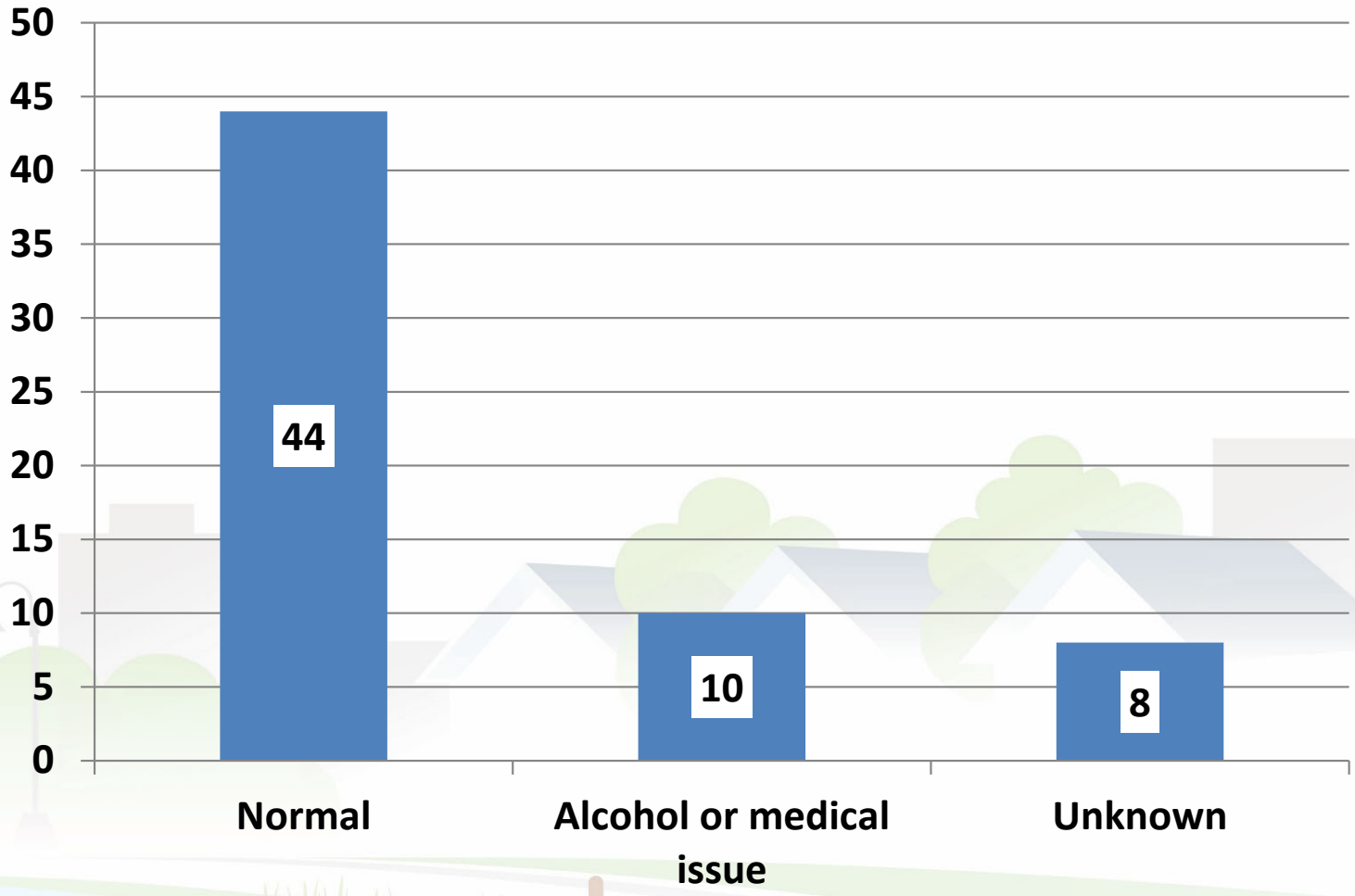
Basic type

- Many serious crashes involve pedestrians



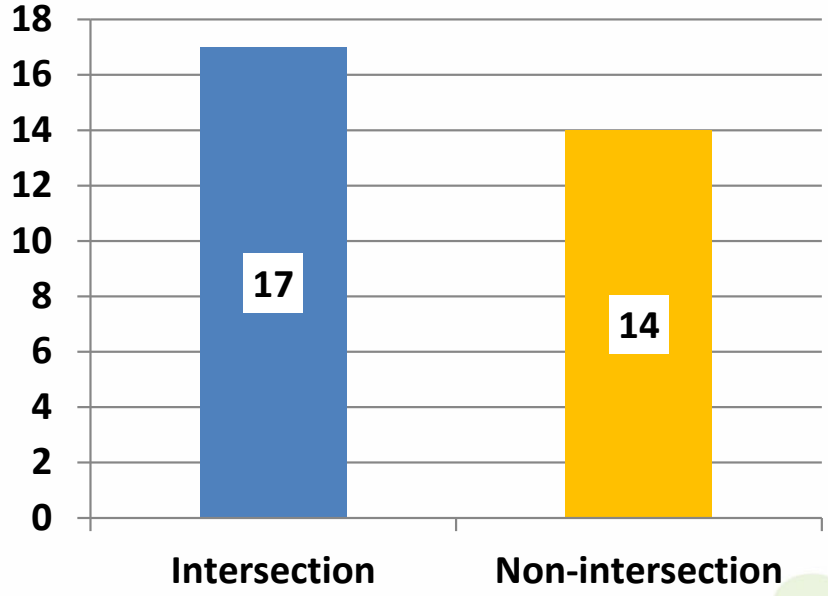
Source: MnCMAT2 2017 – 2021

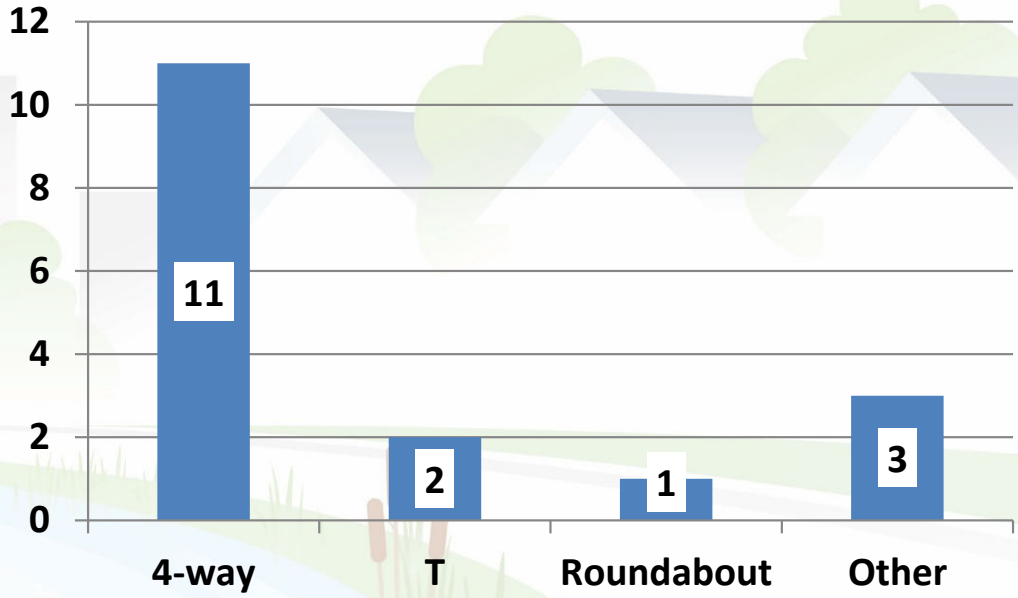
Severe crashes – physical condition



Source: MnCMAT2 2017 – 2021

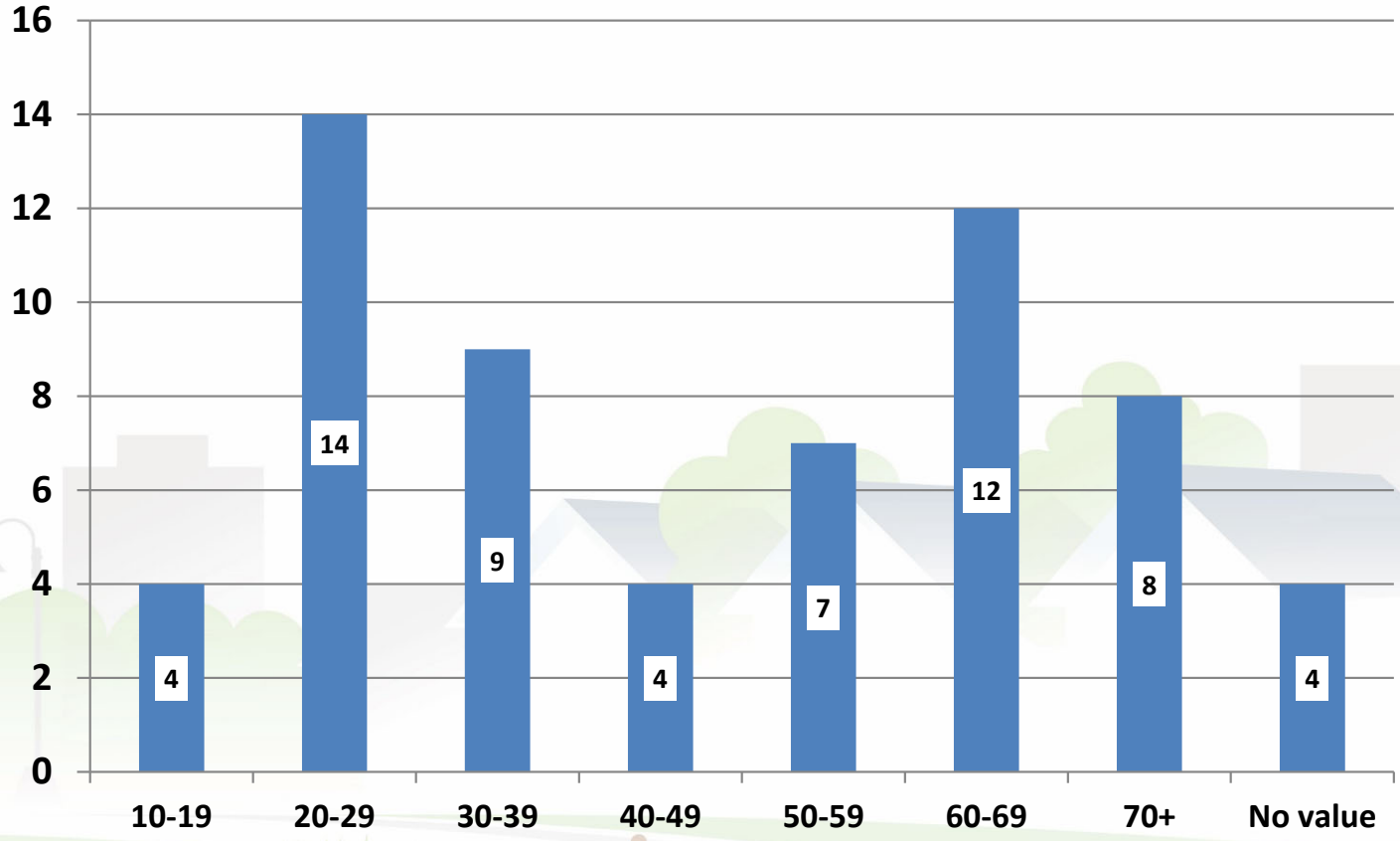
Severe crashes - intersection





Source: MnCMAT2 2017 – 2021

Severe crashes - age



Source: MnCMAT2 2017 – 2021

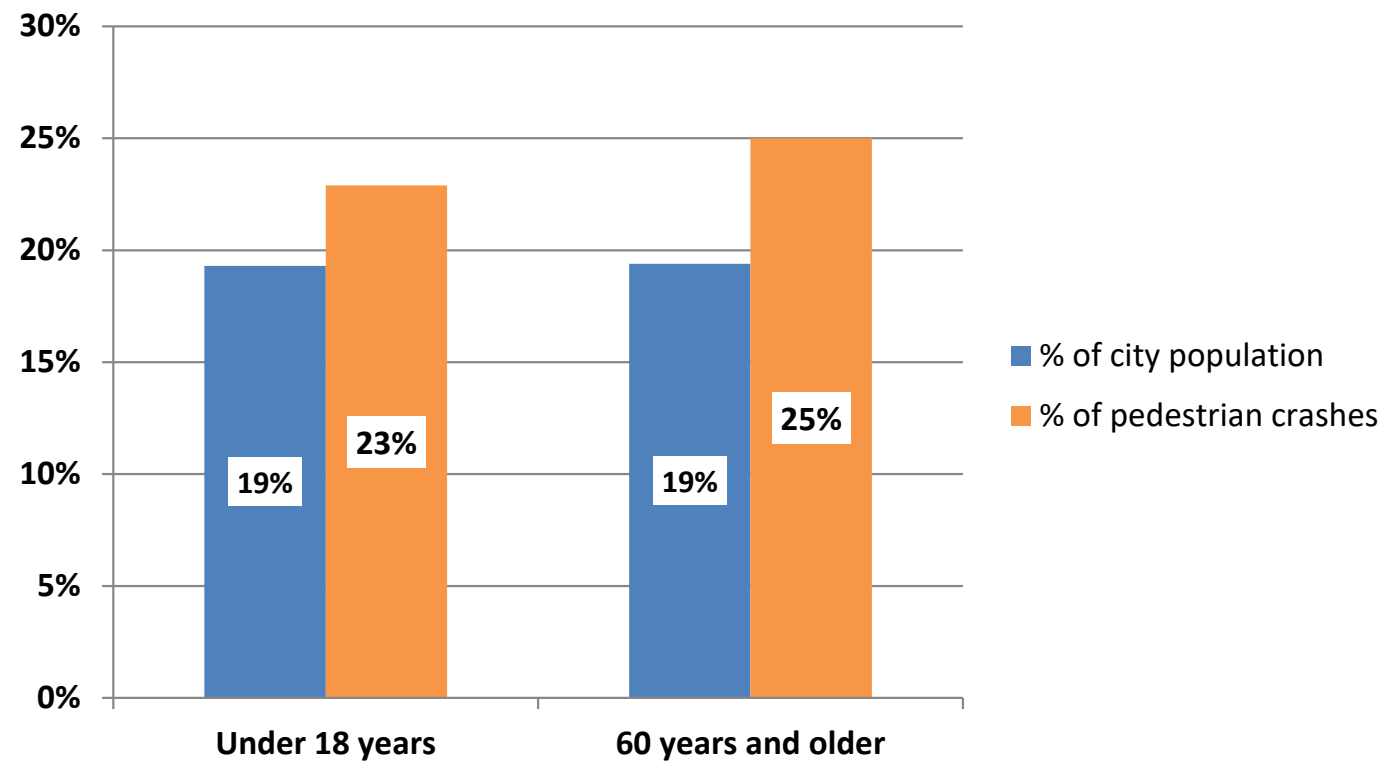
Pedestrian - light

- Over a quarter of pedestrian crashes occur at night with streetlights

Source: MnCMAT2 2017 – 2021

Pedestrian - age

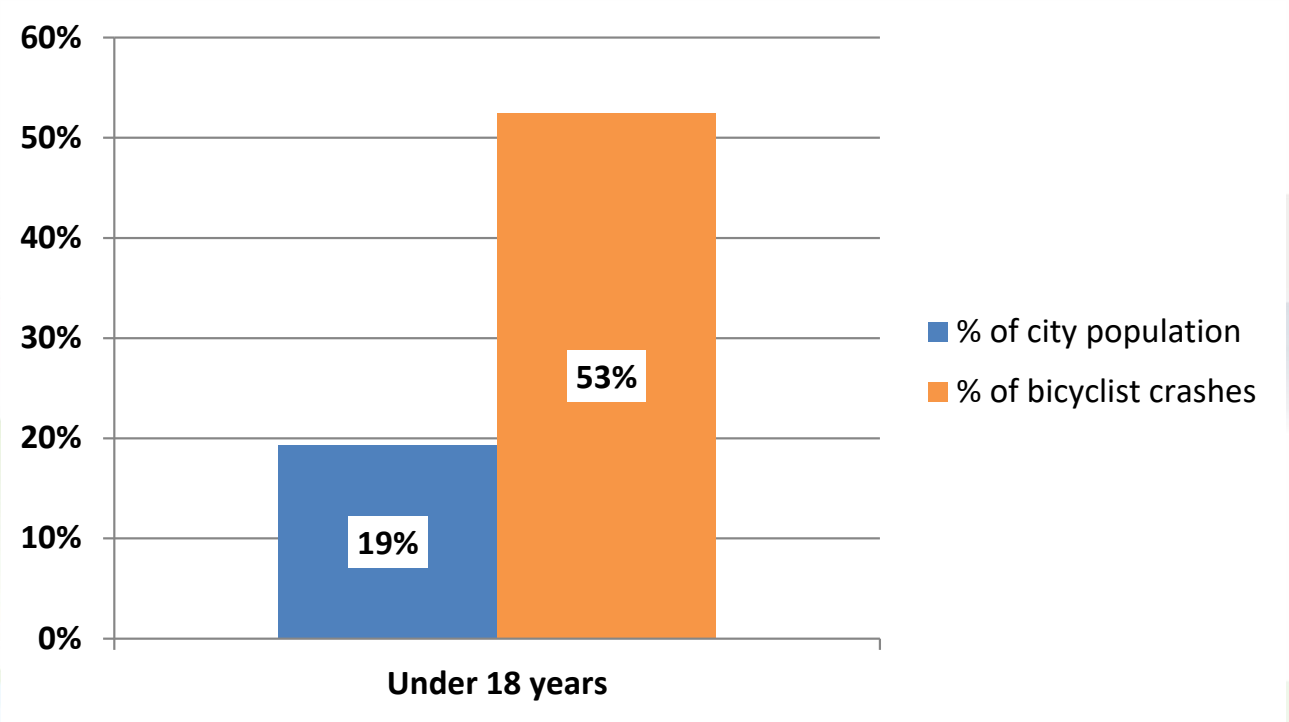
- Younger and older pedestrians are overrepresented in crashes



Source: MnCMAT2 2017 – 2021, ACS 2020 5-year estimate

Bicyclist - age

- A majority of bike crashes involve young people



Source: MnCMAT2 2017 – 2021, ACS 2020 5-year estimate