



**JOINT CITY COUNCIL AND TRANSPORTATION COMMISSION WORK SESSION
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM
OCTOBER 11, 2022
5:45 PM**

Call to order

1. Overview of the Emerald Ash Borer (EAB) Removal Assistance ARPA Program and seek direction from the City Council on certain program details.
2. Overview of local speed limits, staff's ongoing speed limit study, possible options the city can proceed with, and a staff recommendation for discussion.

Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9739.

**STAFF REPORT NO. 23****WORK SESSION****10/11/2022**

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/5/2022

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/5/2022**ITEM FOR WORK SESSION:**

Overview of the Emerald Ash Borer (EAB) Removal Assistance ARPA Program and seek direction from the City Council on certain program details.

EXECUTIVE SUMMARY:

- There are an estimated 5,100 Ash trees on private property in Richfield, most of which are dead or will be dead in the coming years.
- Tree removal costs are very expensive and place an unexpected cost-burden on all Richfield households, especially those that are low- or moderate-income.
- At the September 13, 2022 meeting, City Council approved various City-led American Rescue Plan Act (ARPA) initiatives throughout the City.
- \$400,000 was designated to Public Works for the EAB Removal Assistance Program, which will provide funding assistance to Richfield homeowners to remove dead or dying Ash trees on private property. Qualifying homeowners are those that were "disproportionately impacted" by the Covid-19 pandemic (<300% of the Federal Poverty Income Guideline by Household Size).
- In conjunction with Community Development, Public Works will develop an application that will verify homeowner eligibility for the program.
- Public Works will utilize traditional public notification methods to promote the program including direct mailings, social media, e-newsletter, and press releases.

DIRECTION NEEDED:

Discussion will focus on providing direction for the details of the program:

- What ratio of City/Owner cost-share should staff move forward with for the program?
- Is the City Council interested in extending the program coverage to qualifying residents who have already had an Ash removed in 2022 and will be assessed in 2023 (19 properties at \$76,220 as of 10/5/2022)?
- Is the City Council interested in putting a cap on the maximum City contribution per property, for instance, \$2,000 per homeowner?
- Does the City Council want to require homeowners to plant a replacement tree on their property as part of the program?

BACKGROUND INFORMATION:

A. **HISTORICAL CONTEXT**

ARPA "Assistance to Households" Impacted by the Covid-19 Pandemic Income Limits

The Department of the Treasury ARPA Final Rule limits direct "assistance to households" to those with an income that is $\leq 300\%$ of the Federal Poverty Guidelines by household size:

HH Size $\leq 300\%$ of FPG

<u>1</u>	<u>\$38,640</u>
<u>2</u>	<u>\$52,260</u>
<u>3</u>	<u>\$65,880</u>
<u>4</u>	<u>\$79,500</u>
<u>5</u>	<u>\$93,120</u>
<u>6</u>	<u>\$106,740</u>
<u>7</u>	<u>\$120,360</u>
<u>8</u>	<u>\$133,980</u>

Cost-share Scenarios and Properties Assisted

Costs for private tree removal will ultimately vary widely depending upon the property characteristics, health of the tree, and number of Ash trees requiring removal. For our purposes below, we assumed the average property removal cost would be \$3,793. This is the average cost per property based of the 2021 diseased tree special assessment roll.

City/Owner cost-share	City \$ per prop.	# of prop. assisted
<u>25%/75%</u>	<u>\$948</u>	<u>422</u>
<u>50%/50%</u>	<u>\$1,897</u>	<u>211</u>
<u>75%/25%</u>	<u>\$2,845</u>	<u>141</u>
<u>100%/0%</u>	<u>\$3,793</u>	<u>105</u>

B. **POLICIES (resolutions, ordinances, regulations, statutes, etc):**

Administration of this program is consistent with the following City Council Strategic Priorities/Outcomes:

- 2c - Maintain Richfield as an affordable place to live;
- 3c - Climate resilience is a priority; and
- 5c - Embed equity in decision-making.

C. **CRITICAL TIMING ISSUES:**

- City Council guidance at this work session will allow staff time to finalize development of the program and begin to promote it over winter 2022/2023.
- The costs must be incurred on or after March 3, 2021, obligated by December 31, 2024, and expended by December 31, 2026.

D. **FINANCIAL IMPACT:**

The \$400,000 cost of the program has been dedicated from existing ARPA funds and will not affect any other City budgets.

E. **LEGAL CONSIDERATION:**

None

ALTERNATIVE(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

**STAFF REPORT NO. 24****WORK SESSION****10/11/2022**

REPORT PREPARED BY: Ben Manibog, Transportation Engineer

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/5/2022

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/6/2022**ITEM FOR WORK SESSION:**

Overview of local speed limits, staff's ongoing speed limit study, possible options the city can proceed with, and a staff recommendation for discussion.

EXECUTIVE SUMMARY:

Public Works staff seek to use this work session to provide a general update to the City Council and Transportation Commission on the status of local speed limits, possible options the city can proceed with, and staff's proposed recommendation for discussion.

Staff recommend a default speed limit of 25 mph with exceptions for select 30 mph roads and one 35 mph road. Alleys would remain at 10 mph. Making an official speed limit change will require a subsequent council meeting with corresponding resolutions and ordinances.

DIRECTION NEEDED:

Staff is seeking direction from City Council and the Transportation Commission on the following questions:

- **Should Public Works continue to evaluate local speed limits?**
- **What additional information do Council members or Commission members need to make decisions?**

BACKGROUND INFORMATION:**A. HISTORICAL CONTEXT**

In 2019, the Minnesota Legislature gave cities increased authority to set local speed limits. This legislation does not include county, state, airport, or private roads.

All Minnesota cities that set local speed limits must:

- Do it in a "consistent and understandable manner"
- Do it "based on the city's safety, engineering, and traffic analysis"
- Provide "appropriate signage"
- Consider "methods to effectively communicate the change to the public"

Since then, some cities in the metro have evaluated their speed limits and made changes. Richfield staff

was directed to evaluate our current traffic landscape and make a recommendation on whether our speed limits should change.

From 1998 to 2001, the City of Richfield (as a part of our legislative priorities) supported legislation for a 25 mph urban speed zone.

In 2018, the city's pedestrian plan included a measure to "Pursue legislative policy changes to allow for reduced speed limits on residential streets".

Under current state statute, the default speed limit for any local road is 30 mph and for any alley is 10 mph.

Historically, speed limits have been set based on the 85th percentile speed, the speed where 15% of people travel faster. In the past ten years, there has been building evidence this method is outdated. A study by the National Transportation Safety Board found that there was no evidence equating to lower crash involvement when setting with the 85th percentile. The current recommended changes to the Manual of Uniform Traffic Control Devices (MUTCD) state that the 85th percentile should apply only on freeways, expressways, or rural highways. The MUTCD still awaits an update after public comments were taken in 2020 and 2021.

The National Association of City Transportation Officials (NACTO) released guidance on setting local speed limits in 2020. As a part of their guidance and recommendations, the maximum speed limit for urban areas is 35 mph. This maximum limit is for roads with low activity AND low conflict density.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

Changing speed limits requires an ordinance clarifying the city code as well as other housekeeping resolutions.

C. CRITICAL TIMING ISSUES:

None

D. FINANCIAL IMPACT:

Speed limit changes are included in the 2023 CIB and 2024 CIP for an overall total cost of \$200,000. The costs include new signs, traffic signal re-timing and modifications, and a public education campaign.

E. LEGAL CONSIDERATION:

Changing speed limits requires an ordinance clarifying the city code as well as other housekeeping resolutions.

ALTERNATIVE(S):

None

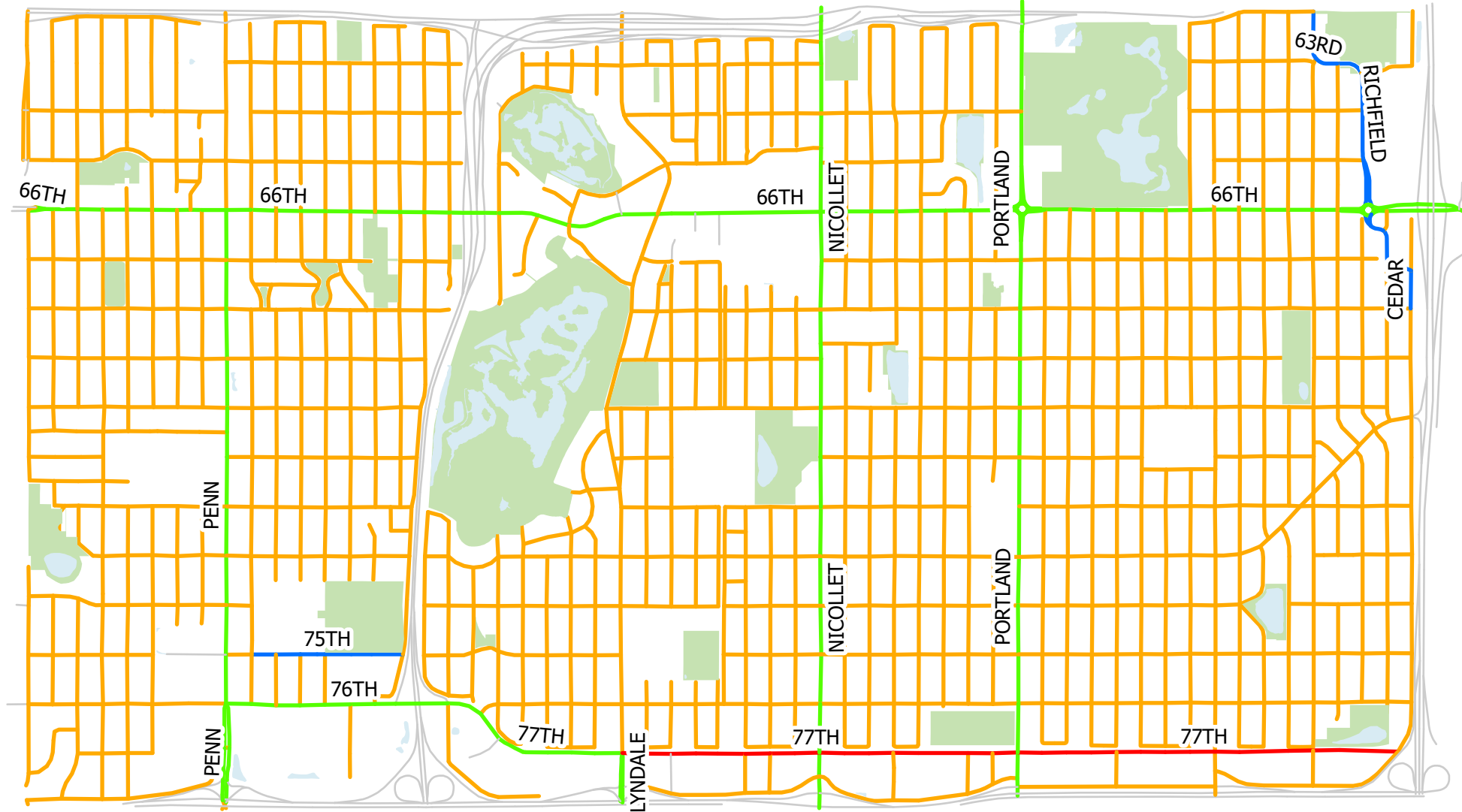
PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
▣ Existing speed limits	Exhibit
▣ Road jurisdiction map	Exhibit
▣ Recommended speed limits 10/11/22	Exhibit
▣ Staff presentation	Presentation

Existing speed limits 2022



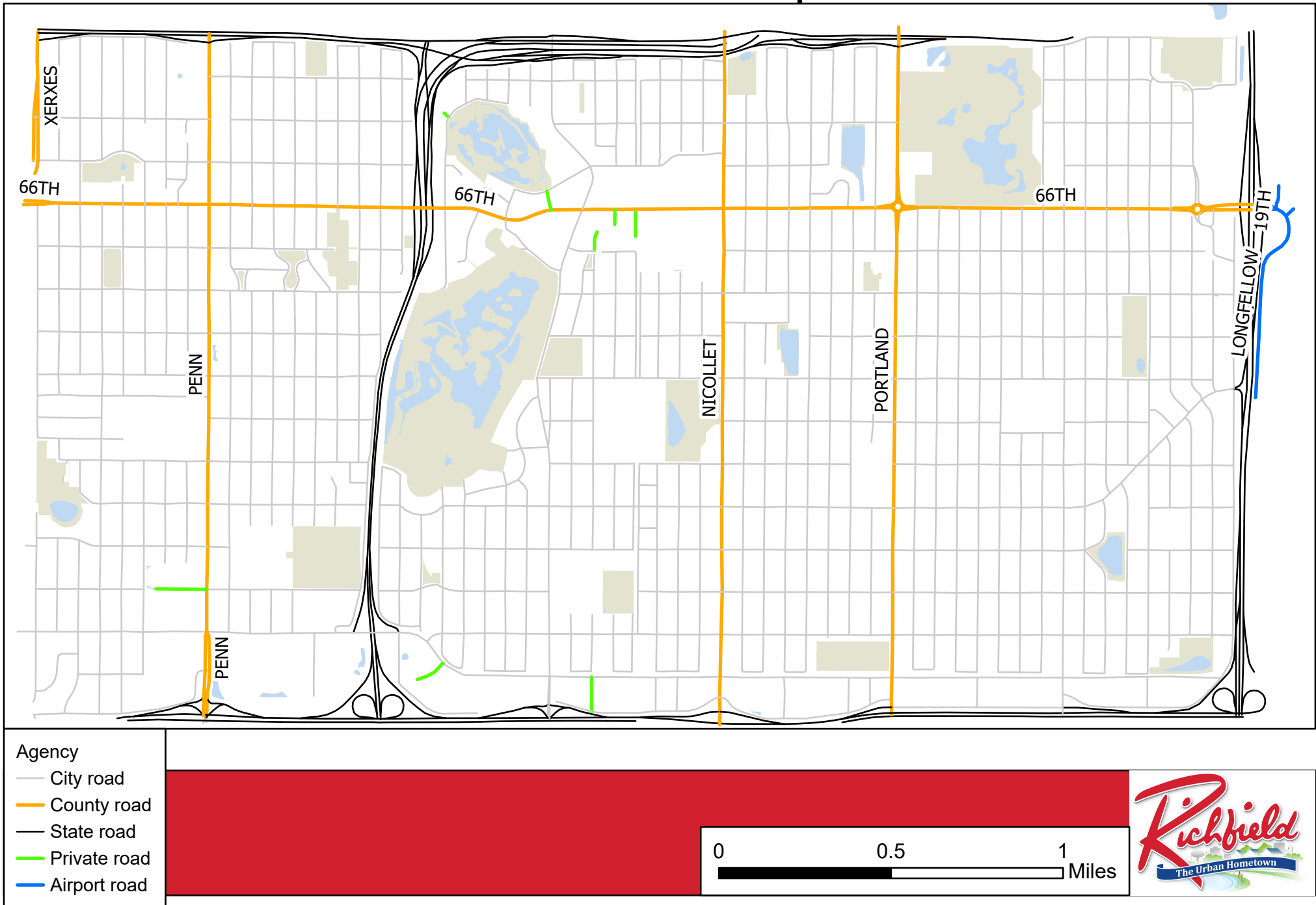
Existing speed limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- Highway, private, or other community

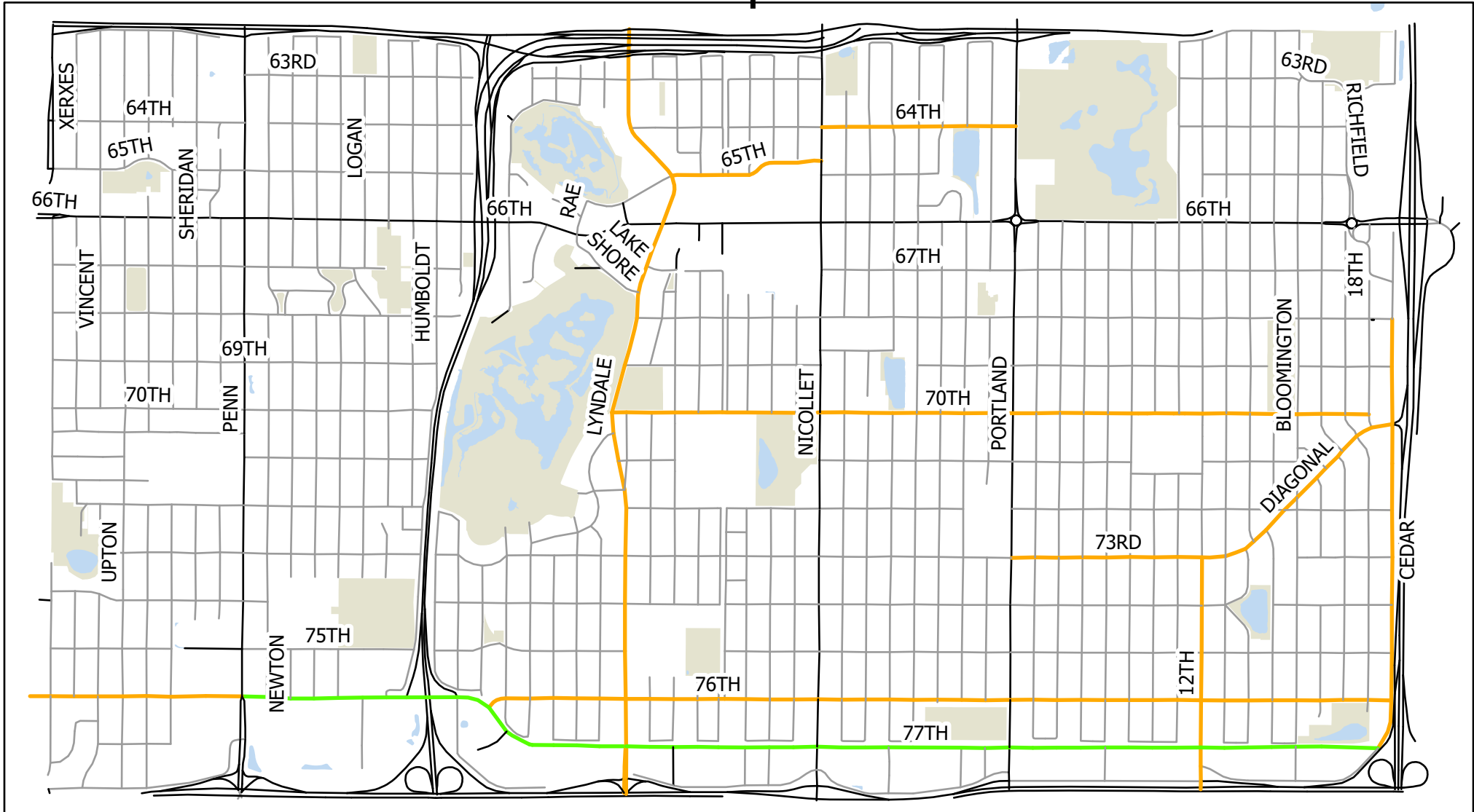
0 0.25 0.5 1 Miles



Road ownership 2022



Recommended speed limits 10/11/22



- 25 mph
- 30 mph
- 35 mph
- County, state, or private road

0 0.5 1 Miles





2. Speed limit study overview

Joint city council meeting
October 11, 2022

Ben Manibog (he/him)
Transportation engineer

Purpose

- Inform on speed limit law and current policy
- Create understanding for future options
- Gather feedback and staff direction



Staff recommendation

- Default speed limit of 25 mph
- Exception streets for 30 and 35 mph
- Alleys remain at 10 mph



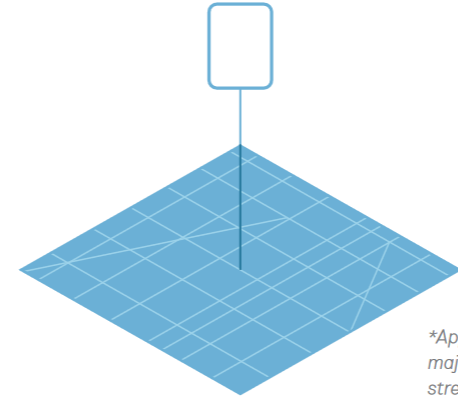
Potential approaches

1. No changes
2. Default speed limits
3. Create “slow zones”
4. Set by corridor

Methods can be combined

Default Speed Limits*

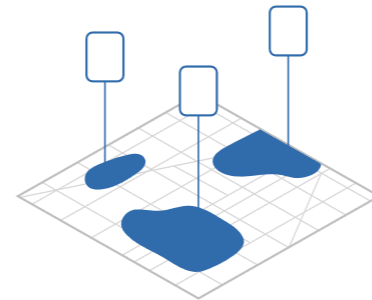
Set default speed limits on many streets at once.



**Applicable on all streets—major, minor, and shared streets / alleys*

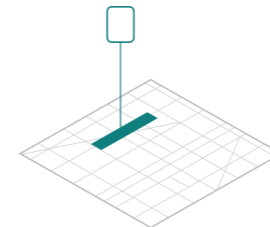
Slow Zones

Designate slow zones in sensitive areas.



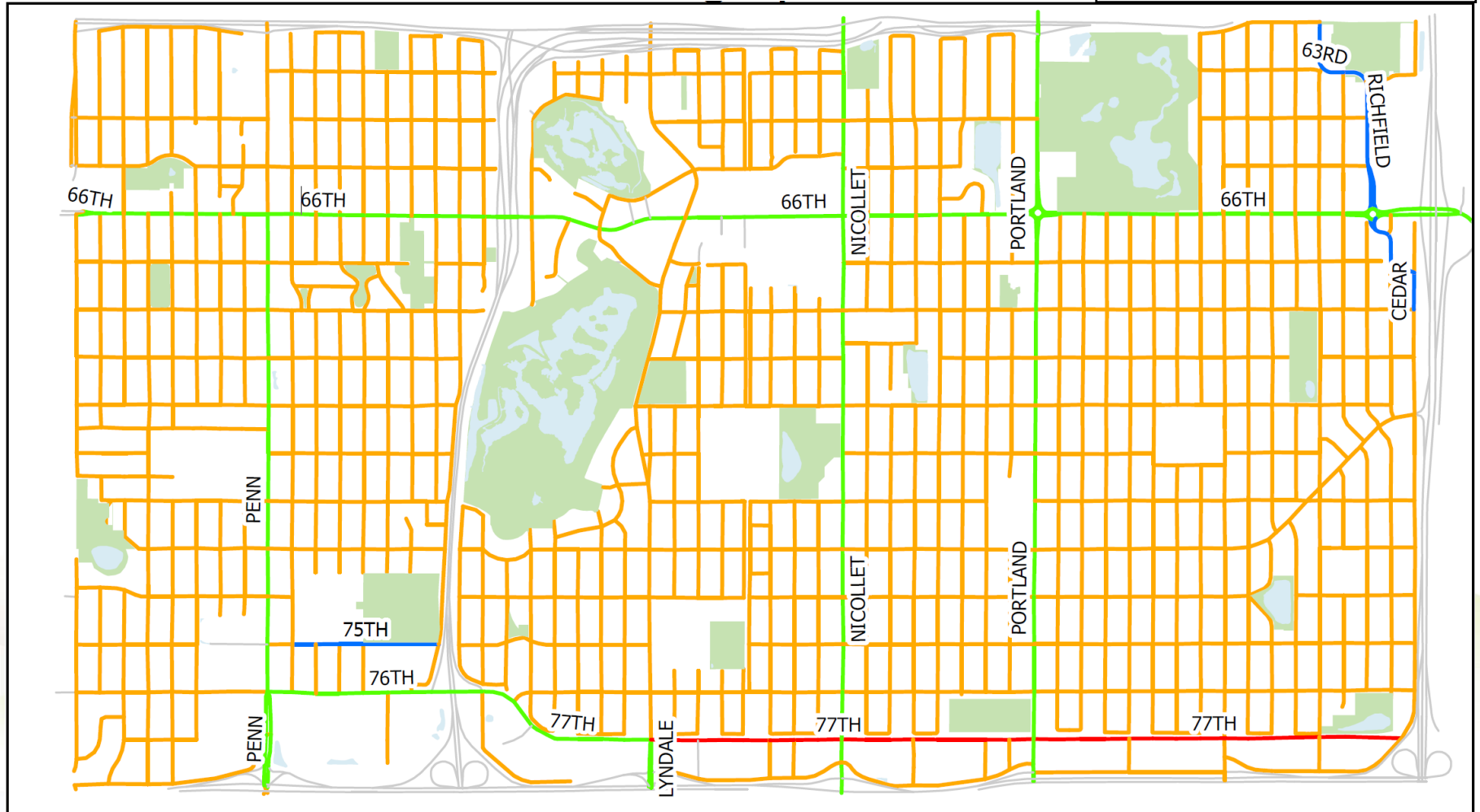
Corridor Speed Limits*

Set corridor speed limits on high priority major streets using a Safe Speed Study (see page 58).



**Applicable on major streets only*

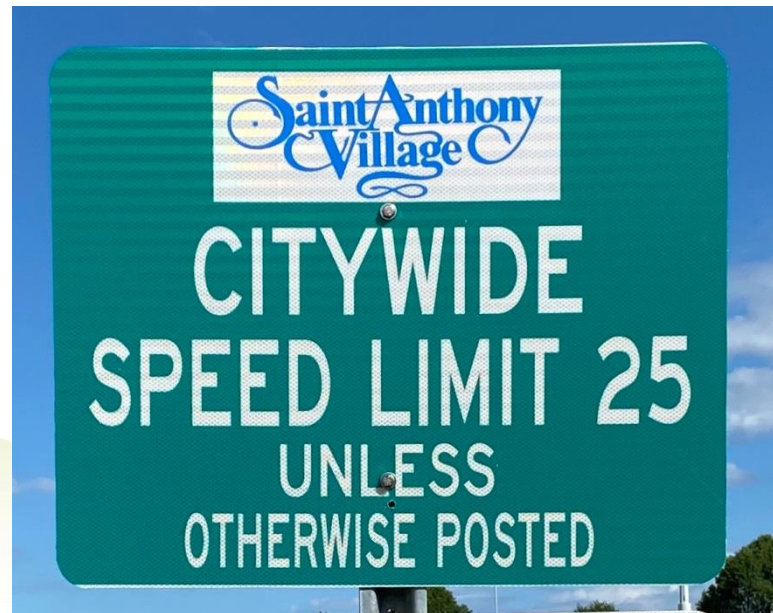
Current speed limits



- Alley speed limit remains 10 mph

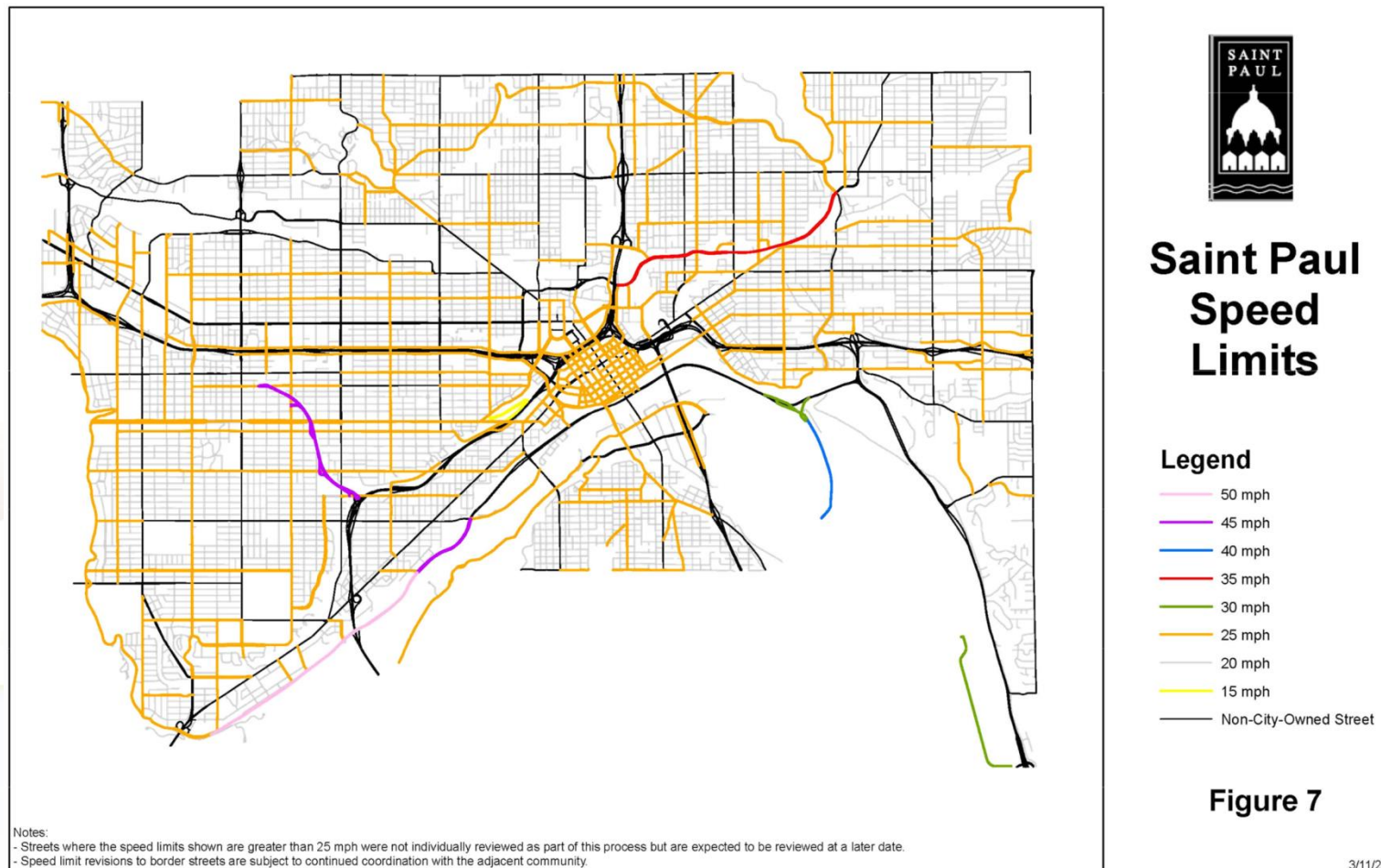
Default speed limit - all

- Where **all** local roads are the same speed



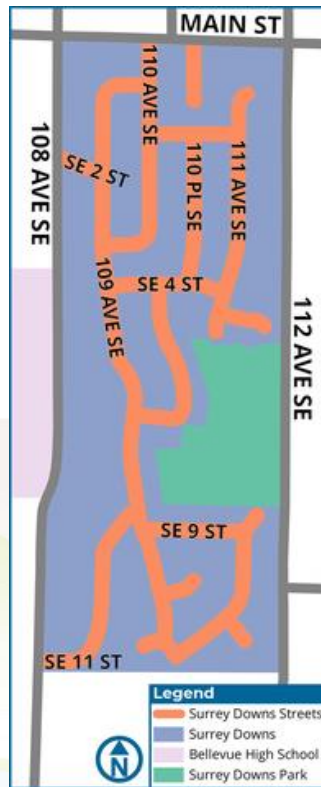
Default speed limit - categories

- Criteria for **each** default speed limit
 - Ex. Major, minor, and exception streets

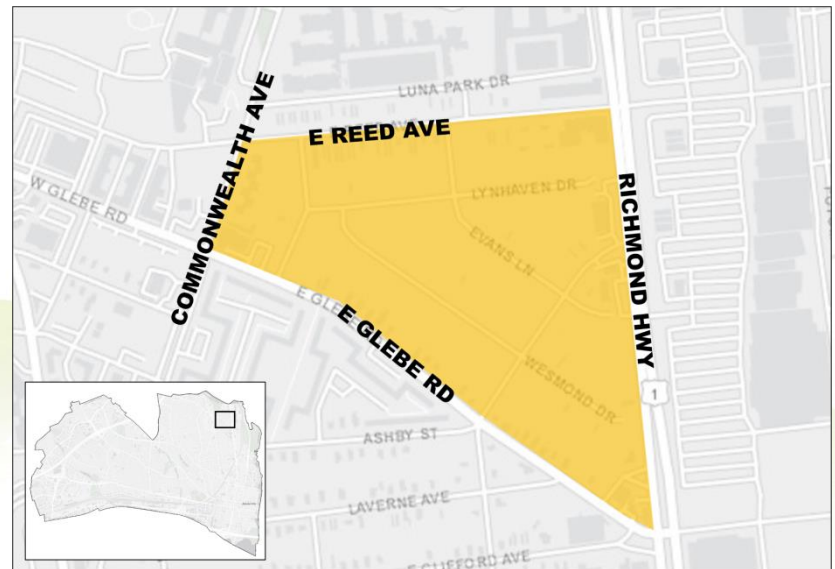


Slow zones

- Ex. Neighborhood, district, school zone



Bellevue, WA



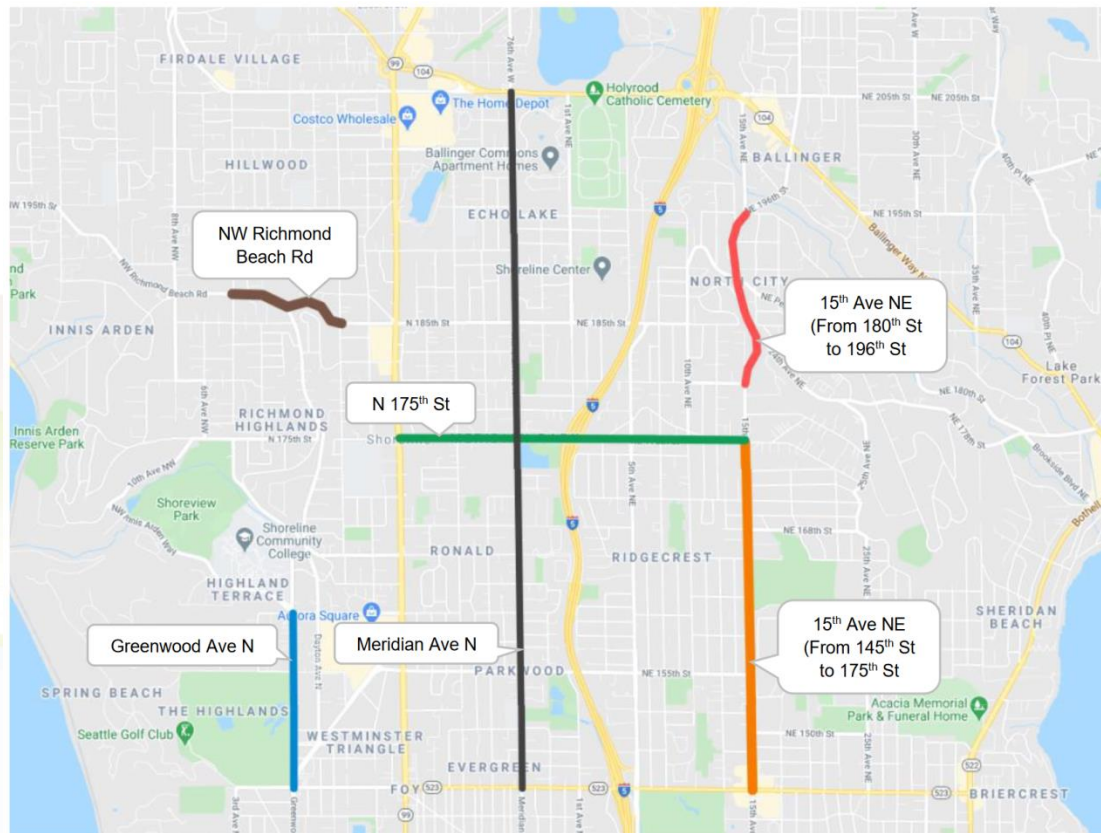
Alexandria, VA

By corridor

Rochester, MN

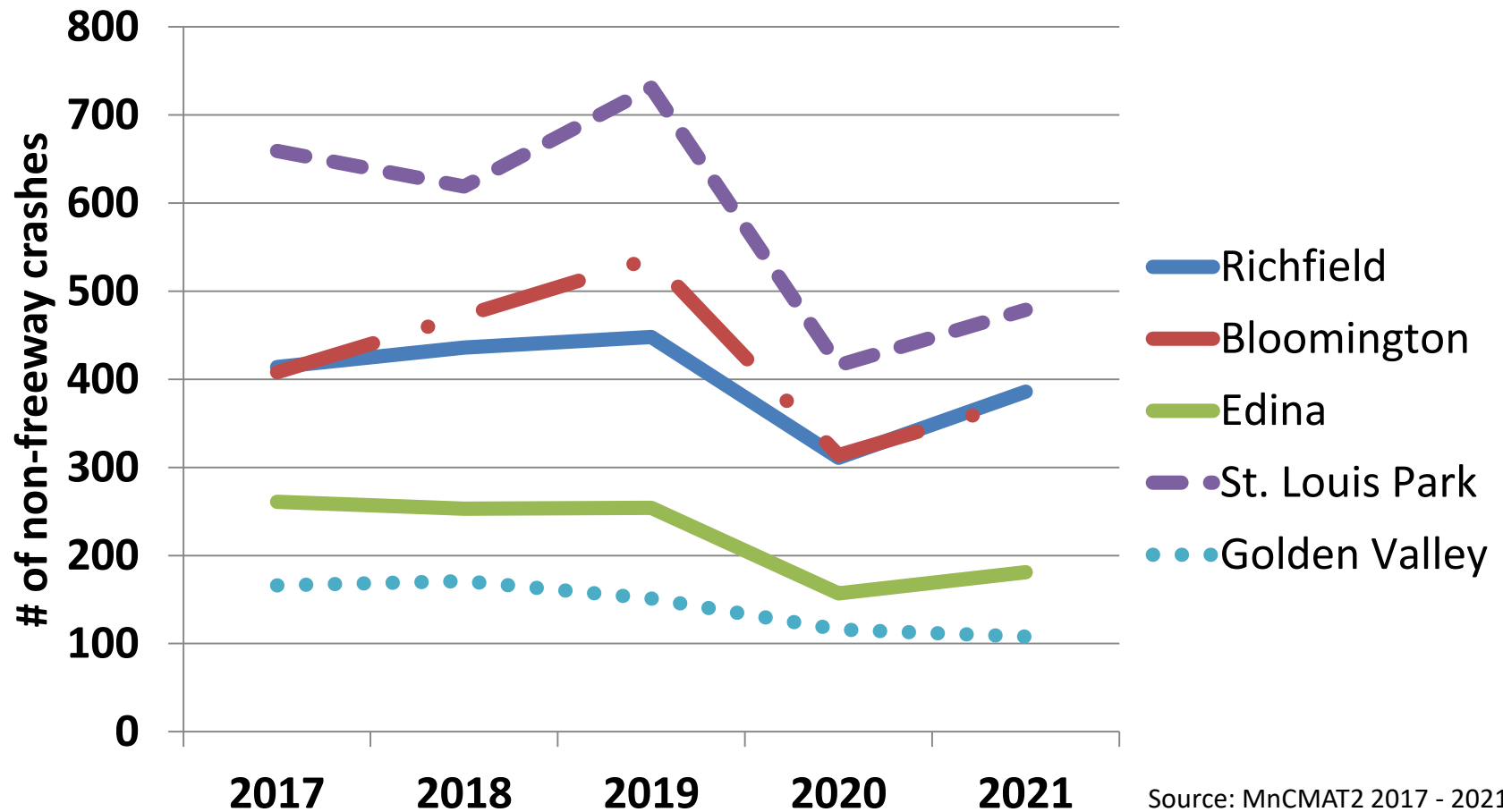
- **Major Arterials** and **Strategic Arterials** unchanged at this time. New build or reconstructions designed for 30 mph.

Shoreline, WA



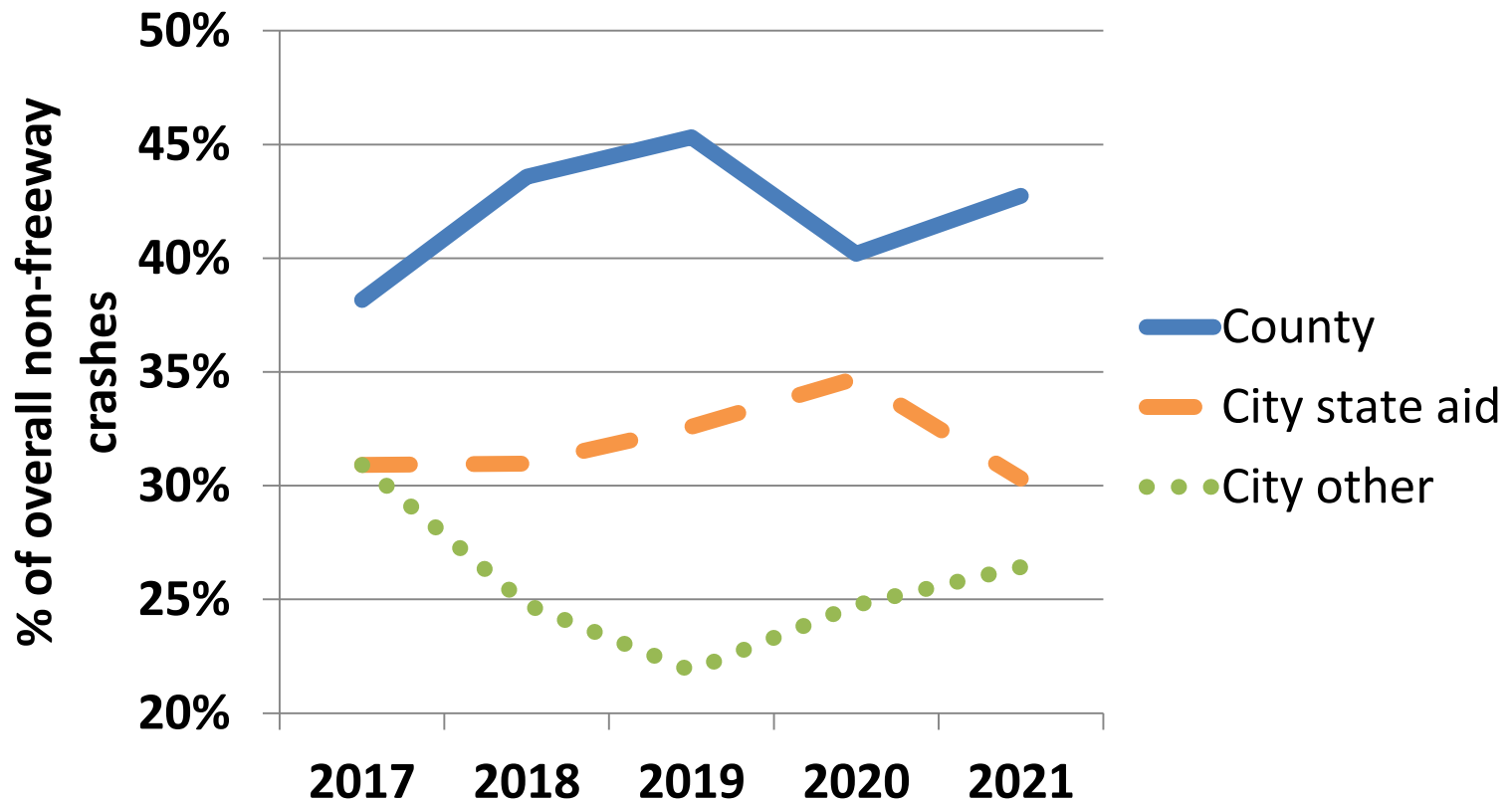
Overall crashes

- Crashes have decreased



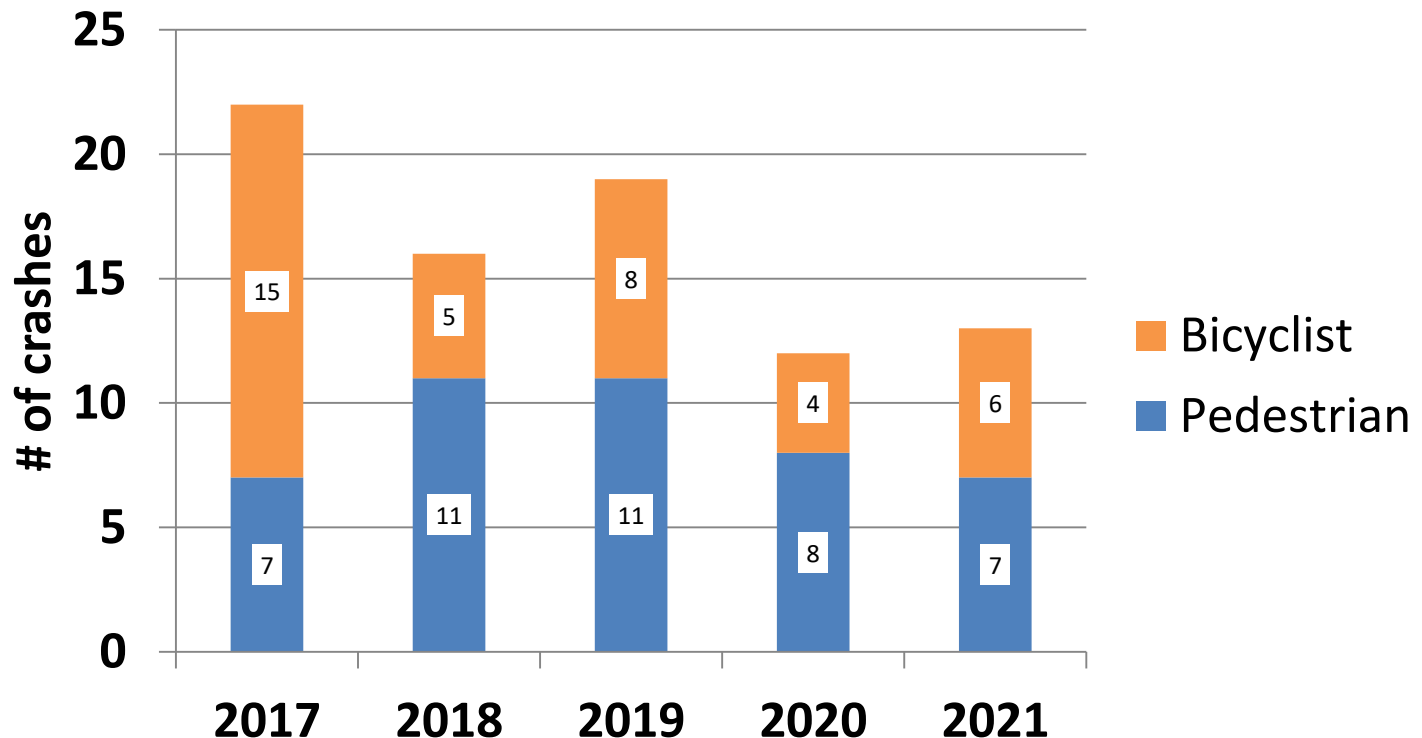
Road system

- In Richfield, crashes occur increasingly on county roads



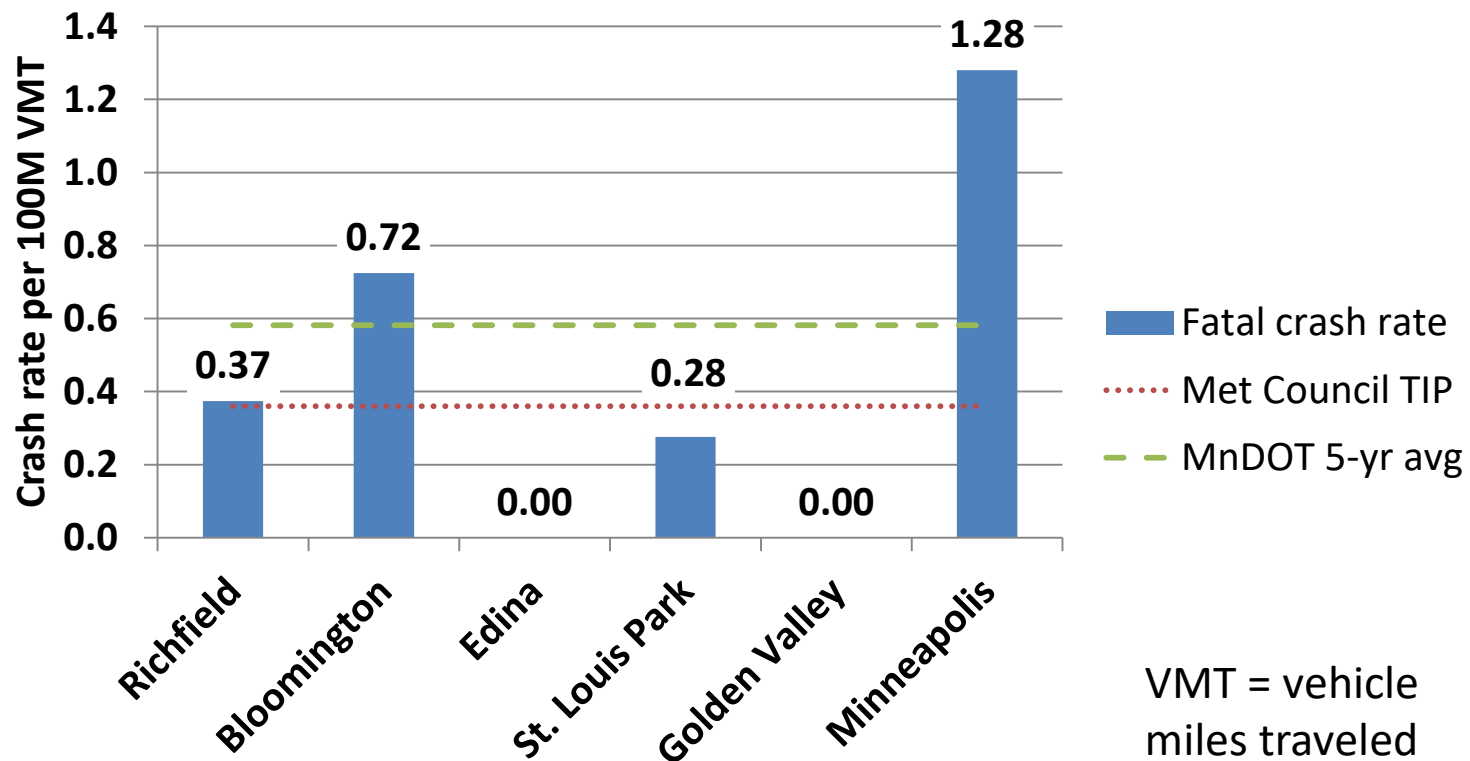
Pedestrian/Bicyclist

- In Richfield, pedestrian and bicyclist crashes have decreased



Fatal crashes

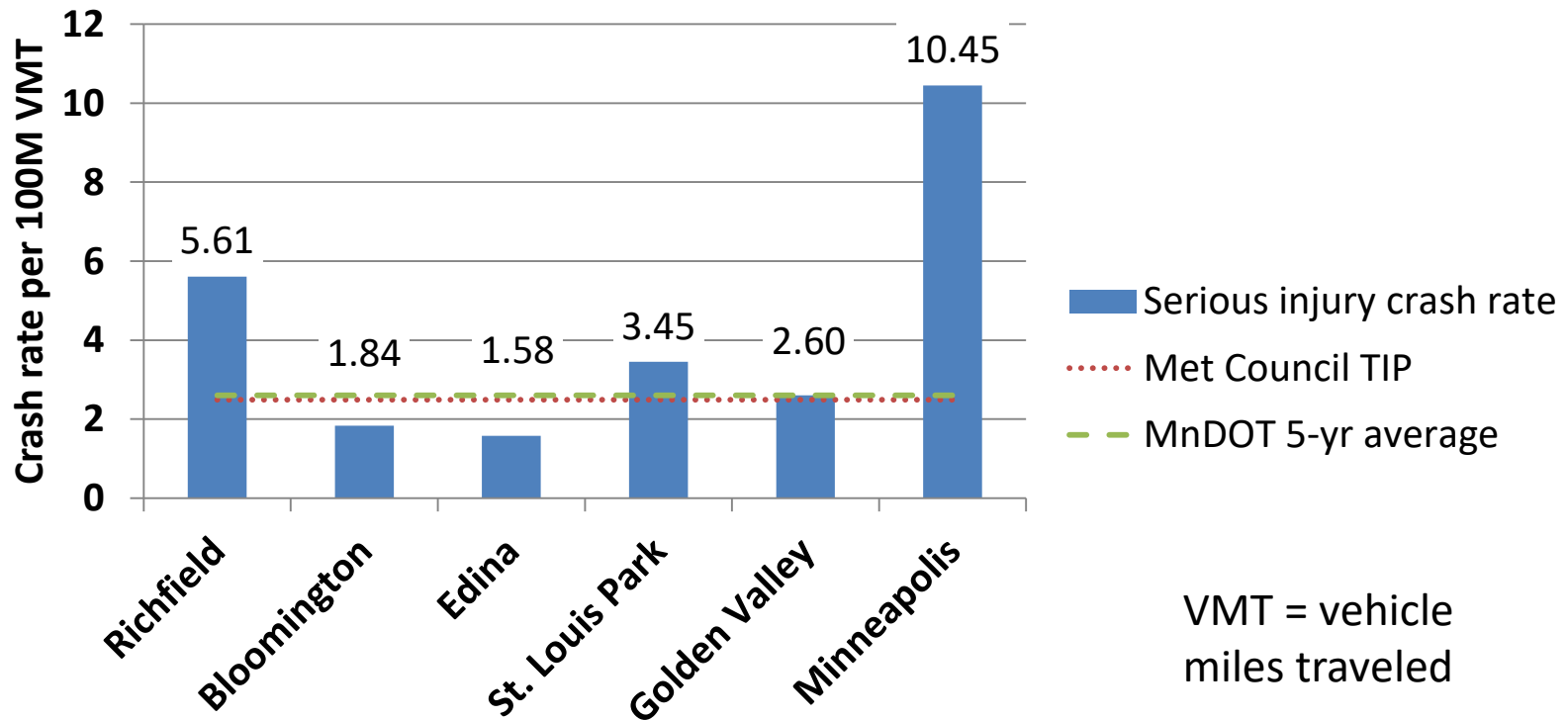
- Richfield meets regional goals for fatal crashes. However, fatal crashes still occur.



Source: MnCMAT2 2017 – 2021, Metropolitan Council, MnDOT

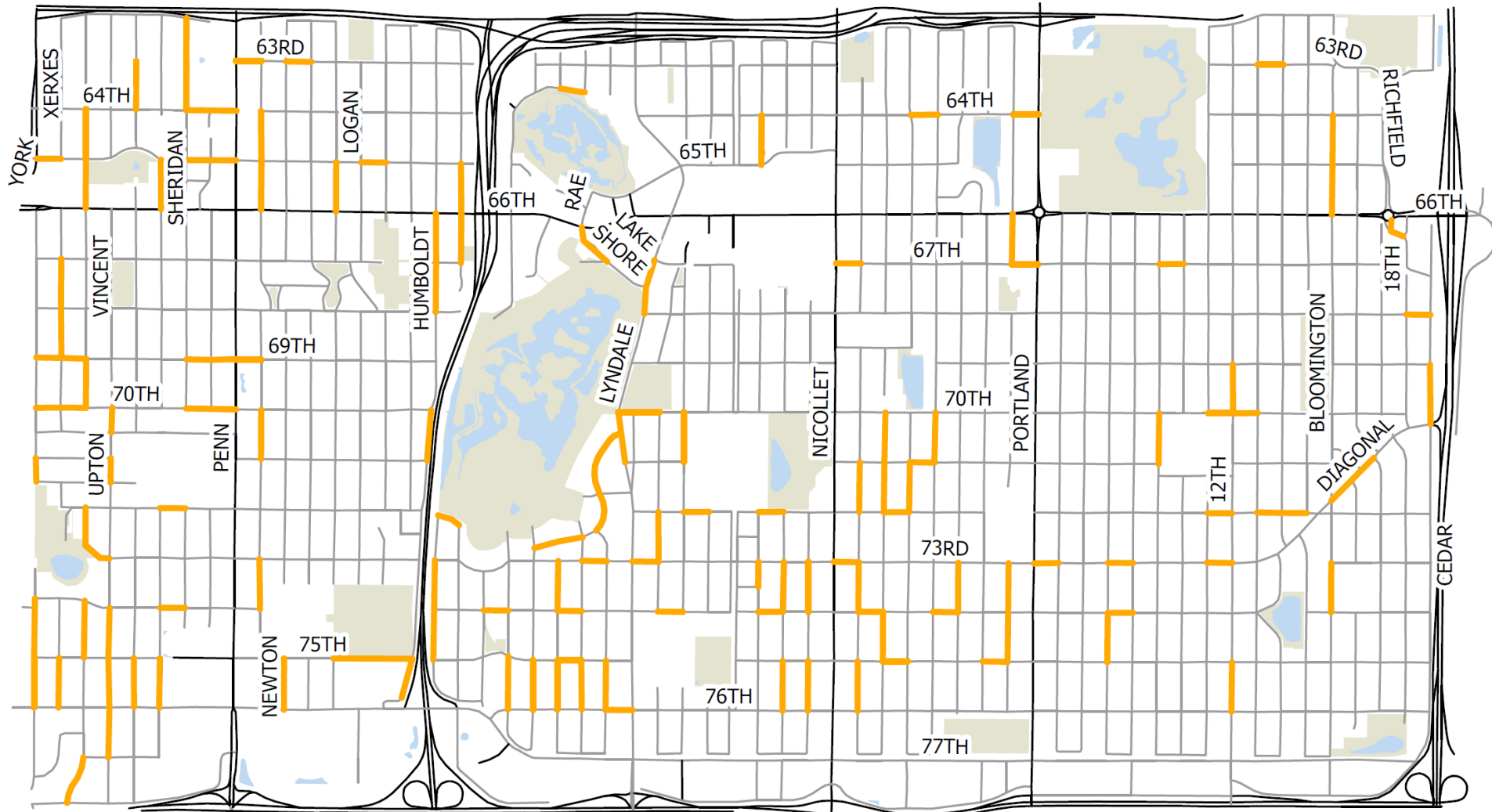
Serious injury crashes by use

- Richfield has more serious injury crashes than our peers



Traffic counts

- Speed counts since 2010
- City road
- Non-city road



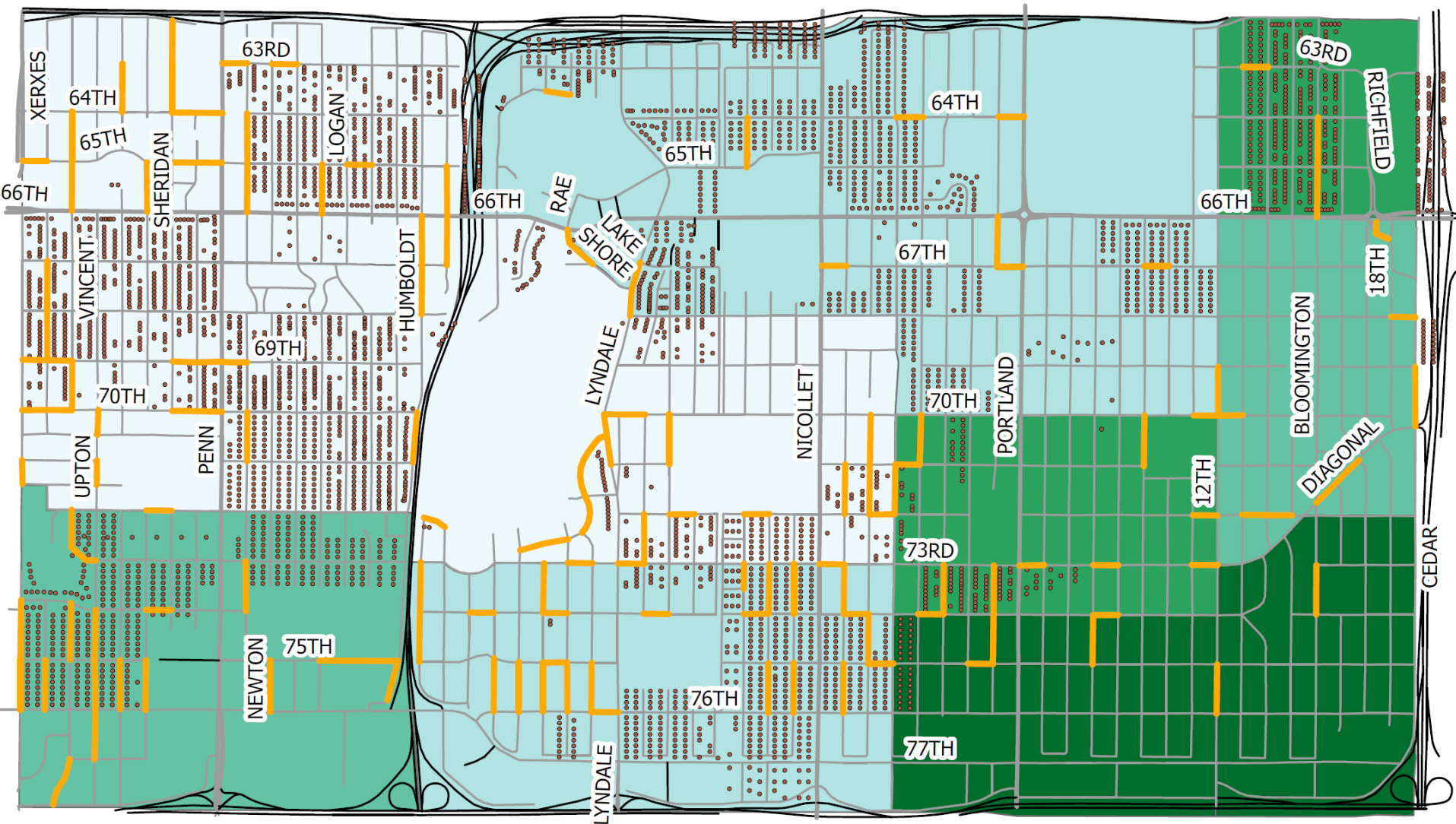
Driver speeds

- 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

Race equity



Source: City of Richfield, Metropolitan Council, Mapping Prejudice

- More data was available in Whiter neighborhoods
- Counts were done by request through public works or public safety



Proposed speed limits - 25

- Default 25 mph for any local road
 - Ex. Elliot Ave at 74th St



Proposed speed limits - 30

At least:

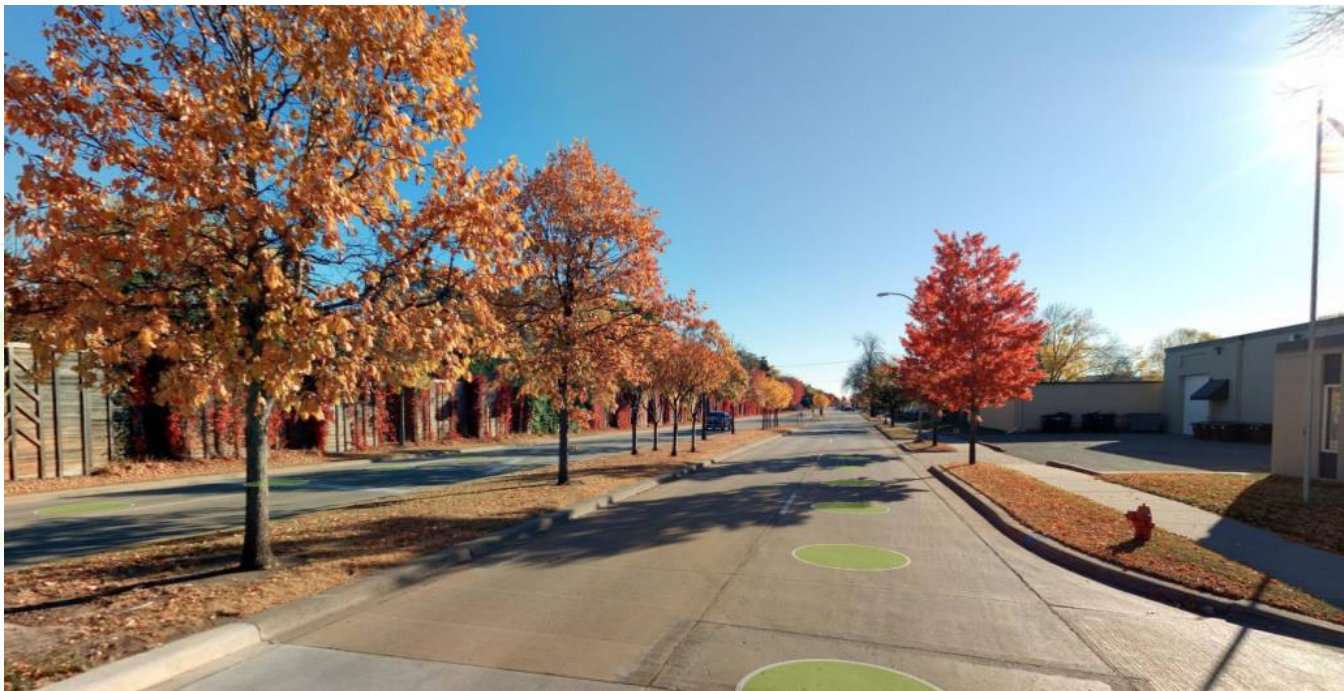
Ex. 76th St at Bryant Ave

- A half-mile segment
- More than 1,000 veh/day
- Median speed of 30 mph



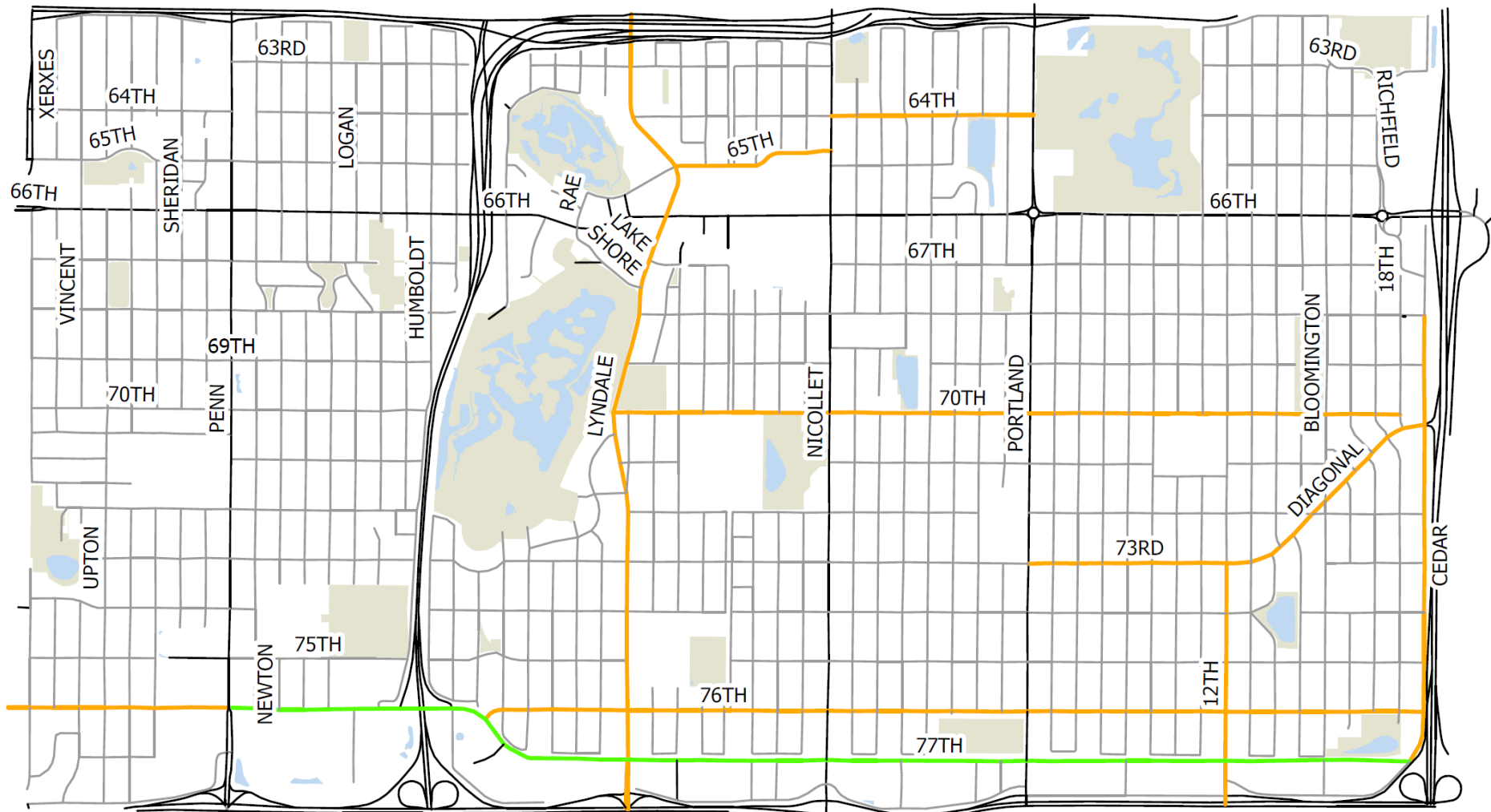
Proposed speed limits - 35

- Criteria for 30 mph AND arterial road
Ex. 77th St at Pillsbury Ave



Proposed speed limits

- 25 mph
- 30 mph
- 35 mph
- County, state, or private road



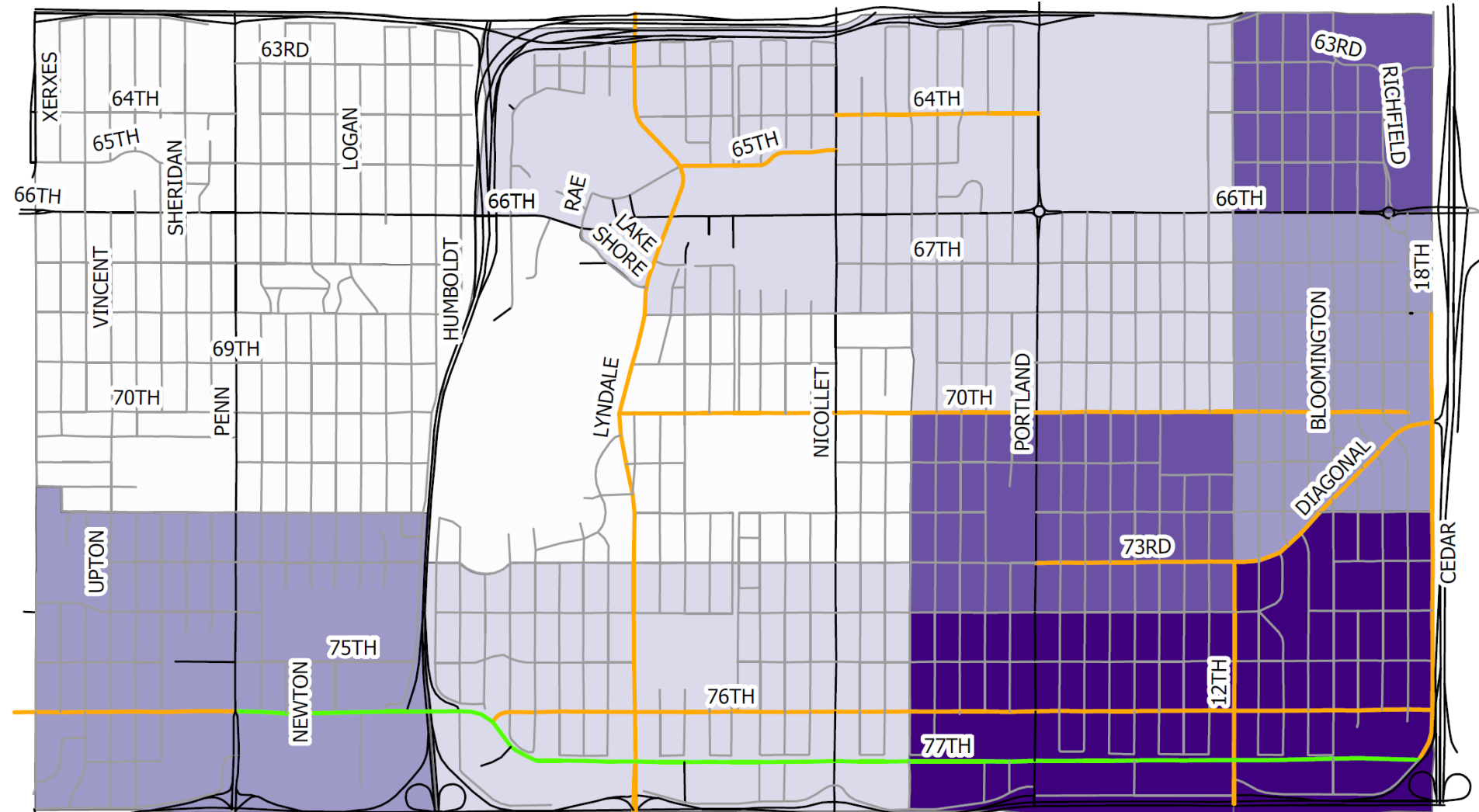
Proposed speed limits (2)

Proposed speed limits

- 25 mph
- 30 mph
- 35 mph
- County, state, or private road

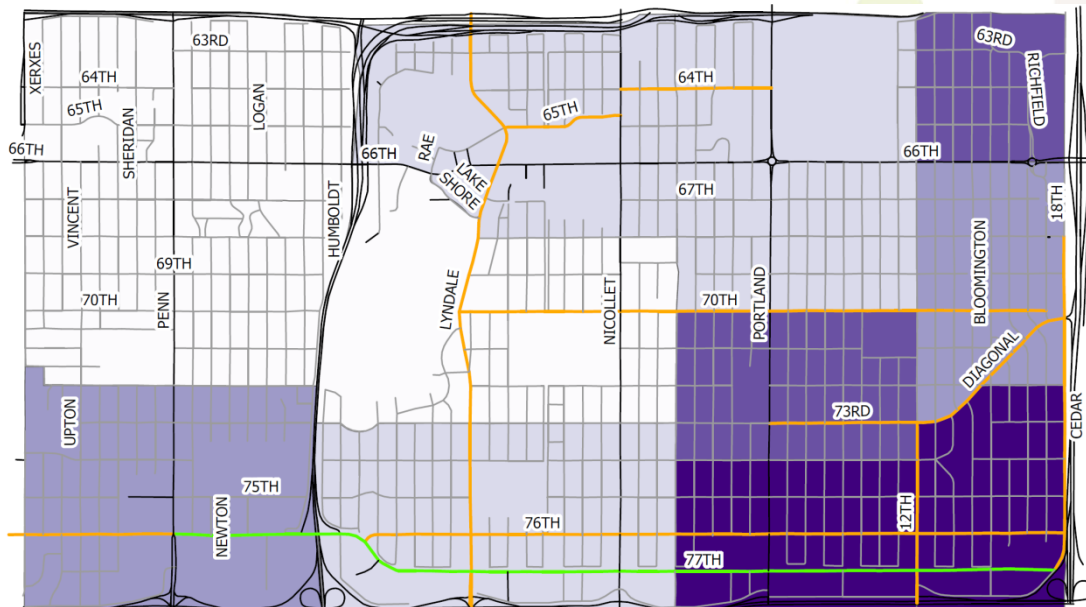
Percentage of Non-White residents

- 18% - 26%
- 26% - 35%
- 35% - 45%
- 45% - 54%
- 54% - 64%



Proposed speed limits (3)

- People drive faster in our more diverse neighborhoods
- New speed limits could be paired with targeted traffic calming or projects



Flexibility for revisions

- Road construction
- Neighborhood- or corridor-level traffic calming
- Demonstrated lower driver speeds

