



**WORK SESSION
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM
OCTOBER 24, 2023
5:45 PM**

Call to order

1. Staff will present an update on the ongoing local speed limit study and recommendations for a proposed signing and speed limit implementation plan and a public education campaign.
2. Findings of the Water System Interconnect evaluation.

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.

**WORK SESSION STAFF REPORT NO. 36****WORK SESSION****10/24/2023**

REPORT PREPARED BY: Matt Hardegger, Transportation Engineer

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/17/2023

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/18/2023**ITEM FOR WORK SESSION:**

Staff will present an update on the ongoing local speed limit study and recommendations for a proposed signing and speed limit implementation plan and a public education campaign.

EXECUTIVE SUMMARY:

Public Works staff will provide a refresher and update to the City Council on the status of local speed limits after the May 2023 work session, including staff's proposed recommendation for discussion. In addition, Scott Barsuhn will present an overview of a preliminary outreach campaign for the city-wide 25 mph speed limits.

In May, staff recommended a default speed limit of 25 mph City-wide with two exceptions; 30 mph on 76th Street West of Penn Ave and 35 mph the remainder of 76th/77th Street. Alleys would remain at 10 mph. Staff were directed to collect additional data along 76th and 77th Streets to determine if a lower speed limit could be posted. Data was collected in July and August of 2023, and based on the data collected, staff's recommendation remains the same as in May 2023. Making an official speed limit change will require a subsequent council meeting with corresponding resolutions and ordinances.

Staff are currently working with Hennepin County to request lowered speed limits on county roadways in Richfield.

DIRECTION NEEDED:

Staff is seeking direction from City Council on the speed limit recommendation, signage recommendation, implementation timeline, and public education campaign.

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 speed limits using 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 released guidance on setting local speed limits in 2020. As a part of their guidance and recommendations, most urban streets are recommended to have a speed limit of 20 mph or 25 mph depending on several factors. The maximum recommended speed limit for urban areas is 35 mph, for roads with low activity AND low conflict density.

B. EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

N/A

C. POLICIES (resolutions, ordinances, regulations, statutes, exc):

Ordinance changes will be forthcoming if there is consensus to change speed limits in the City.

D. CRITICAL TIMING ISSUES:

Staff would like to have the final ordinance passed by the end of 2023 in order to begin procuring and producing signage and public education materials for a spring 2024 implementation. The ordinance will require two public readings.

E. 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.

F. LEGAL CONSIDERATION:

N/A

ALTERNATIVE(S):

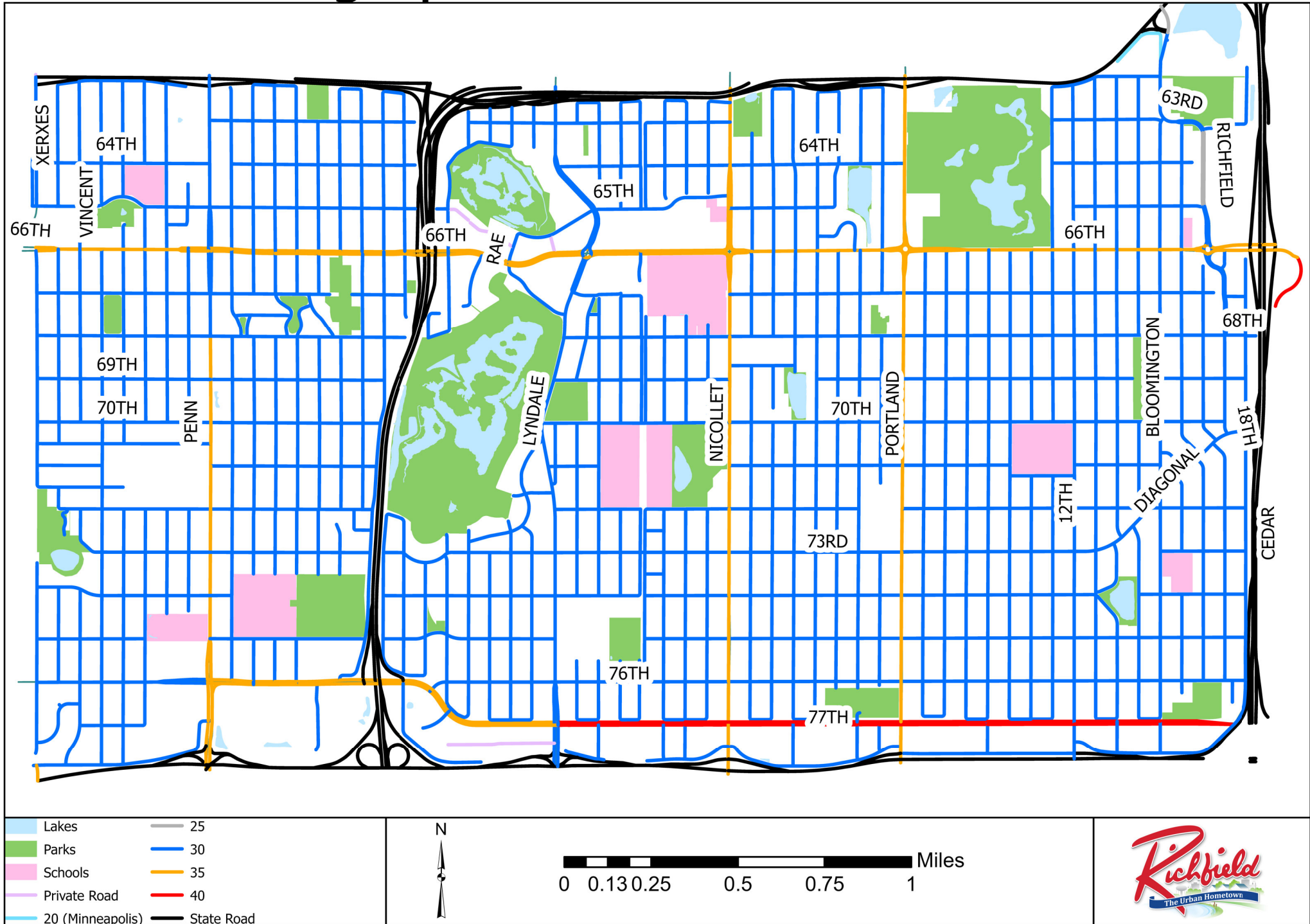
PRINCIPAL PARTIES EXPECTED AT MEETING:

Scott Barsuhn, Barsuhn Consulting

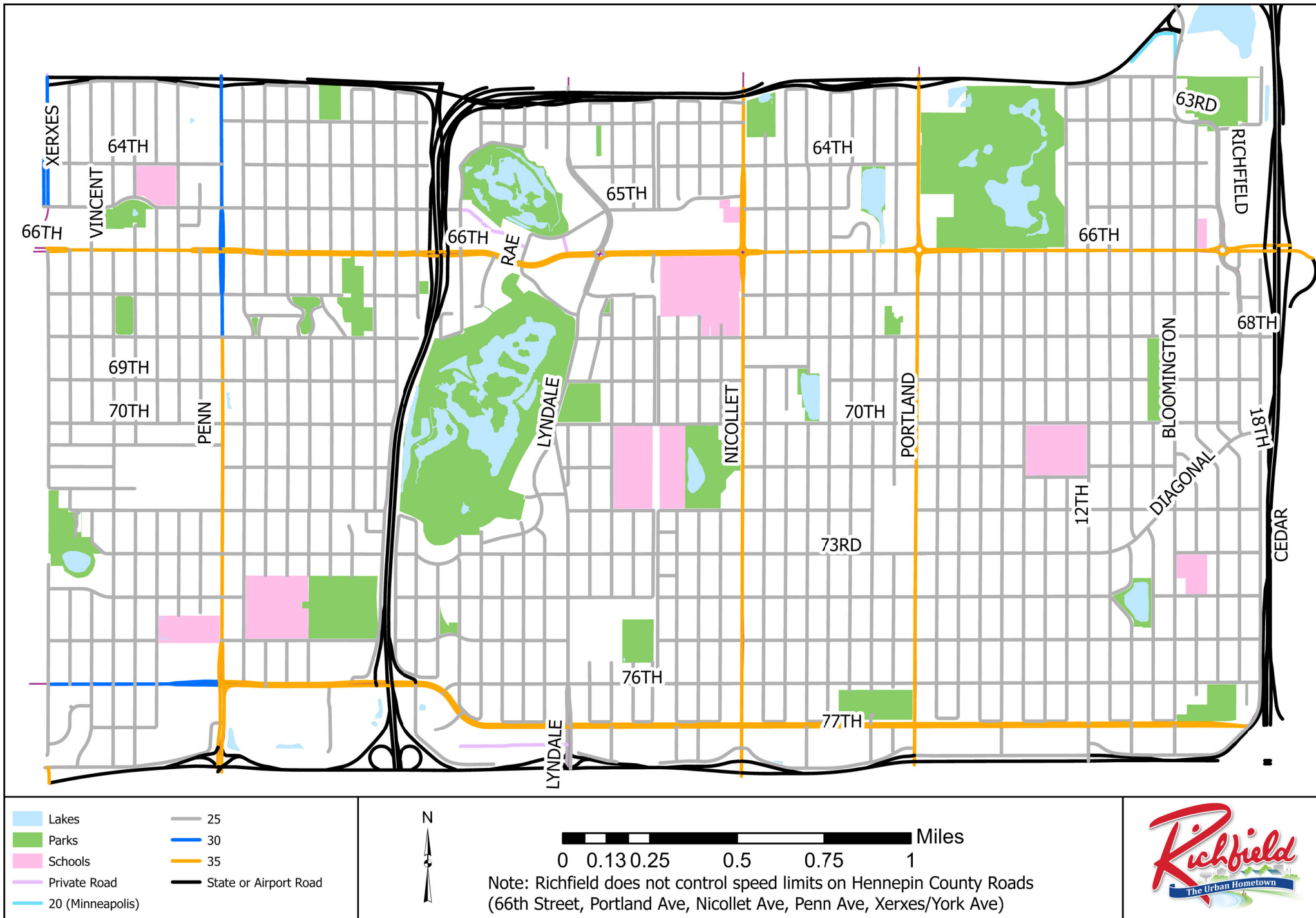
ATTACHMENTS:

Description	Type
Existing Speed Limits Map - October 2023	Exhibit
Staff Recommendation Speed Limits Map - October 2023	Exhibit

Existing Speed Limits - October 2023



Proposed Speed Limits - October 2023



**WORK SESSION STAFF REPORT NO. 37****WORK SESSION****10/24/2023**

REPORT PREPARED BY: Chad Donnelly, Assistant Utility Superintendent

DEPARTMENT DIRECTOR REVIEW: Kristen Asher, Public Works Director
10/17/2023

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/18/2023**ITEM FOR WORK SESSION:****Findings of the Water System Interconnect evaluation.****EXECUTIVE SUMMARY:**

Public Works staff commissioned a study to evaluate three alternatives for a water system interconnect with an adjacent municipality. Staff will present the findings of the study, discuss potential costs of implementation, and offer suggestions for next steps.

DIRECTION NEEDED:**No direction needed at this time.****BACKGROUND INFORMATION:****A. HISTORICAL CONTEXT**

Public Works has been exploring the idea of a water system interconnect for the past several years. A water system interconnect would consist of a physical connection into an adjacent municipality's water system to supplement or replace Richfield's water supply on a temporary basis if ever needed. The primary purpose is to have a viable water source in the event of an emergency and to maintain a level of resiliency for Richfield concerning the distribution of clean drinking water.

B. EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

A water system interconnect makes progress on the Strategic Plan priority of Sustainable Infrastructure.

C. POLICIES (resolutions, ordinances, regulations, statutes, exc):

None

D. CRITICAL TIMING ISSUES:

Construction of the water system interconnect is included in the 2026 & 2027 CIP and staff is looking to keep the possible project on that timeline.

E. FINANCIAL IMPACT:

Construction of the water system interconnect is included in the 2026 & 2027 CIP at \$4,000,000.

F. LEGAL CONSIDERATION:

None

ALTERNATIVE(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

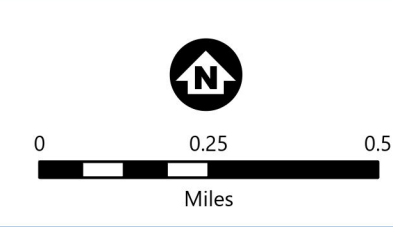
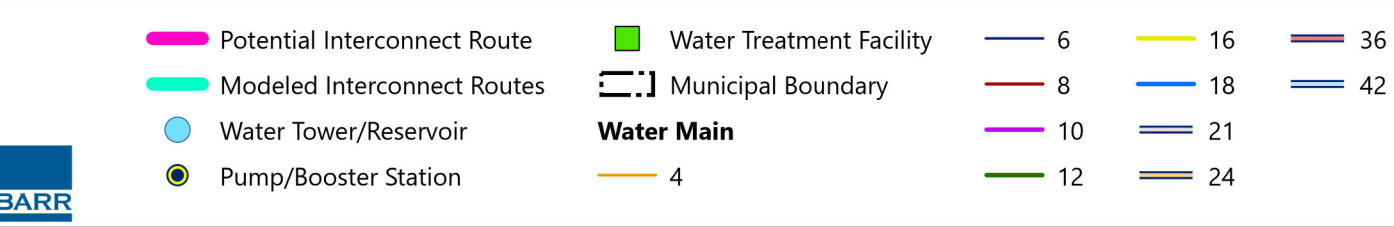
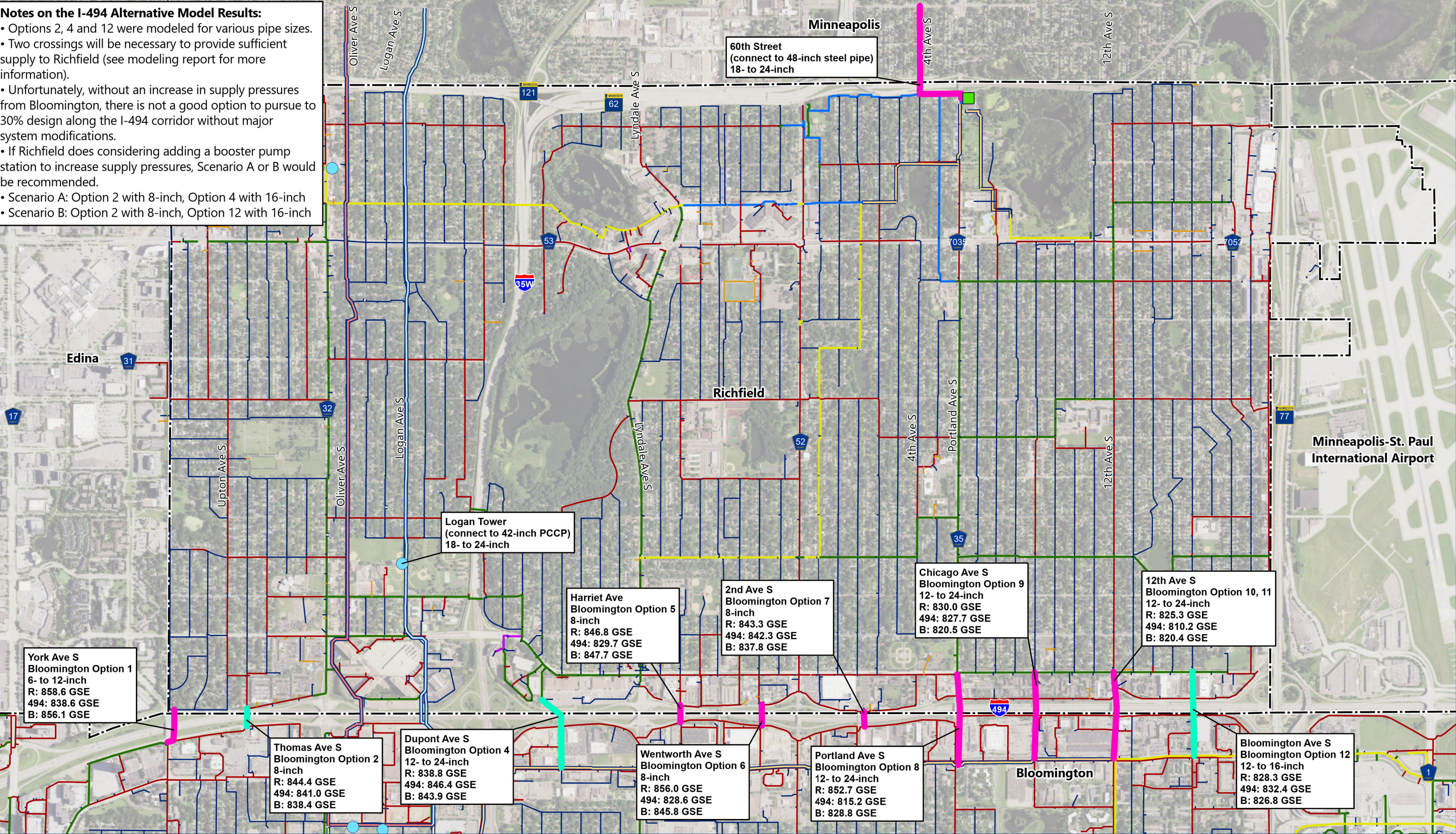
ATTACHMENTS:

Description		Type
<input type="checkbox"/>	Potential Interconnect Locations	Exhibit

Barr Footer: ArcGISPro, 10/11/23 4:31 PM File: \\Client\\Richfield_MN\\Work_Orders\\23272023_Interconnect_Study\\Maps\\Basemaps\\Interconnect_Overview.aprx Layout: Amendment A-Potential Interconnect Locations User: EMA

Notes on the I-494 Alternative Model Results:

- Options 2, 4 and 12 were modeled for various pipe sizes.
- Two crossings will be necessary to provide sufficient supply to Richfield (see modeling report for more information).
- Unfortunately, without an increase in supply pressures from Bloomington, there is not a good option to pursue to 30% design along the I-494 corridor without major system modifications.
- If Richfield does considering adding a booster pump station to increase supply pressures, Scenario A or B would be recommended.
- Scenario A: Option 2 with 8-inch, Option 4 with 16-inch
- Scenario B: Option 2 with 8-inch, Option 12 with 16-inch



POTENTIAL INTERCONNECT LOCATIONS
Interconnect Design
City of Richfield
AMENDMENT A