



# City of Richmond O&R Impact Form

Date: September 6, 2019

**RES. 2019-R041**

**PATRON:** \_\_Jones \_\_\_\_\_

**INTRO DATE:** \_\_July 22, 2019 \_\_\_\_\_

**COUNCIL COMMITTEE AND DATE:** LUHT September 17, 2019

**PURPOSE:**

To request that the Chief Administrative Officer cause to be conducted a citywide traffic engineering investigation to determine the impact of establishing a citywide maximum speed limit of 35 miles per hour.

**DEPARTMENT(S) IMPACTED:** CAO, Budget, Finance (and other revenue generating City agencies)

**IMPACTS / IMPLICATIONS TO:**

Finances /Budgets [ X ] Operations [ X ] Life-Health-Safety [ X ] Citizens [ X ] Other External Stakeholders [ ] Other [ ]

**ESTIMATED COST OF PAPER IF PASSED/ADOPTED:** \$60,000 (\$15,000 for the engineering studies and \$45,000 for sign changes) This is not funded in FY20. Funding needs to be identified.

**FUNDING SOURCE: (GF, SF, CIP, ISF, etc.):** GF

**DETAILED IMPACT STATEMENT:**

The City of Richmond has these twelve different streets that exceed a posted 35mph speed limit:

- Huguenot Rd – 45mph between Riverside Dr and Chesterfield line
- Jeff Davis Highway – 40mph between Chesterfield line and Hopkins Rd
- Carnation St – 40mph between German School Rd and Midlothian Tnpk
- Warwick Rd corridor – 40mph between Belt Blvd and German School Rd
- Commerce Rd – 45mph between Walmsley Blvd and Bellemeade Rd
- Forest Hill Ave – 40mph between Chesterfield line and Sheila Lane
- Broad Rock Blvd / Ironbridge Rd – 45mph between Chesterfield line and Plainfield Rd
- Broad Rock Blvd – 40mph between Plainfield Rd and Belt Blvd
- Belt Blvd – 40mph between Warwick Rd and Broad Rock Blvd
- Walmsley Blvd – 40mph between CSX RR crossing and Hopkins Rd



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- 9<sup>th</sup> St (Manchester Bridge) – 40mph
- Cowardin Ave (Lee Bridge) – 40mph
- Chippenham Parkway – 45mph between Chesterfield County and Henrico County  
**(Chippenham Parkway is excluded from Resolution No. 2019-R41.)**

All speed limits must be set according to national engineering practices which includes using the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is used by all fifty states and gives guidance on establishing speed limits on public roads. Specifically, it states: “When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.” (Section 2B.13 #12.) *The MUTCD is adopted by reference in accordance with Title 23, United States Code, Section 109(d) and Title 23, Code of Federal Regulations, Part 655.603, and is approved as the national standard for designing, applying, and planning traffic control devices.*

“Numerous studies have shown that the 85th percentile is the safest possible level at which to set a speed limit.” (National Motorists Association “Frequently Asked Questions”)

“Lowering the speed limit below the 85th percentile or raising the limit to the 85th percentile speed had little effect on drivers' speeds.” (Federal Highway Administration “Effects of Raising and Lowering Speed Limits on Selected Roadway Sections”).

DPW must perform traffic engineering studies to determine the appropriate speed limits on these twelve streets. The engineering study will consist of gathering and analyzing data on the street alignment, the typical section, the annual average daily traffic (AADT), speed samples (a minimum of thirty samples are required), driveway information, land use information, crash data, parking, pedestrian usage and bicycle usage. We must then run the Federal Highway Administration USLIMITS2 tool. All of this data must be analyzed and a final recommendation made for each major section along these corridors. An estimated nine months is needed to collect the data, analyze the data, run the USLIMITS2 tool and make final recommendations.

**ANY KNOWN LEGAL IMPLICATIONS:** BY LAW WE MUST FOLLOW THE MUTCD FEDERAL STANDARDS.

**ESTIMATED ADDITIONAL STAFF HOURS OR WHETHER ADDITIONAL RESOURCES WILL BE NEEDED:** STAFF TIME TO FABRICATE AND INSTALL SPEED LIMIT SIGNS.



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**WHO WILL SPEAK TO THE PAPER AT COMMITTEE:**

TRAVIS BRIDEWELL

**RECOMMENDED ACTION(S):**

Support [ ] Oppose [ ] Support (with Amendment Recommendation) [ ] Needs Further Review (Continuance) [X] No Position [ ]

**STAFF PERSON SUBMITTING STATEMENT:**

Travis Bridewell, DPW 646.5745