



**City Of Richmond, Virginia
Office of the City Clerk**

Request to Withdraw Legislation


Paper Number: Ord. No. 2019-313

Chief Patron: Councilor Andreas Addison

Introduction Date: November 12, 2019

Chief Patron Signature: 

For Office Use Only

Attestation: 

Effective Date: January 21, 2020

INTRODUCED: November 12, 2019

AN ORDINANCE No. 2019-313

To amend City Code § 2-428, concerning traffic control, for the purpose of establishing a process for the installation of all-way stop signs.

Patron – Mr. Addison

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: DEC 9 2019 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That section 2-428 of the Code of the City of Richmond (2015) be and is hereby **amended** and reordained as follows:

Sec. 2-428. Traffic control.

(a) The Director of Public Works shall have the power to make rules, regulations and orders relating to traffic, the power for which is conferred to local authorities by the commonwealth motor vehicle code or any other general law of the commonwealth, including the power to make rules, regulations and orders concerning the establishment of signs and signals, and the exclusion from any street or public way of the following:

- (1) Parking;

AYES: _____ NOES: _____ ABSTAIN: _____

ADOPTED: _____ REJECTED: _____ STRICKEN: _____

(2) Traffic movement in more than one direction; and

(3) Trucks and other commercial vehicles, except for the purpose of receiving loads or making deliveries. However, such orders, rules and regulations shall not conflict with the laws of the commonwealth or city ordinances. Penalties for the violations of any of such orders, rules or regulations shall be fixed by ordinance.

(b) The Director of Public Works shall make continuing studies of traffic conditions in the city and the approaches thereto, with special reference to prevention of congestion and accidents, the provision of parking facilities and the solution of other problems incident to traffic. In accordance with applicable federal, state, and local laws and regulations, the Director of Public Works shall establish a point system upon which an intersection may become eligible for the installation of all-way stop signs. Any intersection exceeding the threshold number of points established by the Director of Public Works pursuant to regulations issued in accordance with this section shall be eligible for all-way stop signs. To the extent permitted by law, points shall be assigned to an intersection based on the following factors:

(1) The average number of accidents occurring at an intersection on an annual basis;

(2) The volume of pedestrian traffic at an intersection on a daily basis;

(3) The volume of automobile traffic at an intersection on a daily basis;

(4) The difference in volume of traffic between intersecting streets;

(5) The feasibility of installing a traffic signal at an intersection; and

(6) Such conditions as the Director of Public Works may deem necessary, including, but not limited to, an intersection's proximity to school buildings, fire stations, parks, playgrounds, a bus route, or areas of low visibility.

The director shall report all new regulations to the chief of police.

(c) The council shall not adopt any ordinance regulating traffic or establishing or altering the routes of public transportation systems until the ordinance has been referred to the department of public works for study and its report thereon filed with the city clerk. However, if no such report is filed within 60 days after such reference, the council may proceed to act on such ordinance.

(d) Notwithstanding any other provision of this section to the contrary, prior to the authorization of the installation of any bicycle boulevard, the director of public works shall cause a study to be conducted that results in recommendations concerning appropriate traffic measures, if any, for the right-of-way in which the bicycle boulevard is to be installed and shall cause a report containing the results of such study to be delivered to the city clerk, who shall distribute the report to each member of the city council. For purposes of this subsection, the term "bicycle boulevard" means a street that meets the definition of a bicycle boulevard set forth in the most current edition of either the AASHTO Guide for the Development of Bicycle Facilities published by the American Association of State Highway and Transportation Officials or the NACTO Urban Bikeway Design Guide published by the National Association of City Transportation Officials, regardless of the terminology used by the City to describe that street.

§ 2. This ordinance shall be in force and effect upon adoption.



Richmond City Council

The Voice of the People

Richmond, Virginia

Office of the Council Chief of Staff

Ordinance/Resolution Request

TO Allen Jackson, Richmond City Attorney
Richmond Office of the City Attorney

THROUGH Meghan K. Brown *MKB*
Interim Council Chief of Staff

FROM William E. Echelberger, Jr, Council Budget Analyst *WE*

COPY Andreas D. Addison, 2nd District Representative
Haskell Brown, Deputy City Attorney
Daniel Wagner, 2nd District Council Liaison

RECEIVED

OCT 14 2019

OFFICE OF THE CITY ATTORNEY

DATE October 14, 2019

PAGE/s 1 of 3

TITLE RVA Streets for All Initiative – Implementing Ordinances

This is a request for the drafting of an Ordinance Resolution

REQUESTING COUNCILMEMBER/PATRON

Andreas D. Addison, 2nd District Representative

SUGGESTED STANDING COMMITTEE

Land Use, Housing, and Transportation

ORDINANCE/RESOLUTION SUMMARY

The patron requests the following 7 ordinances to implement the RVA Streets for All Initiative:

- A. Making the following changes to the City's built environment:
 - 1. Establish a new All-Way Stop eligibility policy¹ by assigning points to an intersection based on safety factors. If an intersection meets, or exceeds a predetermined threshold of points, it will be eligible for an All-Way Stop. Points will be assigned based on the following factors:
 - a. Number of collisions;
 - b. Pedestrian volumes;
 - c. Automobile traffic volumes;
 - d. Traffic volume difference between intersecting streets;
 - e. The point requirement may be waived, and an all-way stop justified under one or more special provisions:
 - 1) Five or more crashes susceptible to correction by all-way stops occurring within a 12-month period;
 - 2) A traffic signal is warranted and is not yet able to be installed;

- 3) The intersection has a combination of atypical conditions that could be aided by the inclusion of an all-way stop, including the proximity to a school or other public attraction, to a fire station, to a park/playground, or is on a bus route, on a steep hill, or having extremely low visibility;
2. Establish standards and penalties for contractors regarding crosswalks and bike lanes
 - a. Penalize contractors and utilities that fail to replace crosswalks and bike lanes within 72 hours of completing work (or within a reasonable time frame due to the nature of the work) i.e., to their pre-construction condition, with an appropriately set fine structure or to discourage violation of this standard, and
 - b. Require that contractors create temporary protected walkways, bikeways, trails, and/or shared use paths if construction impedes a pedestrian walkway, bike lane, trail and/or shared use path—violation of this requirement would result in a revocation of the permit applicable to the development;
 - 4) Appropriate fine structure for primary offense
 - 5) Revocation of permit for secondary offense
- B. Changes to the rules of the road to prioritize safety and inclusivity over traffic flow:
3. Ban turns-on-red in City streets;
 4. Prohibit parking in a bicycle lane with a fine structure appropriately set to discourage parking;
 5. Ban the use of autonomous vehicles in the city.
 6. Allow cyclists to treat a Stop sign as a Yield sign, and red light traffic signals as Stop signs;
- C. Sustained learning and data collection to inform future policy and investment:
7. Require the Administration to submit a brief cross-departmental (DPW, RPD, RAA, and PDR) road safety audit to Council and present findings to the Committee on Public Safety if a collision in City streets causes a death or life-threatening injury;

BACKGROUND

- Summary:**
- The requested ordinances are intended to:
 - Support and extend the City's Vision Zero program, as set out in Resolutions 2016-R011 and 2017-R093,
 - Create and facilitate an inclusive streetscape that may be used safely and comfortably by all,
 - Encourage adoption of policies and procedures that encourage multi-modal transportation use over personal vehicle use, and
 - Re-assert the importance of pedestrian primacy in responsible urban growth.
 - The patron believes that, through cross-departmental partnerships, empowerment of multi-modal community members, and a commitment to transparency and accountability, the City of Richmond will be able to improve safety, quality of life, and long term environmental sustainability for its residents.

FISCAL IMPACT STATEMENT

Fiscal Impact

Yes No

Budget Amendment Required

Yes No

Estimated Cost or Revenue Impact

An expenditure of resources, including staff time, will be required. The costs cannot be estimated at this time.

Attachment/s

Yes No

Richmond City Council Ordinance/Resolution Request Form/updated 10.5.2012 /sr