



City Of Richmond, Virginia
Office of the City Clerk

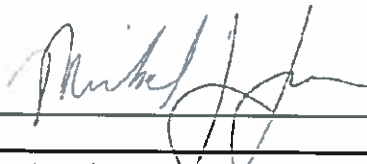
Request to Withdraw Legislation

Paper Number: **ORD. 2021-333**

Chief Patron: **Councilmember Michael J. Jones**

Introduction Date: **November 8, 2021**

Chief Patron Signature:



For Office Use Only

Attestation:



Effective Date:



INTRODUCED: November 8, 2021

AN ORDINANCE No. 2021-333

To install (i) at least four speed tables along Whitehead Road from its intersection with Elkhardt Road to its intersection with Warwick Road; (ii) at least three speed tables along Winter Road from its intersection with McDowell Road to its intersection with Sanborn Drive and along Kaki Drive from its intersection with Sanborn Drive to its intersection with Warwick Road; (iii) at least two speed tables along Clarkson Road from its intersection with Catalina Drive to its intersection with Clarkson Court; (iv) at least three speed tables along Hey Road between its intersection with Hull Street and its intersection with Pocosham Drive; (v) at least three speed tables along Bryce Lane from its intersection with Broad Rock Boulevard to its intersection with Powell Road; and (vi) at least two speed tables along Covington Road from its intersection with Media Road to its intersection with Rockland Road.

Patron – Mr. Jones

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: JAN 10 2021 AT 6 P.M.

WHEREAS, the intersections of (i) Whitehead Road from its intersection with Elkhardt Road to its intersection with Warwick Road; (ii) Winter Road from its intersection with McDowell Road to its intersection with Sanborn Drive and along Kaki Drive from its intersection with Sanborn Drive to its intersection with Warwick Road; (iii) Clarkson Road from its intersection with Catalina Drive to its intersection with Clarkson Court; (iv) Hey Road between its intersection

AYES: _____ NOES: _____ ABSTAIN: _____

ADOPTED: _____ REJECTED: _____ STRICKEN: _____

with Hull Street and its intersection with Pocosham Drive; (v) Bryce Lane from its intersection with Broad Rock Boulevard to its intersection with Powell Road; and (vi) Covington Road from its intersection with Media Road to its intersection with Rockland Road, are located in populous residential areas of the city; and

WHEREAS, upon information and belief of the Council, residents of the following areas have expressed a desire for traffic calming measures on (i) Whitehead Road from its intersection with Elkhardt Road to its intersection with Warwick Road; (ii) Winter Road from its intersection with McDowell Road to its intersection with Sanborn Drive and along Kaki Drive from its intersection with Sanborn Drive to its intersection with Warwick Road; (iii) Clarkson Road from its intersection with Catalina Drive to its intersection with Clarkson Court; (iv) Hey Road between its intersection with Hull Street and its intersection with Pocosham Drive; (v) Bryce Lane from its intersection with Broad Rock Boulevard to its intersection with Powell Road; and (vi) Covington Road from its intersection with Media Road to its intersection with Rockland Road; and

WHEREAS, it is the consensus of the Council that it would be in the best interests of the citizens of the City of Richmond, especially those that reside on Whitehead Road, Winter Road, Kaki Road, Clarkson Road, Hey Road, Bryce Lane, and Covington Road, to install as set forth below by no later than 120 days after the adoption of this ordinance: (i) at least four speed tables along Whitehead Road from its intersection with Elkhardt Road to its intersection with Warwick Road; (ii) at least three speed tables along Winter Road from its intersection with McDowell Road to its intersection with Sanborn Drive and along Kaki Drive from its intersection with Sanborn Drive to its intersection with Warwick Road; (iii) at least two speed tables along Clarkson Road from its intersection with Catalina Drive to its intersection with Clarkson Court; (iv) at least three speed tables along Hey Road between its intersection with Hull Street and its intersection with

Pocosham Drive; (v) at least three speed tables along Bryce Lane from its intersection with Broad Rock Boulevard to its intersection with Powell Road; and (vi) at least two speed tables along Covington Road from its intersection with Media Road to its intersection with Rockland Road; and

WHEREAS, section 2-428 of the Code of the City of Richmond (2020), as amended, requires an appropriate study by the Department of Public Works prior to the adoption of an ordinance regulating motor vehicle traffic within the city; and

WHEREAS, this ordinance has been properly referred to the Department of Public Works and more than 60 days have elapsed since such referral;

NOW, THEREFORE,

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That speed tables shall be installed as set forth below by no later than 120 days after the adoption of this ordinance:

(a) At least four speed tables along Whitehead Road from its intersection with Elkhardt Road to its intersection with Warwick Road.

(b) At least three speed tables along Winter Road from its intersection with McDowell Road to its intersection with Sanborn Drive.

(c) At least three speed tables along Kaki Drive from its intersection with Sanborn Drive to its intersection with Warwick Road.

(d) At least two speed tables along Clarkson Road from its intersection with Catalina Drive to its intersection with Clarkson Court.

(e) At least three speed tables along Hey Road from its intersection with Hull Street and its intersection with Pocosham Drive.

(f) At least three speed tables along Bryce Lane from its intersection with Broad Rock Boulevard to its intersection with Powell Road.

(g) At least two speed tables along Covington Road, including one speed table at its intersection with Media Road and one speed table at its intersection with Rockland Road.

§ 2. This ordinance shall be in force and effect upon adoption or such other date as may be fixed by traffic order of the Director of Public Works if, prior to adoption, the speed tables have been installed in Whitehead Road, Winter Road, Kaki Road, Clarkson Road, Hey Road, Bryce Lane, and Covington Road.



Richmond City Council

The Voice of the People

Richmond, Virginia

Office of the Council Chief of Staff

Ordinance/Resolution Request

TO Haskell Brown, Interim City Attorney

THROUGH Joyce Davis, Interim Council Chief of Staff

FROM Steven Taylor, Council Policy Analyst

COPY Michael Jones, 9th District Council Member
Dominique Thaxton, 9th District Liaison
Tabrica Rentz, Interim Deputy City Attorney

DATE October 28, 2021

PAGE/s 1 of 2

TITLE Speed Bump Installations at various locations in South Richmond

This is a request for the drafting of an **Ordinance** ☒ **Resolution** ☐

REQUESTING COUNCILMEMBER/PATRON

Jones

SUGGESTED STANDING COMMITTEE

LUHT

ORDINANCE/RESOLUTION SUMMARY

The patron requests that legislation be drafted for Council's consideration requiring the installation of speed bumps, within 120 days of Council's approval, as follows:

- at least four speed tables along Whitehead Road;
- at least three speed tables along Winter Road through to Sanborn Drive and along Kaki Drive through to Warwick Road;
- at least two speed tables along Clarkson Road, specifically between Catalina Drive and Clarkson Court;
- at least three speed tables along Hey Road between its intersection with Hull Street and the entrance of Pocosham Drive;
- at least three speed tables along Bryce Lane, specifically between its intersection with Broad Rock Road entrance and the intersection with Powell Road; and
- at least two speed tables along Covington Road, specifically before Media Road and before Rockland Road

BACKGROUND

The patron and area residents hope that the installation of speed bumps here will help prevent speeding, collisions, and lessen the severity of accidents and collisions that might occur on the roadways. Area residents and businesses have petitioned their Council Member and the City's Administration to address speeding concerns after a number of auto crashes and increased incidents of speeding.

Improved traffic safety will protect pedestrians, cyclists, and auto-drivers. This area of the City is residential and heavily trafficked by a mixture of autos, children, other pedestrians, and cyclists requiring increased efforts by the City to protect them.

FISCAL IMPACT STATEMENT

Fiscal Impact Yes ☐ No ☒

Budget Amendment Required Yes ☐ No ☒

Estimated Cost or Revenue Impact \$ N/A

Note: DPW staff report that speed bumps cost approximately \$14,000 each.

Attachment/s Yes ☒ No ☐ Draft Resolution.