

1 – Citywide speed limit evaluation

City council study session

Jan 25, 2021

Recommended action:

- None at this time. The purpose of this item is to update the city council regarding staff's speed limit evaluation and discuss next steps

Policy consideration:

- Does the city council wish to implement speed limit changes on city streets based on a safety, engineering, and traffic analysis?

Agenda

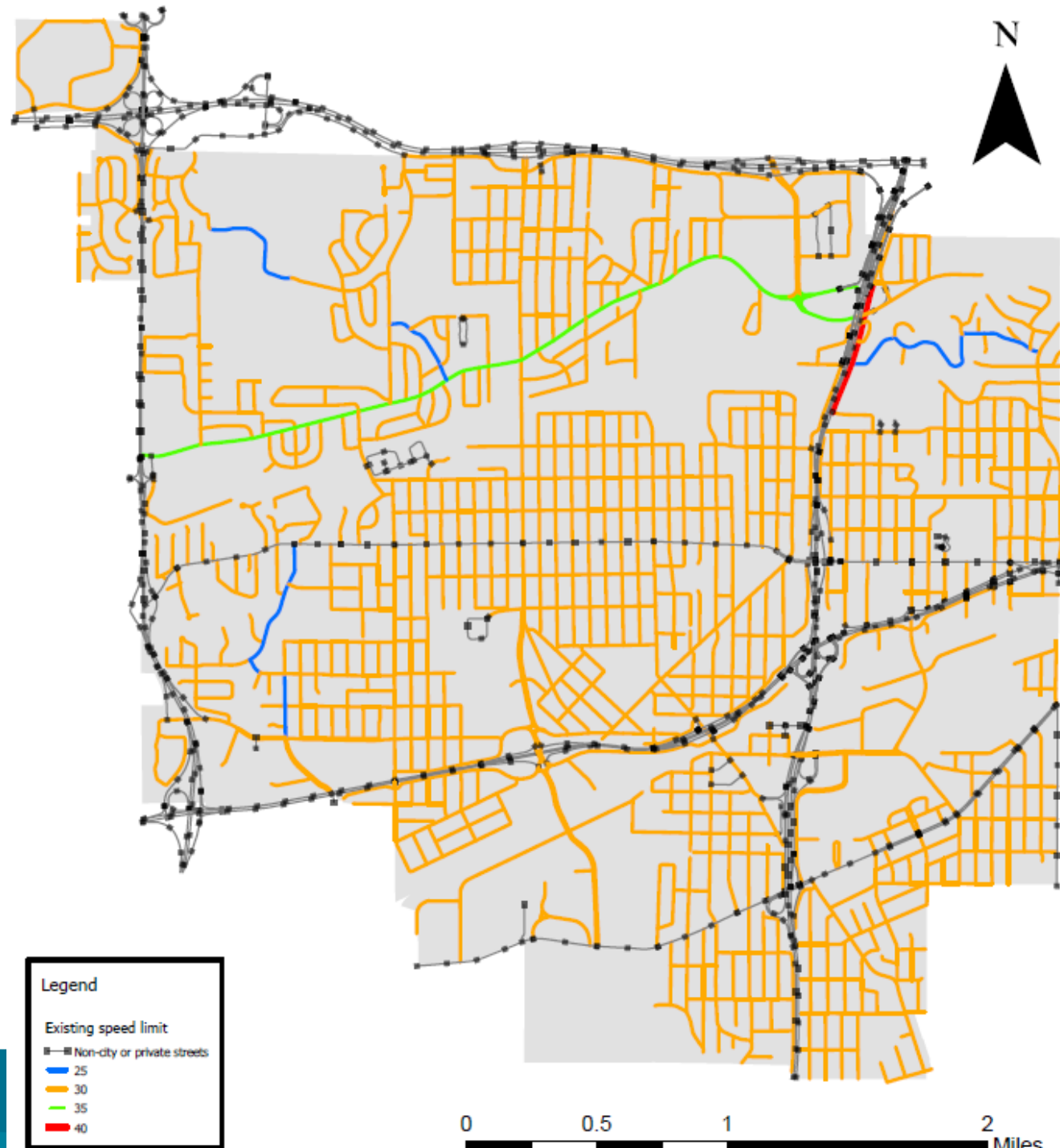
- Recap
- Council questions from August
- Highlights of updates to the evaluation
- Recommendations
- Implementation

May 2019 MN Statute (169.14)

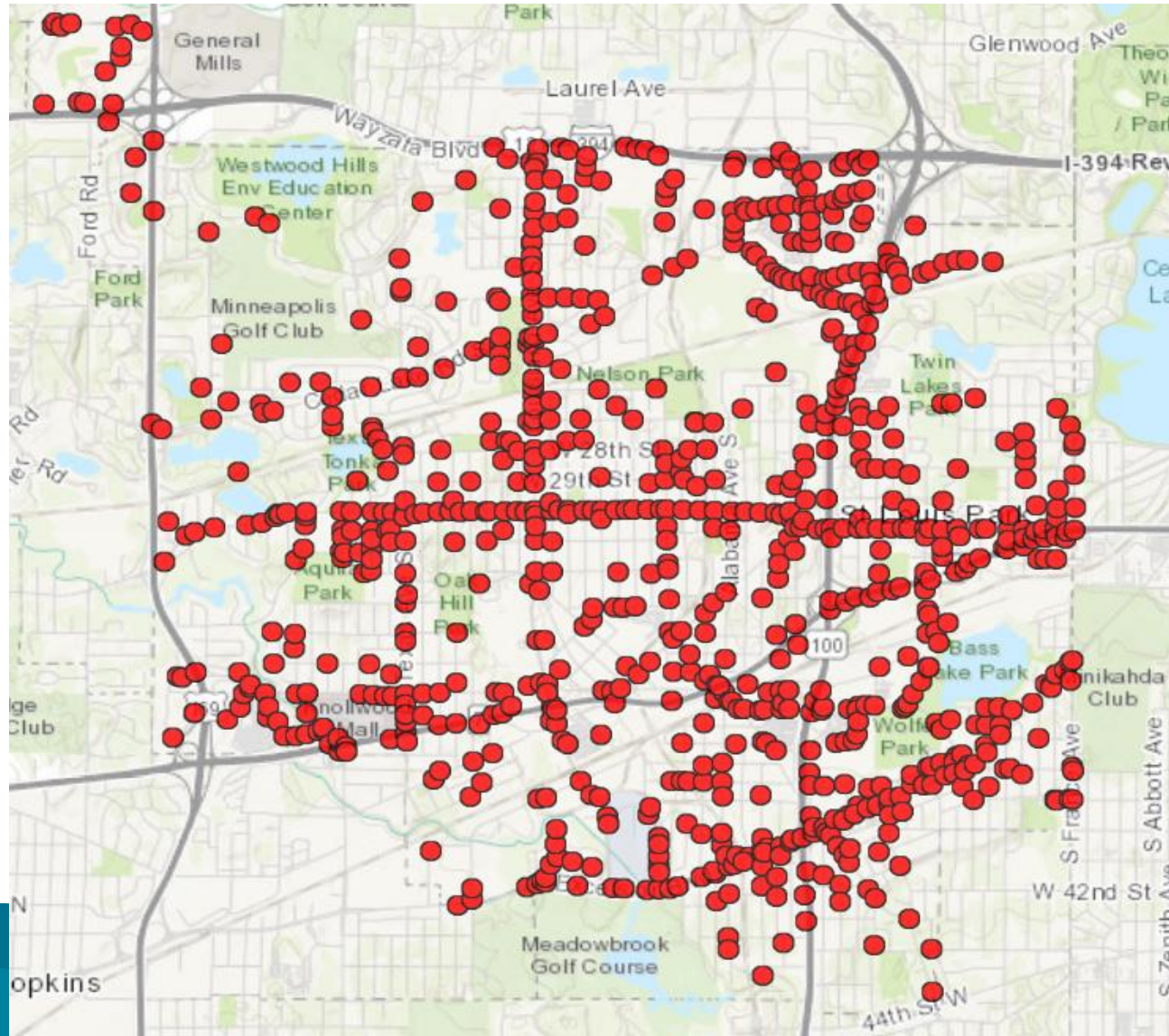
- A city must:
 - Implement speed limit changes in a consistent and understandable manner
 - Erect appropriate signs to display the speed limit
 - Develop procedures to set speed limits based on the city's safety, engineering, and traffic analysis.
- At a minimum, the analysis must consider:
 - National urban speed limit guidance and studies
 - Local traffic crashes
 - Methods to effectively communicate the change to the public

Existing speed limits

- State defaults:
 - 30 mph for urban streets
 - 10 mph for alleys
- Exceptions in St. Louis Park:
 - 25 mph on select neighborhood streets
 - Cedar Lake Road (35 mph)
 - E Hwy 100 Frontage Road (40 mph)

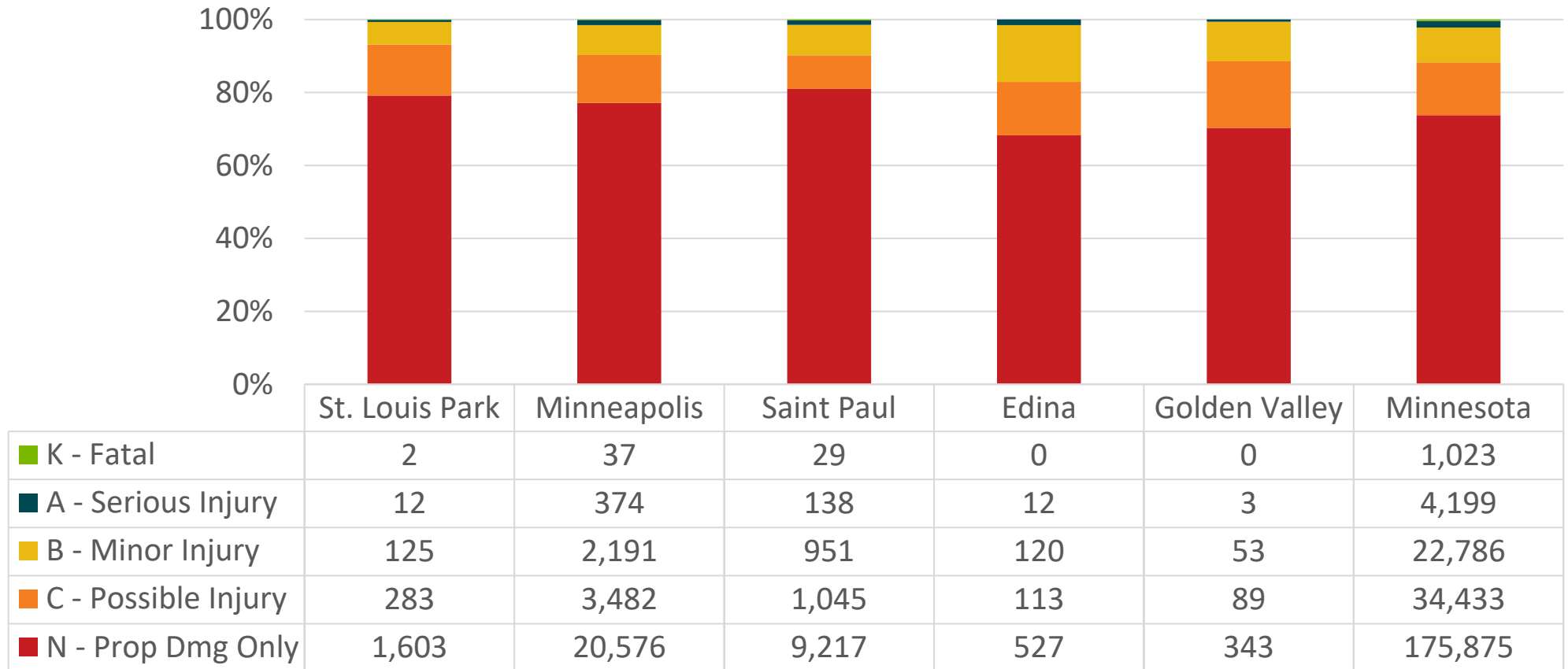


Where do crashes occur in the city?



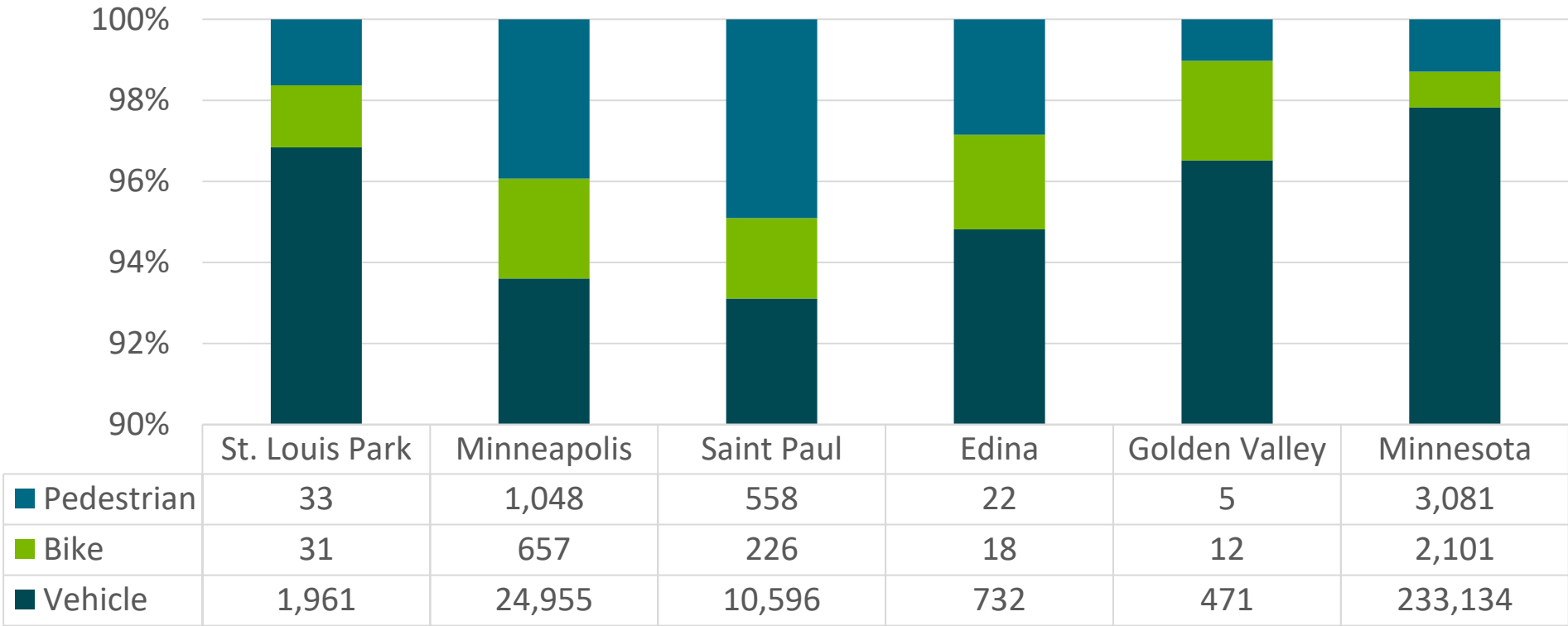
What do the city's crashes look like in context?

- 2017 – 2019 crashes by severity



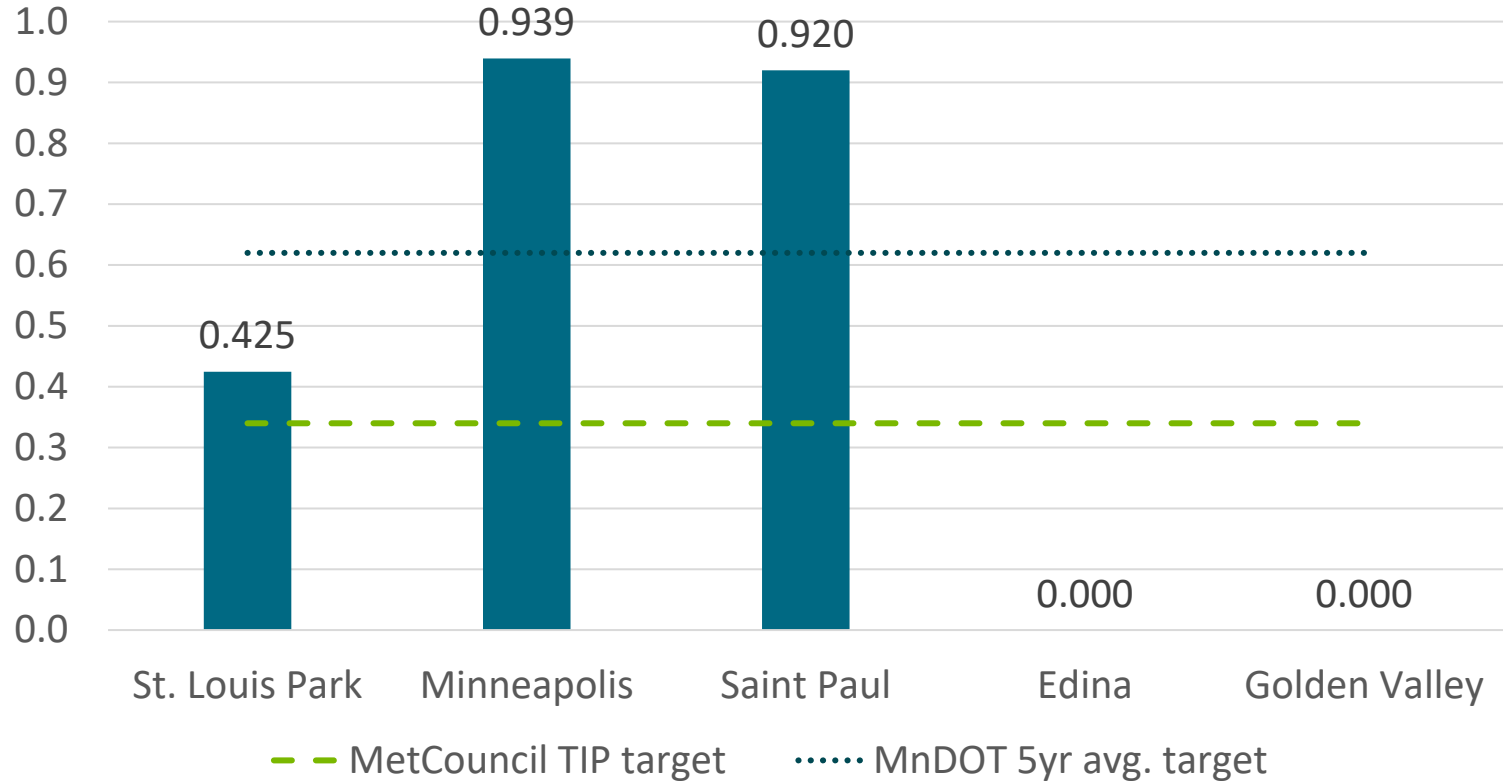
What do the city's crashes look like in context?

- 2017 – 2019 crashes by mode



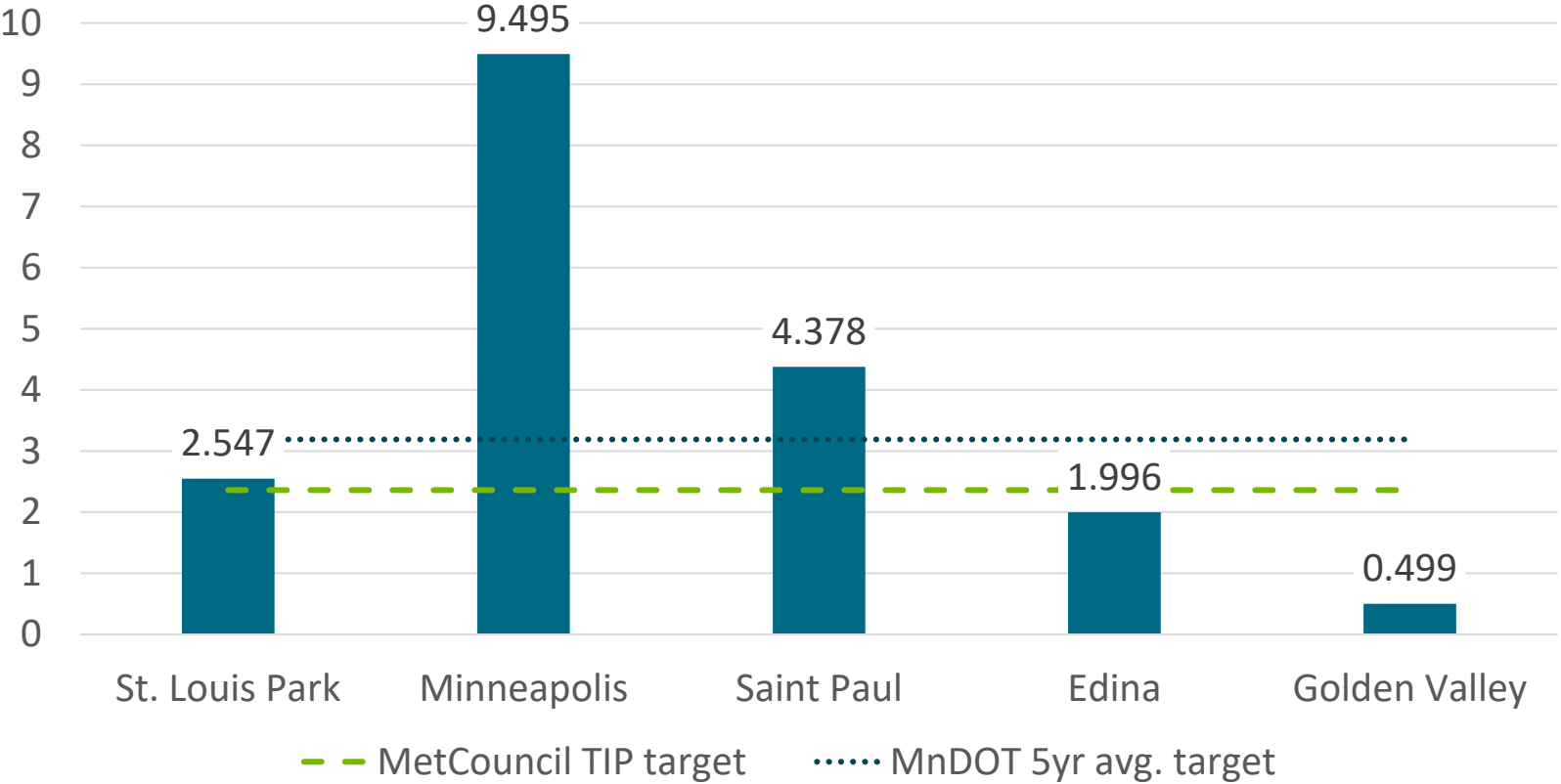
What do the city's crashes look like in context?

- 2017 – 2019 fatal crash rate and targets



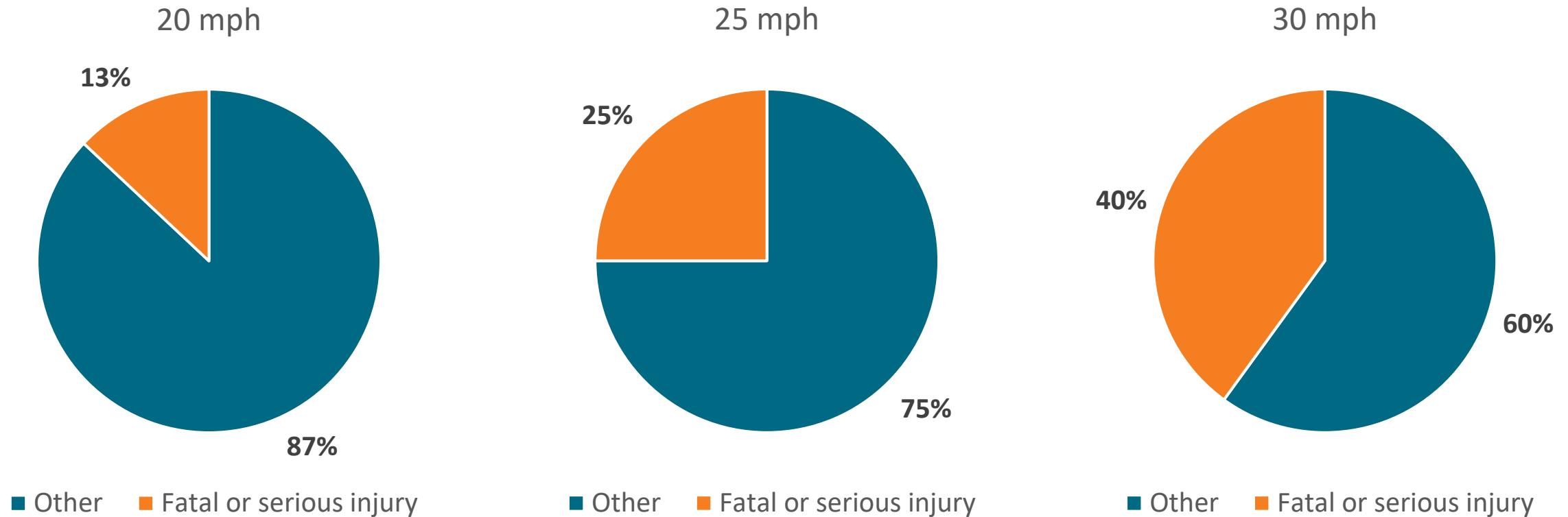
What do the city's crashes look like in context?

- Serious injury crash rate and targets



Is there a percentage safety benefit from lowering a speed limit to 25 mph versus 20 mph?

Percent chance of injury of a pedestrian struck by a driver at different speeds.



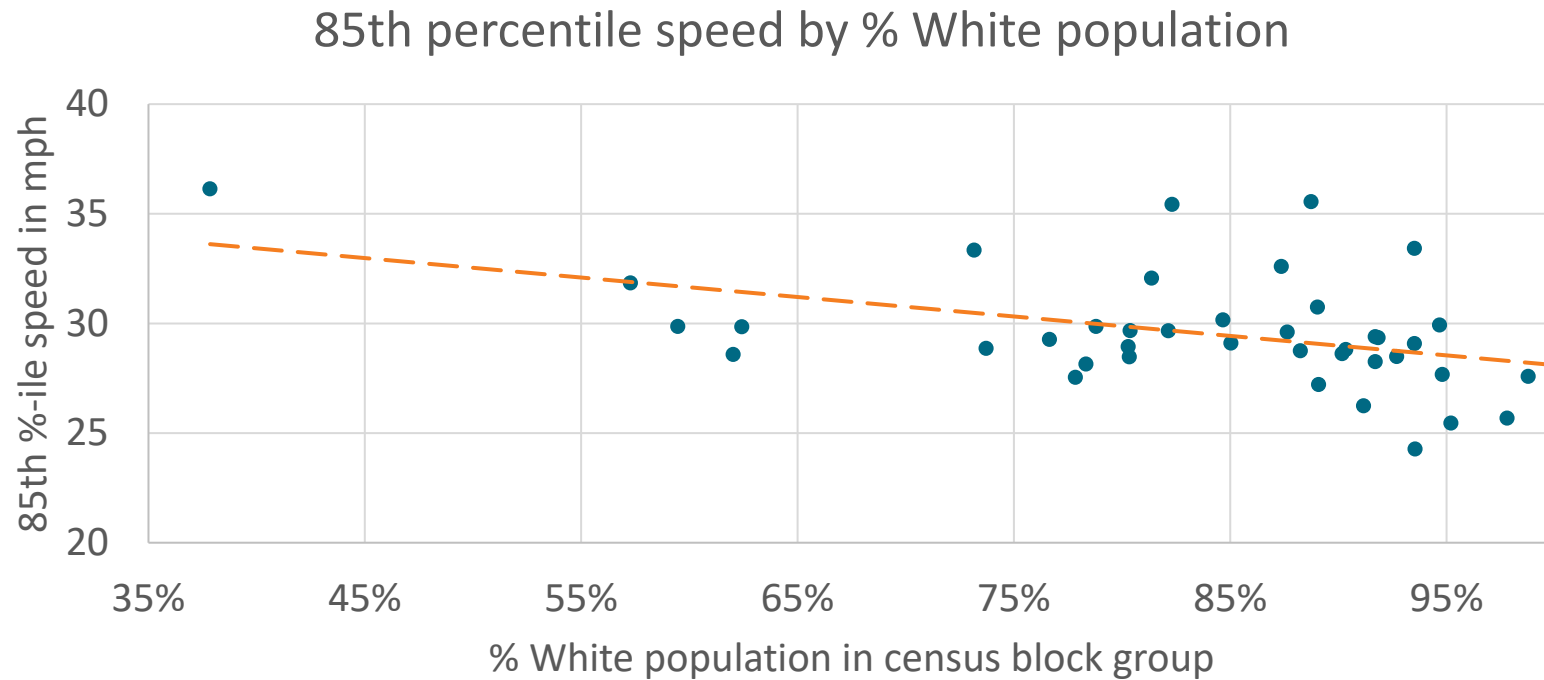
Race equity and inclusion

- Race and road safety – ex. study on yielding to pedestrians
 - White pedestrians were yielded to twice as often compared to Black pedestrians.
 - Drivers yielded to Black pedestrians a third slower than to White pedestrians.
 - Black pedestrians were twice as likely to wait for two or more drivers to yield compared to White pedestrians.



Race equity and inclusion

- Race and vehicle speeds



Race equity and inclusion

- Race and speed limit petitions ex.
 - Westwood Hills petitioned MnDOT for lower speed limits in 1984

	228.01	Citywide
1980 % White population	98.6%	97.9%
2018 % White population	90.1%	82.4%
1980 median income (1980\$)	\$ 36,937.00	\$ 21,362.00
2018 median income (2018\$)	\$ 141,458.00	\$ 75,690.00
1980 mean income (1980\$)	\$ 52,776.00	\$ 25,344.00
2018 mean income (2018\$)	\$ 176,967.00	\$ 95,972.00

Race equity and inclusion

- Speed limit setting factors
 - Transit
 - Pedestrian infrastructure
 - Residential land use
 - Existing vehicle speeds



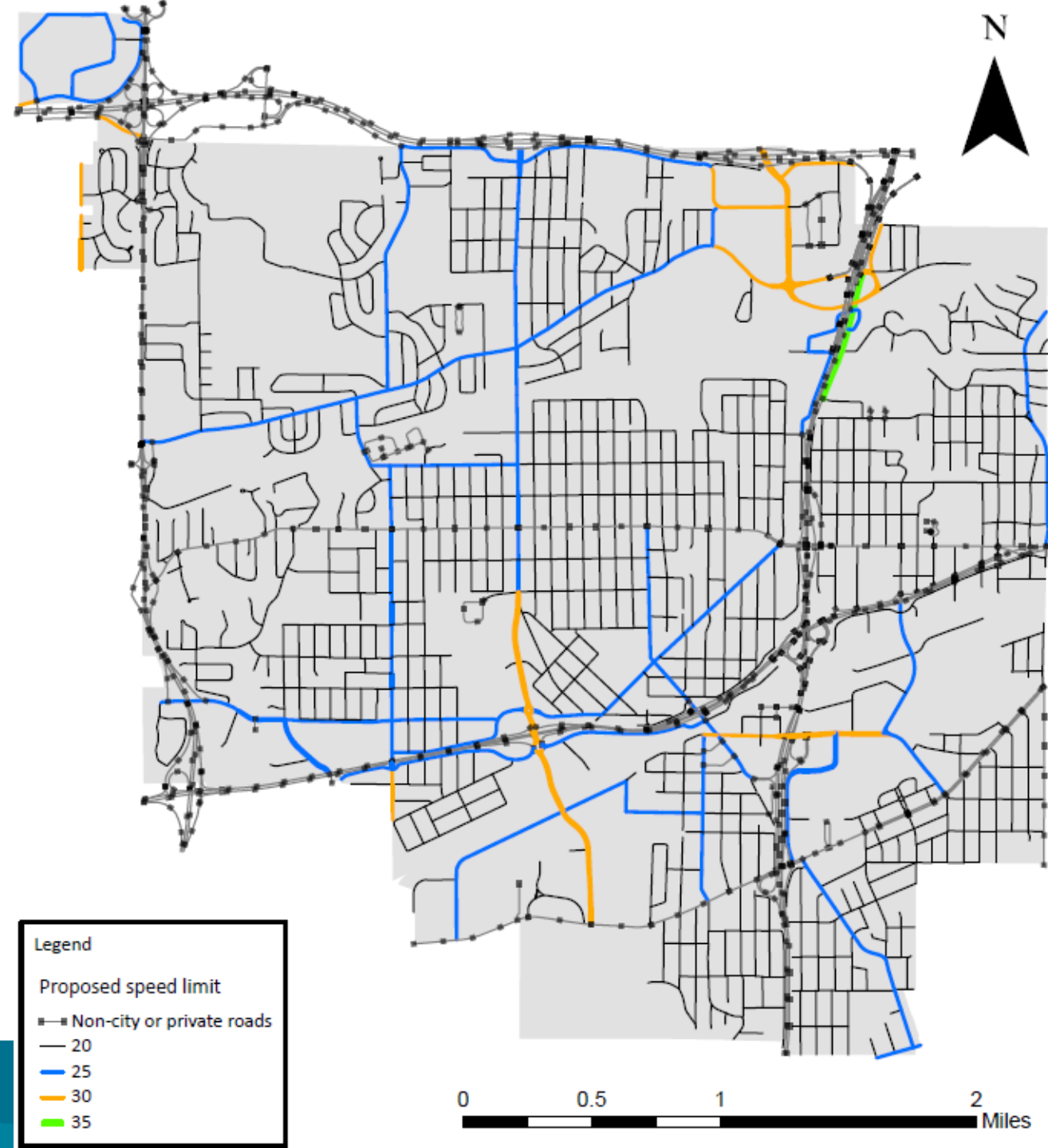
Race equity and enforcement

- Nationally, things Black drivers are more likely to receive compared to White drivers from research:
 - Speed warning stop
 - Speeding ticket
 - An arrest for speeding
- No additional police staffing or resources are proposed regarding new speed limits



Recommendations

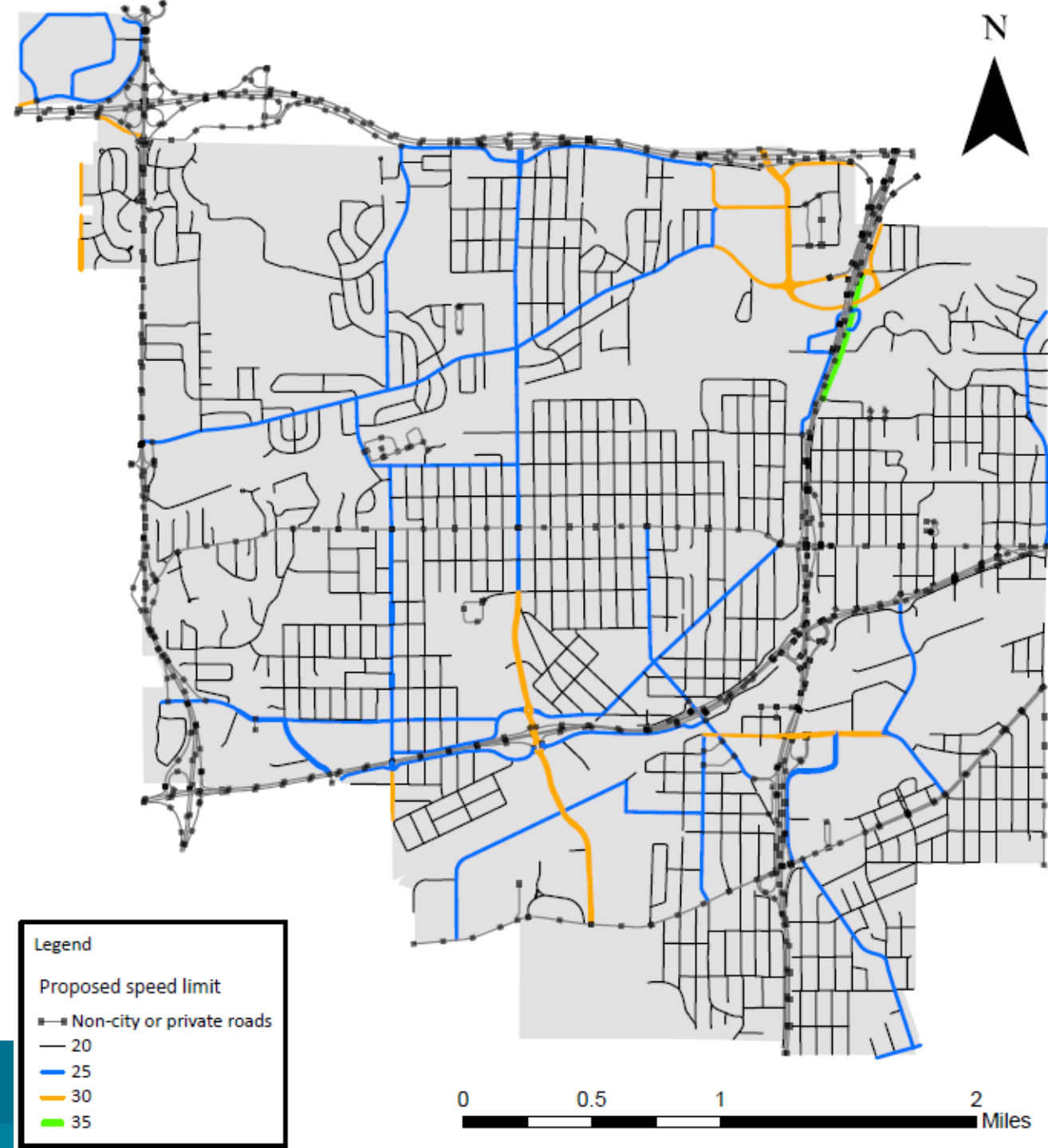
- Generally:
 - 10 mph on alleys
 - 20 mph on local neighborhood streets
 - 25 mph on connecting streets
 - 30 mph on select streets/segments
 - 35 mph on one road



Recommendations

Category approach recommended because:

- It is easier to communicate
- Prioritizes public health and safety
- A citywide speed limit doesn't reflect the design, land use, mode use, and expectations of city streets



Implementation

- Establish city authority – Ordinance
- Signs
- Traffic signals
- Outreach



Evaluation

- Evaluation presented within three years with:
 - Traffic speed study
 - Crash comparison
 - Recommendations or changes
- Reevaluation of speed limits with:
 - Construction projects
 - Transit route changes



Next steps

- Community outreach – Winter 2021
- Ordinance – Early spring 2021
- Implementation – Summer – Fall 2021

Recommendations

