

City of Fayetteville Staff Review Form

2021-0687

Legistar File ID

September 21st

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Matt Mihalevich

9/2/2021

ENGINEERING (621)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Staff recommends approval of an amendment to Ordinance 71.065 to unify the statutory default speed limit of 20 miles per hour in residential and business districts.

Budget Impact:

N/A	N/A
Account Number	Fund
N/A	N/A
Project Number	Project Title
Budgeted Item? <u>No</u>	Current Budget \$ -
	Funds Obligated \$ -
	Current Balance \$ -
Does item have a cost? <u>No</u>	Item Cost \$ -
Budget Adjustment Attached? <u>No</u>	Budget Adjustment \$ -
	Remaining Budget \$ -

V20210527

Purchase Order Number: _____

Previous Ordinance or Resolution # _____

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:



MEETING OF SEPTEMBER 21ST, 2021

TO: Mayor and City Council

THRU: Susan Norton, Chief of Staff
Chris Brown, Public Works Director/City Engineer
Matt Mihalevich, Trails Coordinator

FROM: Dane Eifling, Mobility Coordinator

DATE: September 2nd, 2021

SUBJECT: 2021-0687 Statutory Speed Limit Reduction

RECOMMENDATION:

Staff recommends approval of an amendment to Ordinance 71.065 to unify the statutory default speed limit of 20 miles per hour in residential and business districts.

BACKGROUND:

The City's current ordinance sets the default speed limits of 20 MPH for business districts and 25 MPH for residential districts. On August 31st, 2021 the Transportation Committee voted unanimously to support a motion to bring this item to the full city council.

A 2019 pilot implementation of 20 mile per hour speed limits on sections of Prospect Street, Trenton Blvd and Rebecca St was made permanent based on support from the Active Transportation Advisory Committee.

Recommendations from the League of American Bicyclists, People for Bikes and the 2019 Fayetteville Mobility Plan all advise lowering speed limits to 20 MPH on minor residential streets.

DISCUSSION:

Fayetteville City Plan 2040 sets desired operating speeds for each street classification.

Street Classification	Desired Operating Speed
Residential Link	15-20 MPH
Downtown/Urban	20-25 MPH
Neighborhood Link	25-30MPH
Regional Link	30-40 MPH

The National Association of City Transportation Officials (NACTO) guidance recommends setting safe speed limits for cities as follows:

Street Classification	NACTO Recommended Speed Limit
Shared Streets & Alleys	10-20 MPH
Minor Streets	20 MPH
Major Streets	20-35 MPH

The University of Arkansas Facilities Management has a plan to lower speed limits on and around the main UA campus. This plan is a response to a resolution from the Associated Student Government for Safer Streets following two fatal pedestrian crashes involving UA affiliates. University Staff is awaiting an ordinance change from the city in order to lower the speed limits.

The ordinance change would immediately change the speed limit for streets without posted speed limits. Changing speed limit signs to 20 mile per hour limit on appropriate streets could be accomplished over time with this ordinance change.

BUDGET/STAFF IMPACT:

No budget impact with this item. The existing 25 mile per hour signs could be replaced over time with 20 miles per hour upon request from neighborhoods. There would be a cost to replace these signs, but this could be dispersed over budget years.

Attachments:

- City Attorney Memo
- NACTO "City Limits" document
- UA Supporting Safer Traffic Measures Document

71.065 - General Speed Restrictions

(A) No person shall drive a vehicle on any street or highway in the city at a speed greater than is reasonable and prudent under the conditions then existing.

(B) Where no special hazard exists, the following speeds shall be lawful, but any speed in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

(1) 20 miles per hour in any business district.

(2) 25 miles per hour in any residential district.

(C) The fact that the speed of the vehicle is lower than the foregoing prima facie limits shall not relieve the driver from the duty to decrease speed when approaching and crossing an intersection, when traveling upon any narrow or winding roadway, or when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or street conditions, and speed shall be decreased as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering the street in compliance with legal requirements and the duty of all persons to show due care.

(Code 1965, §19-68; Ord. No. 1447, 6-7-65; Code 1991, §71.065)

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CITY LIMITS

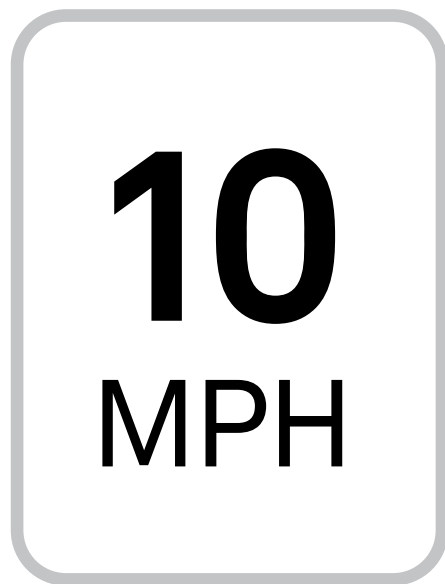
Setting Safe Speed Limits on Urban Streets



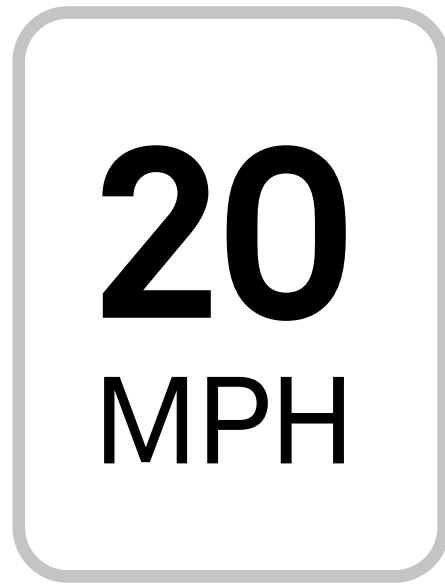
Recommended Speed Limits

This document recommends maximum speed limits of 10-25 miles per hour for most city streets, increasing to 35 mph only in select, limited cases. The maximum recommended speed limit for any shared street or alley is 10 mph, and the maximum recommended speed limit for any minor street is 20 mph. The maximum recommended speed limits are based primarily on speeds that minimize risk to pedestrians and cyclists.⁵²

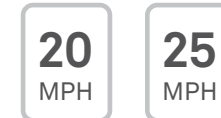
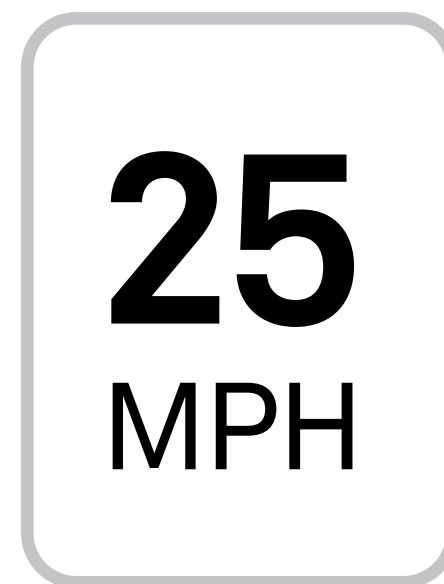
SHARED STREETS & ALLEYS



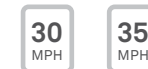
MINOR STREETS



MAJOR STREETS



On major streets, where conditions vary widely, cities can conduct a Safe Speed Study to determine the safest maximum speed limit (see page 58). In urban areas, a Safe Speed Study will most often result in a recommended maximum speed limit of 20 or 25 mph for major streets.



For streets that have well-protected places for people to walk and bike, and that are in low density areas with primarily manufacturing and residential uses, cities may find that a 30 or even 35 mph speed limit is appropriate. However, these higher speed limits should be used sparingly and only in cases where safe conditions can be met.

SUPPORTING SAFER TRAFFIC MEASURES

UA & Vicinity

Background

In response to the ASG Senate Resolution No. 13, entitled “A Resolution Supporting Safer Traffic Measures” - which was passed 2/2/21 and demonstrates that the student government, representing the student body, is supportive of the ongoing conversation regarding lowered speed limits – FAMA, UAPD, Transit & Parking, Campus Planning, Office for Sustainability, in conjunction with the City of Fayetteville, propose the following:

Ongoing Activities

1. Inventory and map all streets in, and in the immediate vicinity of, UA Campus to identify and record:
 - a. Street speeds, as posted or defined by city code
 - b. Street ownership
 - c. Streets to consider for speed reduction, in conjunction with City of Fayetteville, where there is frequent bicycle and pedestrian activity
 - d. Potential locations for MUTCD compliant “Safer Traffic” signs that welcome visitors and post campus-wide speed limit
 - e. Identify opportunities to improve overall signage efficacy by improving signage locations and reducing signage clutter
2. Conduct a traffic study to record vehicle volume and speed on Arkansas Ave as a continuation of the slow streets pilot currently being conducted by the City of Fayetteville.
 - a. Study concluded 2/24/2021 indicates that Arkansas Ave is in need of additional traffic calming measures and City recommends: 1) sign it 20 MPH; 2) replace the flashing beacon at the mid-block crosswalk with a passive detection system that automatically activates for pedestrians rather than constantly flashing.
3. Produce a campus signage plan as informed by above activities.
4. Consider amending Parking and Traffic Regulations, Section 5.1., so that it reads: “The maximum speed limit in all UA parking lots is 10 miles per hour (this includes both parking lots and parking garages). The maximum speed limit on all UA streets is 20 miles per hour. Other campus speed limits are as posted.”

Previous Activities

- The City of Fayetteville’s Transportation Committee and Active Transportation Advisory Committee have both approved motions to reduce speeds in residential streets citing excessive traffic speeds and pedestrian safety.
- The city is testing a 20 MPH speed limits near Wilson Park and could implement lower speeds for other residential streets.
 - 20 MPH signs were installed October 2019 on West Prospect Street, East Trenton Boulevard, and East Rebecca Street.
- The implementation of lower speed limits in neighborhoods is recommended by the National Association of City Transportation Officials and the City of Fayetteville’s mobility plan which was adopted in 2019.

Target Outcomes

The goal of these efforts is to make our street system safe and accessible to all UA Affiliates, drivers, passengers, bicyclists, pedestrians, and transit riders.

“Safer Traffic” Sign Design



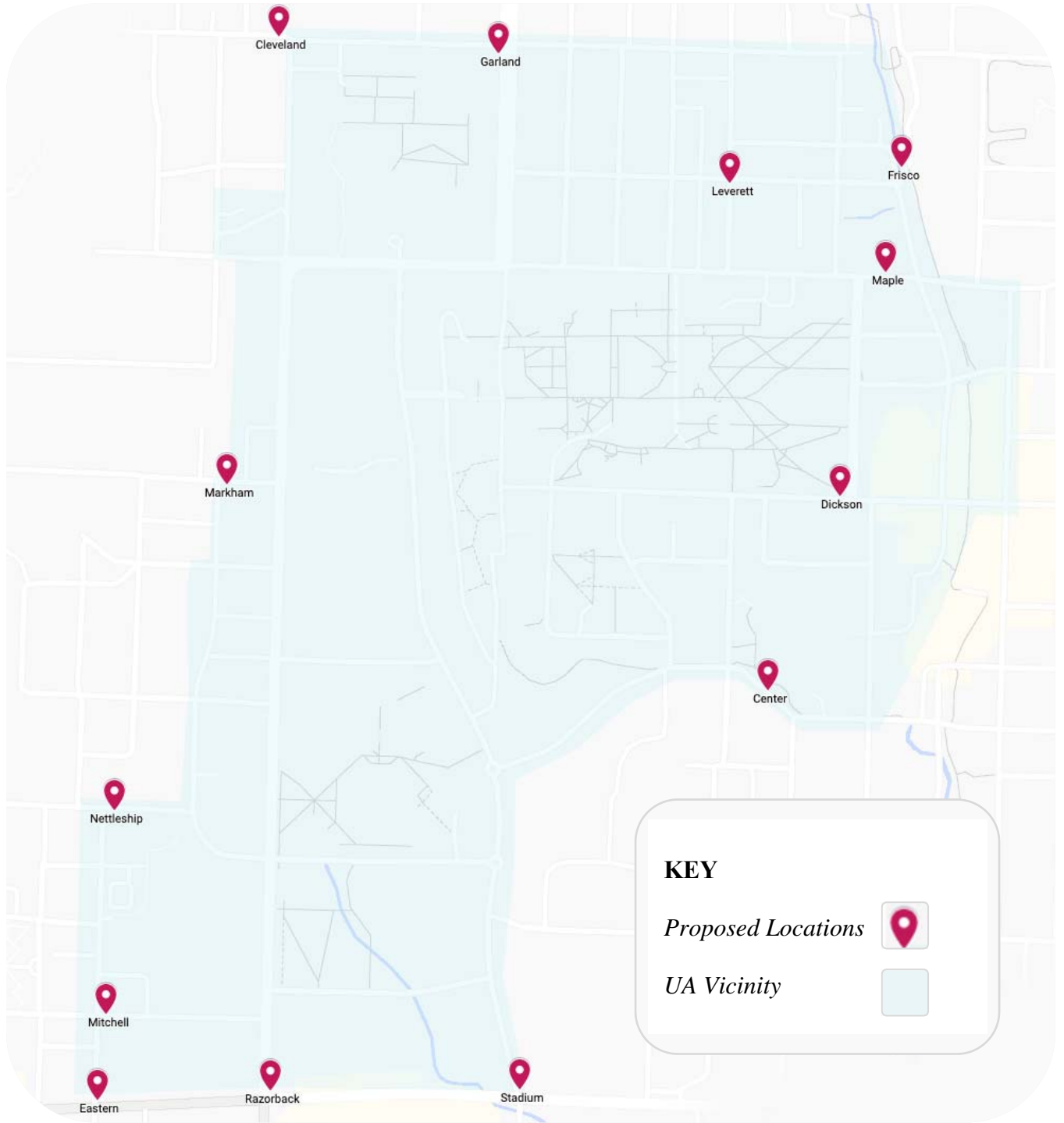
	Description	MUTCD Code	Size	Quantity
1	Speed Limit 25	R2-1	24 x 30	13
2	Unless Otherwise Posted (plaque)	R2-5P	24 x 18	13
3	UA Gun Sign			9
4	UA compliant Square Post			13

NOTE

- A** All signs to be back painted with P1 (Umbra Gray Corafalon ADS7113030), comply with, and be installed per, UA Signage and Wayfinding Program
- B** All posts to painted with P2 (Light Brown Corafalon ADS8304030), comply with, and be installed per, UA Signage and Wayfinding Program

Map of Proposed Locations for “Safer Traffic Signs ”

Exact location to be determined by installers, per “UA Signage And Wayfinding” installation guidelines

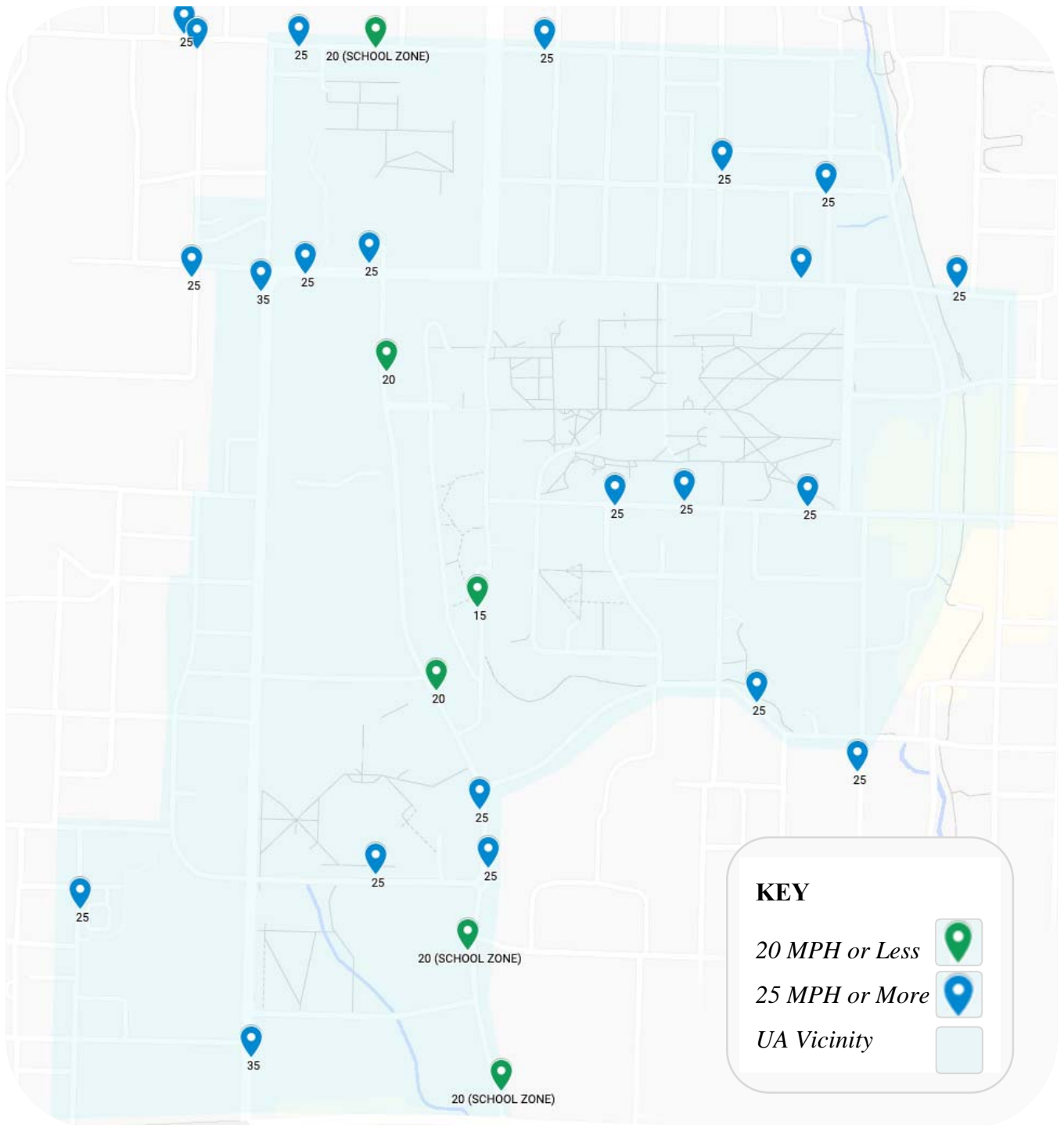


Mockup of "Safer Traffic Sign"



Map of Existing MPH Signs

All signs above 20 MPH (other than HWY 112 corridor – Garland/Maple/Razorback) will be removed or replaced as determined by installers, per “UA Signage And Wayfinding” installation guidelines



ASG SENATE RESOLUTION NO. 13 || A RESOLUTION SUPPORTING SAFER TRAFFIC MEASURES

1 **Associated Student Government**
2 *University of Arkansas*



3
4 *ASG Senate Resolution No. 13*
5 Author(s): Senator Max Sutton
6 Sponsor(s): Senator Colton Simpson, Senator Sophie Hill

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A Resolution Supporting Safer Traffic Measures

11 **Whereas,** The University of Arkansas has experienced the tragic loss of
12 community members due to motor vehicle collision in recent
13 memory.

14
15 **Whereas,** Speed is *the* critical factor in the frequency and severity of
16 crashes: according to a report titled "Impact Speed and a
17 Pedestrian's Risk of Sever Injury or Death" by AAA
18 Foundation of Traffic Safety, the risk of death in a pedestrian
19 collision increases exponentially with speed. After the 20-
20 mph mark, the risk of death steeply increases. At 20-mph,
21 the risk of death in collision is about 7%. At speeds of 30-
22 mph, the risk increases to approximately 20%, or a one-in-
23 five chance.

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26 **Whereas,** The City of Fayetteville's Transportation Committee and
27 Active Transportation Advisory Committee have
28 unanimously approved motions to reduce speeds in
29 residential streets citing excessive traffic speeds and
30 pedestrian safety.

31
32 **Whereas,** according to a study by the Insurance Institute for Highway
33 Safety, a lowering of speeds from 30mph to 25mph resulted
34 in a 29.3 % dec line in the odds of speeding for vehicles
35 traveling faster than 35 mph, the biggest drop. An 8.5%
36 decline in the odds of speeding for vehicles going faster than
37 30 mph and a 2.9 % decline for vehicles exceeding 25 mph.
38 This study shows that speed limits do in fact slow traffic.

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45 Be it further resolved: The Associate Student Government Senate
46 supports reducing speed limits to 20-mph or
47 lower for roads on or near campus, during
48 schools' hours. School hours defined as 7am –
49 7pm on weekdays. Map of roads attached for
50 reference:
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57 Be it finally resolved: A copy of this legislation sent to Stephen
58 Gahagans and Gary Crain of UAPD, Chris
59 Brown from City of Fayetteville, Mike Johnson
60 of Facilities Management, Gary Smith and
61 Adam Waddell of Parking and Transits, and
62 several other interested parties.
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64 Amendments: _____
65

66 Vote Count: Aye 38 Nay 2 Abstentions 4
67

68 Legislation Status: Passed X Failed _____ Other _____
69

70 _____
71 Caleb Parker, ASG Chair of the Senate Date

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74 Julia Nall, ASG President Date

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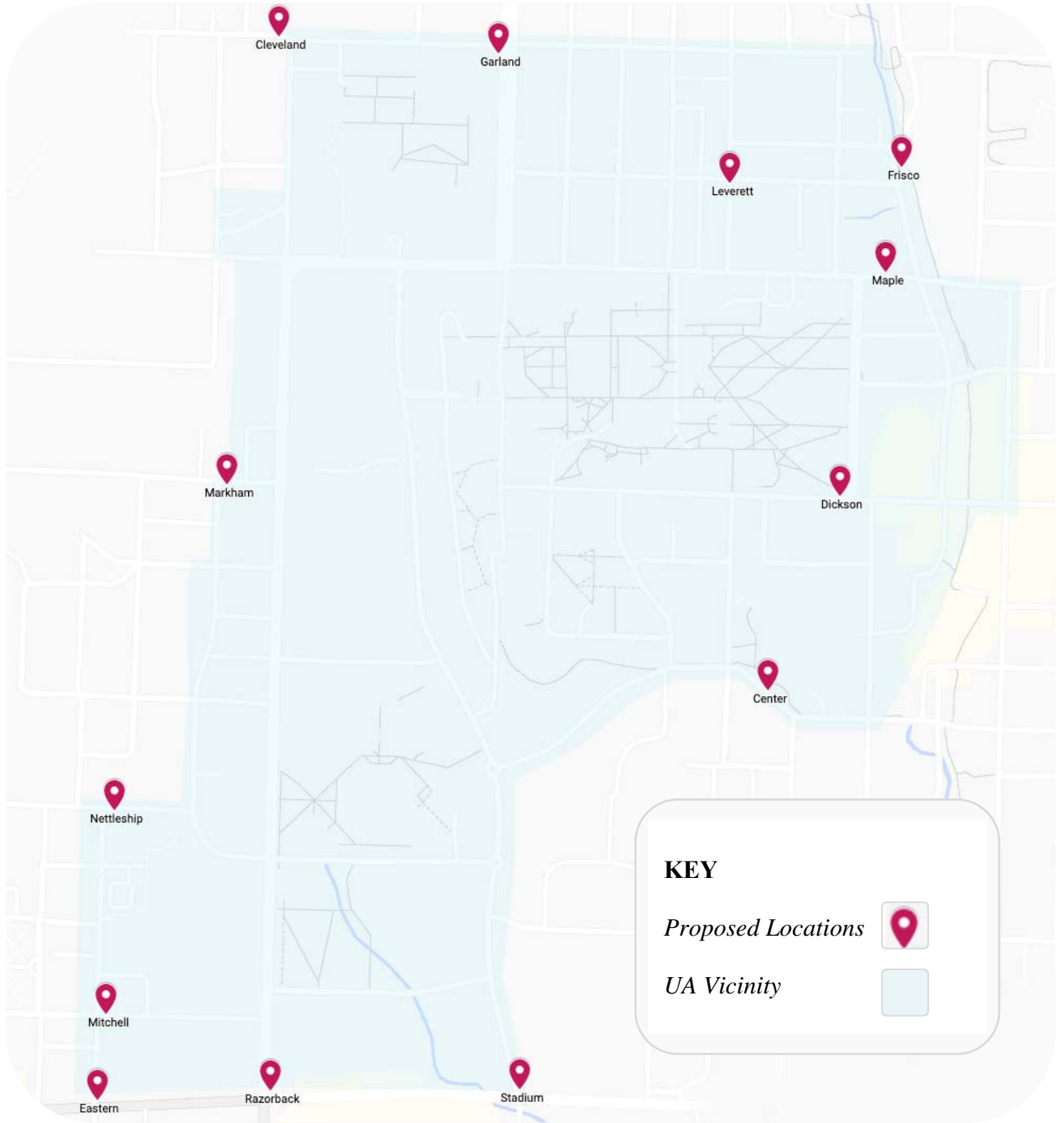
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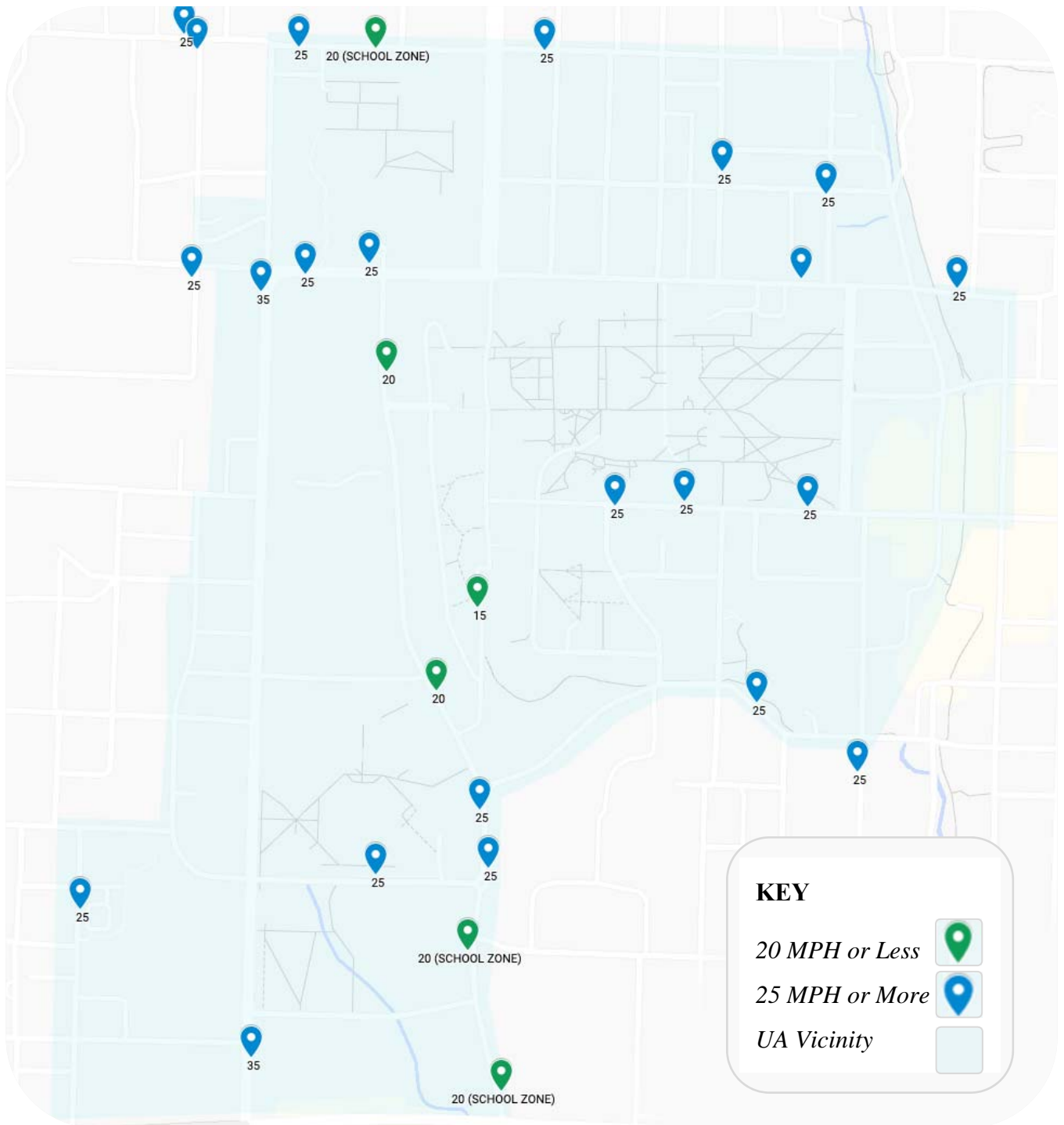


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