



## **CITY STREET SPEED LIMITS**

**ADOPTED:** April 11, 2022

### **A. PURPOSE**

The purpose of this policy is to establish background information on the current Minnesota Statutes governing establishment of speed limits and outline criteria for determining speed limits for City streets based upon guidance from Minnesota Statutes, Minnesota Department of Transportation (MnDOT) policies and guidelines, Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD), and engineering judgement.

### **B. DEFINITIONS**

**Comprehensive Plan:** The Comprehensive Plan, including the Transportation Plan, of the City of Otsego.

**Residential Roadways:** Those local streets either 1) less than one-half mile in total length, or 2) in an area zoned exclusively for housing that is not a collector or arterial street.

**Rural Residential District:** A street segment at least one-quarter mile in length with residential dwellings spaced less than 300 feet apart.

**Streets, Arterial:** Those streets defined by the Comprehensive Plan carrying larger volumes of traffic and serving as links between various subareas of the City are intended to provide for collection and distribution of traffic between highways and collector streets; hence regulation of direct access to property is critical.

**Streets, Collector:** Those streets defined by the Comprehensive Plan that carry traffic from local streets to the major system of arterials and highways and primarily provide principal access to residential neighborhoods, including, to a lesser degree, direct land access.

**Streets, Local:** Those streets defined by the Comprehensive Plan with a primary function to provide direct access to abutting property developed with residential, commercial, industrial, or institutional land uses.

**Urban District:** A street segment that is at least one-quarter mile long with structures situated at intervals of less than 100 feet apart.

## C. AUTHORITY

Minnesota Statutes Chapter 169 establishes several provisions that govern setting or adjusting the statutory speed limits within a local jurisdiction under a variety of circumstances, including:

- The following statutory speed limits apply to City streets:
  - 10 mph in alleys
  - 25 mph on residential roadways
  - 30 mph in an urban district
  - 35 mph in a rural residential district
  - 55 mph in locations other than those specified in this section
- City can request MnDOT to perform an engineering and traffic investigation of a street based upon which MnDOT, not the City, determines the safe and reasonable speed limit.
- The City has authority to establish a School Zone and reduce the speed limit in accordance with Minnesota Statute 169.14, Subp. 5a by completing a traffic engineering study.
- Subject to various requirements, speed limits can be adjusted on other public streets, including:
  - Park streets at not less than 15 mph. and no more than 20 mph. below the surrounding limit, and subject to a MnDOT engineering and traffic study.
  - On streets that have a designated bicycle lane at no less than 25 mph.
  - In mobile home parks at over 10 mph. but no more than 30 mph.
- The Minnesota Legislature amended Statute 169.14 in 2019 that impact the City's authority to set speed limits on City streets effective August 1, 2019:
  - Section 169.14, Subp. 2:
    - 25 mph. on residential streets
    - 35 mph. in a rural residential district

- A speed limit adopted under this Section is not effective unless the City has erected signs designating the speed limit and indicating the beginning and end of the street on which the speed limit applies.
- Minnesota Statute, Section 169.14, Subp. 5h:
  - The City may establish speed limits for City streets other than the limits provided in Minnesota Statutes 169.14, Subp. 2 without conducting an engineering and traffic investigation.
  - The City must develop procedures to set speed limits based on the city's safety, engineering, and traffic analysis. At a minimum, the safety, engineering, and traffic analysis must consider national urban speed limit guidance and studies, local traffic crashes, and methods to effectively communicate the change to the public.
  - A City must implement speed limit changes in a consistent and understandable manner.
  - The City must erect appropriate signs to display the speed limit.

#### D. TRAFFIC DATA

The City Engineer compiled the following available data from the City, Wright County, and MnDOT for analysis in determining appropriate speed limits on City streets

- 2012 Otsego Comprehensive Plan
- Otsego Zoning Map
- Existing land use
- Streets:
  - Established speed limits
  - Most recent and projected traffic volume data
  - Existing and proposed pedestrian network

#### E. ANALYSIS

The City must develop procedures to set speed limits based on, at a minimum, a safety, engineering, and traffic analysis. The following outlines the analysis used to determine what appropriate local speed limits could be implemented in the City of Otsego.

- **National Urban Speed Limit Guidance and Studies:** Several studies documenting review and analysis of reducing speed limits include the following:
  - *NTSB, Reducing Speeding-Related Crashes Involving Passenger Vehicles, 2017*
  - *NACTO, Setting safe Speeds for Urban Streets, 2020*
  - *NCHRP, Guidance for Setting Speed Limits, 2020*

- **Safety Review:** Crashes are typically concentrated on higher-volume streets, which typically have higher design and operating speeds. Although the majority of the crashes are on County Roads or State Trunk Highways there are some on local City Streets. Based on the local and national studies, lowering the speed limit in urban areas is an effective way to improve safety for all road users.
- **Communication Plan:** The City would communicate any implemented speed limit changes through publication of ordinances as required by Statute; articles and maps in the Otsego View; City social media; press releases; information at community events; and announcements at City Council meetings. The message will communicate that the lowering of speed limits will create safer roadways for both vehicles and pedestrians.

**F. SPEED LIMIT CRITERIA**

The criteria for establishment of speed limits for street segments within the City is set forth by the matrix included as Exhibit A to this policy.

**G. IMPLEMENTATION**

Implementation of this policy is to be accomplished by adoption of an ordinance within Title 7, Chapter 1 of the City Code establishing speed limits based on the functional classification designation by the Comprehensive Plan or for specific street segments in accordance with the criteria set forth herein.

## Exhibit A Speed Limit Criteria Matrix

Speed Limit	Functional Classification	Number of Accesses	ADT	Pedestrian Use	Street Width	Sidewalk or Trail
25 MPH	Local Residential	High	Low	High	<u>Narrow Width</u> 24' to 28' 33'	Sidewalk No Sidewalk
25-30 MPH	Minor Collector Residential	High	Medium	High	<u>Medium Width</u> 32' to 40'	Sidewalk or Trail
30 MPH	Commercial/ Industrial Local Street	Medium	Low to Medium	Commercial High Industrial Low	<u>Wider Width</u> 44' or greater	Commercial with Sidewalk or Trail
40 MPH	Major Collector Residential	Low to Medium	Medium to High	High (Ped Crossings only at controlled intersection)	<u>Wider Width</u> 44' or greater	Trail
40-45 MPH	Commercial/ Industrial Collector	Medium	Medium to High	Medium (off street)	<u>Wider Width</u> 44' or greater	Trail
45-55 MPH	Rural Residential Mixed with Ag Street or Predominantly Local Ag	Low to Medium	Low to Medium	Low	<u>Typical Narrow Rural Section</u> 24' to 28'	No Sidewalk or Trail

ADT Ranges	Low	<300 ADT
	Medium	300 to 1500 ADT
	High	>1500 ADT
Number of Accesses	Low	10 or fewer accesess per mile on either side
	Medium	35 to 10 accesess per mile on either side
	High	35 or more accesess per mile on either side

**CITY OF OTSEGO  
COUNTY OF WRIGHT  
STATE OF MINNESOTA**

**RESOLUTION NO: 2022-39**

**ADOPTING A CITY STREET SPEED LIMITS POLICY**

**WHEREAS**, Minnesota Statutes chapter 169 establishes authority for cities to designate speed limits for public streets under their jurisdiction; and

**WHEREAS**, the City Council directed the City Engineer to undertake a study related to establishment of speed limits for City streets; and

**WHEREAS**, the City Engineer's study includes analysis of traffic safety, roadway design standards, national urban speed limit guidance and studies, local traffic crashes, and methods to effectively communicate the change to the public.; and

**WHEREAS**, City staff has drafted a policy for establishment of speed limits for local streets based upon the recommendation of the City Engineer's study; and

**WHEREAS**, the City Council has met to discuss and review the City Street Speed Limits Policy.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OTSEGO, MINNESOTA THAT:**

1. The City Street Speed Limits Policy is hereby adopted.

ADOPTED by the Otsego City Council this 11<sup>th</sup> day of April, 2022.

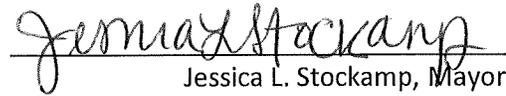
MOTION BY: Dahl

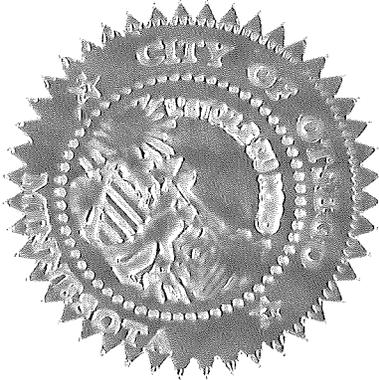
SECONDED BY: Goede

IN FAVOR: Stockamp, Dahl, Darkenwald, Goede and Mõores

OPPOSED: None

CITY OF OTSEGO

  
\_\_\_\_\_  
Jessica L. Stockamp, Mayor



ATTEST:

  
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Audra Etzel, City Clerk