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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FIRST SESSION

H. F. No. 3132

02/11/2020 Authored by Johnson and Dettmer The bill was read for the first time and referred to the Transportation Finance and Policy Division

1.1 A bill for an act
1.2 relating to transportation; authorizing a town to establish speed limits under certain
1.3 circumstances; amending Minnesota Statutes 2019 Supplement, section 169.14,
1.4 subdivision 5h.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. Minnesota Statutes 2019 Supplement, section 169.14, subdivision 5h, is amended
1.7 to read:

1.8 Subd. 5h. Speed limits on city streets and certain town roads. (a) For purposes of this
1.9 subdivision, "metropolitan county" means any one of the following counties: Anoka, Carver,
1.10 Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, or Wright.

1.11 (b) A city may establish speed limits for city streets under the city's jurisdiction other
1.12 than the limits provided in subdivision 2 without conducting an engineering and traffic
1.13 investigation.

1.14 (c) A town that is located within a metropolitan county may establish speed limits for
1.15 town roads under the town's jurisdiction other than the limits provided in subdivision 2
1.16 without conducting an engineering and traffic investigation.

1.17 (d) This subdivision does not apply to town roads, county highways, or trunk highways
1.18 in the a city, and does not apply to county highways or trunk highways in a town.

1.19 (e) A city political subdivision that establishes speed limits pursuant to this section must
1.20 implement speed limit changes in a consistent and understandable manner. The city political
1.21 subdivision must erect appropriate signs to display the speed limit. A city political subdivision
1.22 that uses the authority under this subdivision must develop procedures to set speed limits

- 2.1 based on the ~~city's~~ political subdivision's safety, engineering, and traffic analysis. At a
- 2.2 minimum, the safety, engineering, and traffic analysis must consider national urban speed
- 2.3 limit guidance and studies, local traffic crashes, and methods to effectively communicate
- 2.4 the change to the public.