

Mayor Grant would also like to see the concrete sidewalk.

Mayor Grant recapped that they were good with parking, setback line, probably OK with windows, concerns about building materials, and they'd like to see a concrete sidewalk.

Councilmember Scott added that he'd be thrilled to see a business relocate from downtown.

Further discussion ensued regarding parking spaces.

B. MVHS PUD Update/Crossing Light

Planning Consultant Kansier stated that Mounds View High School is asking for input on a potential amendment to the Lake Valentine Road layout and to the timing of construction. A PUD was approved in 2019, in order to develop property on the north side of Lake Valentine Road in conjunction with the high school remodeling. Most of the parking was moved to the north parking lot. There was a lot of discussion about traffic and pedestrian issues and the improvements that needed to be made. The pedestrian signals were installed last year. The final piece is changes to the road configuration. Originally the access road was to be moved to the west to provide a better alignment. The School District has been working with the State on the property purchase, the State has indicated they are at another year out in considering the sale of this land. In light of that, the School District would like to discuss a revised layout for the Lake Valentine Road improvements. The current timing, for either the approved or revised alignment, does not allow the School District to complete this construction in 2021. The applicant is also requesting the Council consider extending this deadline to 2022.

Councilmember Holmes wondered if they were trying to move the parent drop off farther east to line up with the parking lot exit.

Wold Architects Partner Aplikowski said the primary revision is the access to the turnaround on the south side of the road to be relocated about 70 feet to the east to line up with the driveway on the north. He noted that the process of buying the land from the State is going so slow that they are fearful that if they wait another year they still won't get answers.

Mr. Aplikowski explained that the only real changes from the last plan that was approved was that the driveway on the parking lot side was going to move west, and the existing driveway would stay where it was. The new version brings both of those driveways to the east. Alignment across the street was always a concern and they hope to facilitate that within the property the school district owns. The driveway on the school district property will be a little steeper, but manageable and stacking headed west will get shortened slightly.

Councilmember Holmes wondered if they realized there was still a crosswalk painted on the road and people are crossing there. She felt people were crossing there and not crossing at the light.

Mounds View School District Director of Facilities Paquette said he has no problem working with contractors to get the crosswalk blacked out.

Mounds View School District Representative Schwartz said they currently have two dismissal times, and the majority of kids leave the building at 2:45, and cross at the light. He reviewed the

numbers of people he counted crossing at the light during different time periods and felt most students cross at the light.

Councilmember Scott agreed the old crosswalk markings should be removed.

Councilmember Holden suggested they make removal of the old crosswalk a part of the approval.

Mr. Paquette said he could have it removed right away.

Mayor Grant asked how they could stop students parking on the west side from crossing where they want.

Mr. Schwartz replied that it takes time and training but the kids will do what they tell them. Unfortunately, it's more adults that cross there than students. He can get more firm with them.

Mr. Paquette added that at the last meeting they had with the State they thought it would be another nine to 12 months before they would review it, and couldn't guarantee there would be a sale. The school district would like to get the rest of the project done within their own property, along with reroofing and residing the former bus garage and the parking lot cleaned up.

Councilmember Holden asked for an explanation of how much safer completing the project this way would be versus with the State property.

Bolton and Menk Traffic Engineer Bongard said the average queue westbound into the site during site observations was one or two vehicles and the maximum was five. From what they see it is functioning well and the patrol officer on site is optimistic about how traffic is moving. Relocating the access further to the west on the State site was the preferred option, but with the current locations with the driveways offset makes for a little uncomfortableness for people trying to turn left from the west to east because of the overlap. Eastbound into the site will be cleaner with dedicated right and left turn lanes. After revisiting options after receiving the news on the State site they feel the current proposal is the best option.

Councilmember Holden wondered if it was worth making this change now or wait until they acquire the State property and do it right for the long term.

Mayor Grant said if they could educate the kids to use the appropriate crossing, then why would they not wait to buy the property from the State.

Mr. Paquette responded that there is no guarantee that they get the property, so they would be back at square one. They would like to get the turn lane changes done, so if the City accepts the plan they are putting forth they could stop pursuing the State land.

Mayor Grant asked if they would be losing parking stalls in the general area.

Bolton & Menk Traffic Engineer Bongard said he didn't have an exact answer but he will quantify the parking counts when they come back with a full plan.

Councilmember Holden would like to stipulate that if they get the State property they have no left hand turns out of the parking lot as they exist now.

Mr. Paquette clarified that if the Council approves the solution being presented they won't pursue the State property.

Councilmember McClung said his preference would be to get the State land, but he would begrudgingly agree that this is probably the best alternative, although not as safe.

Councilmember Holmes asked if traffic was held and stopped for all the buses to leave, and asked for clarification.

Mr. Schwartz said in the morning the buses drop and go, and in the afternoon they depart at approximately 3:14, are out in 90 seconds. If buses are queued in the morning they will stop traffic to let them in. They don't have room to back up so they all have to leave at the same time in the afternoon.

Mayor Grant summarized that some want to evaluate this further when it comes forward but have concerns. Several would have liked to see the State property be used. Pedestrian safety is still the goal, along with traffic flow.

Mr. Schwartz said the timeline is a problem, they want to get it completed by the end of next summer, and go one more year as is.

C. Speed Limit on City Streets

HR Green Regional Transportation Director Morast explained that the Minnesota Legislature changed the local road speed limit rules in August, 2019. In the new process, Cities now can lower speed limits only on City streets. Cities must develop procedures to set limits based on safety, engineering and traffic analysis. Surrounding cities have made some changes, the biggest being St. Anthony Village. They changed to 25 mph right away, Public Works made and installed the signs. Falcon Heights is looking at changing or reducing speed limits. Other cities are waiting for a variety of reasons. The City of Minneapolis decided in March, 2020, reduced speed limits in November and launched a Slower is Safer campaign. St. Paul essentially did the same, passing their ordinance in October 2019. The Minnesota Local Road Research Board (LRRB) has two studies underway. They are studying guidelines for determining speed limits on municipal roadways, and the impact of speed limit changes on urban streets. Arden Hills can choose to do nothing and make no changes, reduce City speed limits to 25 mph, wait for the LRRB study results, wait for other cities to act, do safety, engineering and traffic analysis or develop procedures to reduce speed limits.

Councilmember Holden wondered why the City would need a safety, engineering and traffic study.

Mr. Morast replied that the analysis was required in the Statute. Not all streets would need to be lowered, the analysis would help with determining that.

Councilmember Holmes asked when the studies will be completed.