



MEMORANDUM

**DATE:** June 27, 2022

**TO:** Honorable Mayor and City Councilmembers  
Dave Perrault, City Administrator

**FROM:** John Morast, P.E. HR Green Regional Director  
David Swearingen, P.E. Public Works Director / City Engineer

**SUBJECT:** City Council Speed Limit Public Hearing

Budgeted Amount:	Actual Amount:	Funding Source:
\$	\$3,900+	General Fund Street Maintenance

**Council Should Consider**

Speed Limit Transition Public Hearing for Public Input.

**Background**

Minnesota Statute 169.14 Speed Limits, Zones; Radar regulates highway and roadway speeds in Minnesota. Subdivision 2 sets maximum speed limits on a variety of roads within a Municipality, such as 10 mph in alleys, 30 mph in urban districts, and 25 mph on residential roadways, **if** adopted by the road authority. In August 2019, the Minnesota Legislature changed the Statutes governing speed limits on city streets. The changes allow cities to establish speed on roads under the City’s jurisdiction, other than the statutory limits, without conducting an engineering and traffic investigation. Any speed limit changes must be implemented in a consistent and understandable manner. “The city must erect appropriate signs to display the speed limit. A city that uses the authority under this subdivision 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.” City Council has discussed speed limit changes on various roads, and for a city-wide reduction on City owned and maintained streets, for a speed limit reduction from 30 MPH to 25 MPH.

## **Discussion**

The project has been developing a map for streets for potential speed limit reductions. Engineering reviews and discussions have been ongoing to help identify applicable streets, signage, locations and processes to potentially reduce speed limits. The City Council desires to solicit public input and feedback regarding speed limits.

## **Coordination**

Speed limits have been discussed with City Council, staff, Ramsey County Engineering and Sheriff, City Attorney and Prosecutor to ensure proper sign locations from engineering, legal and enforcement perspectives. Final coordination efforts on sign placement with adjacent cities and Ramsey County Traffic Engineering to ensure “sign pollution” and conflicting messages are eliminated will take place if a decision is made to move forward.

## **Sign Locations/Sign Inventory/Speed Limit Lamp**

Local City streets and MSA streets are eligible for speed limit reductions by the Council. Signs locations were reviewed and 25, 30, 35 and 40 MPH sign locations have been placed on the speed limit map. The Arden Hills MSA roads are shown on the speed limit maps as the thicker dashed lines.

## **Citywide Speed Limit Sign/Communications/Code**

Speed limit locations other than the “default” speed limit are signed, currently speeds other than 30 MPH. If a city-wide speed limit is reduced to 25 MPH, the default 30 MPH speed limit signs would be replaced with 25 MPH signs or removed as applicable. Signs and locations have been discussed. For cost and consistent messaging, the 25 MPH speed limit sign, with an “unless otherwise posted” placard appropriately placed seem to be the most applicable signs to use.

## **Budget Impact**

Signing Materials - \$3,900

Replace 23 existing 30 MPH signs with 25 MPH signs. Seven existing 25 MPH signs will be reused (and remain on the sign replacement schedule) and 16 new 25 MPH signs will be needed. New City-wide 25 MPH entrance signs will be needed (up to 29 new signs).

Reuse 7 existing 25 MPH signs	\$ 0.00
New 25 MPH signs (16)	\$ 1,300
New City-wide 25 MPH signs (29)	\$ 2,600

## **Attachments**

Attachment A: Brief Speed Limit Overview Presentation

Attachment B: Existing Speed Limit Map