

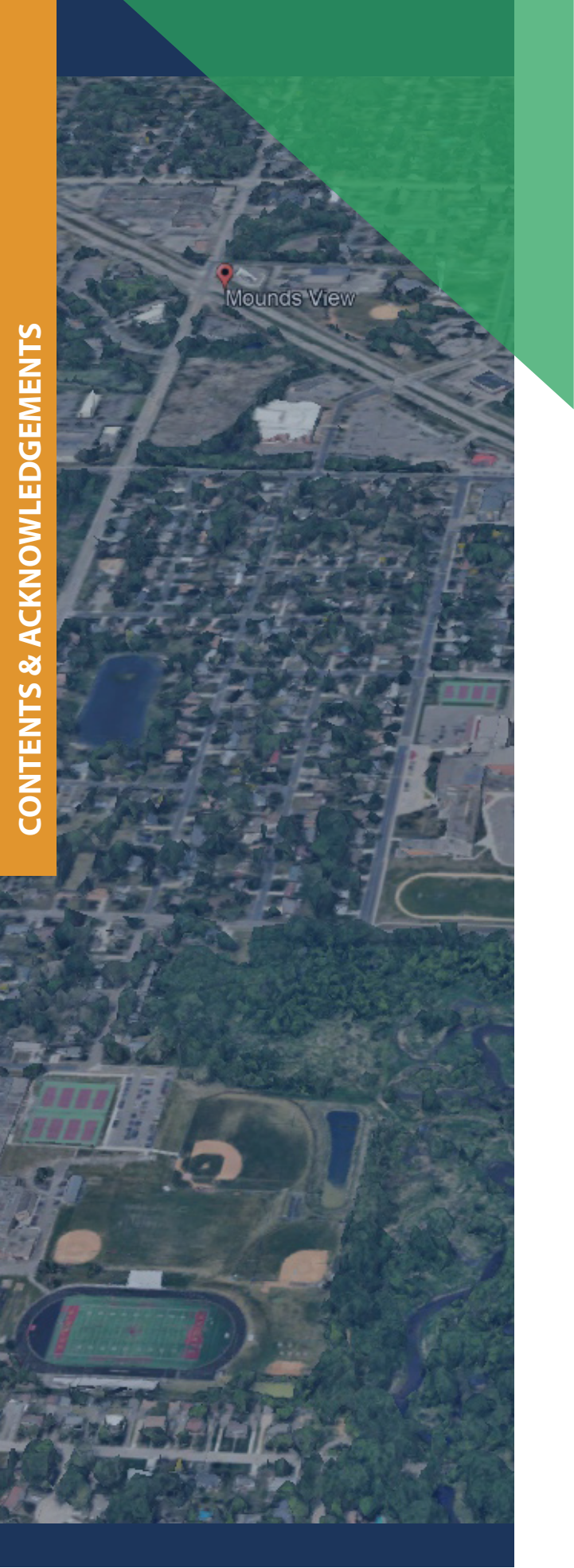


MOUNDS VIEW BOULEVARD CORRIDOR STUDY

MOUNDS VIEW, MINNESOTA

AUGUST 7, 2024





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ACKNOWLEDGEMENTS

MOUNDS VIEW CITY COUNCIL

- Zach Lindstrom, Mayor
- Gary Meehlhouse
- Sherry Gunn
- Theresa Cermak
- Julie Clark

CITY OF MOUNDS VIEW STAFF

- Brian Beeman, Assistant City Administrator
- Don Peterson, Public Works Director

RAMSEY COUNTY STAFF

- Brad Estochen, County Engineer
- John Mazzitello, County Deputy Director of Public Works





PROJECT OVERVIEW

INTRODUCTION

PROJECT PURPOSE

The City of Mounds View is undergoing a planning process to better understand opportunities for improvement for the Mounds View Boulevard (Old Highway 10) corridor through Mounds View. This planning process will provide recommendations for aesthetic enhancements, improved connectivity for pedestrians and cyclists, and identify potential economic development opportunities for the Highway 10 Corridor. The project is funded through a grant from Ramsey County.

PROJECT SCHEDULE

		2024					
TASK		January	February	March	April	May	June
A	Project Coordination with City Staff	★		★		★	
B	City Council Work Session				★		
C	Community Open House			★			
D	Stakeholder Meetings with Ramsey County			★	★		
E	Review and update the study's project list and associated cost estimates.						
F	Identify low-cost projects or alternative design solutions that help implement the corridor's vision						
G	Identify a phased approach for project implementation. Projects will be organized by priority and into three (3) time horizons (e.g., short, mid, long-term).						
H	Present draft recommendations to City Council						★
I	Package study updates into a new PDF document						

PROJECT GOALS AND OBJECTIVES

IMPROVEMENT CATEGORIES

The study focuses on three primary categories for improvements: aesthetics, connectivity, and economic development. Through these targeted improvements, the study envisions a more attractive, accessible, and economically thriving community.



Community entry signage, wayfinding, landscaping, banners, etc.



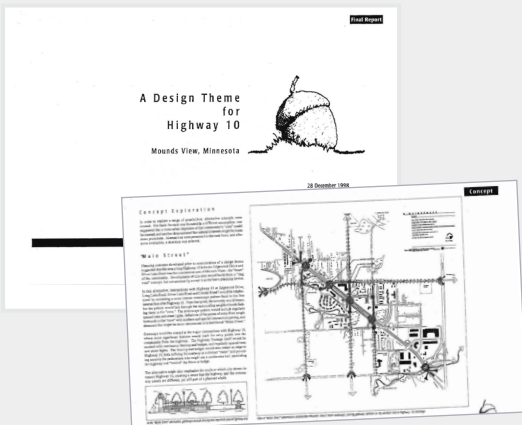
Improved intersection crossings, sidewalks, trails, vehicle turning movements etc.



Reinvestment or potential redevelopment areas, etc.

PAST PLANNING STUDIES

By reviewing and building upon the insights gleaned from these two past planning studies below, the new Mounds View Boulevard corridor study can benefit from a comprehensive understanding of the area's history, challenges, and opportunities, laying the groundwork for informed decision-making and impactful improvements.



A DESIGN THEME FOR HIGHWAY 10 DECEMBER 1998

This plan focused on creating landscaping, streetscape, and signage improvements around key intersections on the corridor with specific branding segments of the corridor based on the natural landscape characteristics of the surrounding area. While this plan provided ideas on streetscape improvements and associated costs, the new plan will update those design ideas based on current conditions and opportunities and re-evaluate the capital and maintenance costs associated with the updated improvements.



MOUNDS VIEW SQUARE REDEVELOPMENT STUDY DECEMBER 2023

This study determined potential redevelopment scenarios and uses that matched market expectations and met the needs of the broader community and property ownership. The study looked at the Mounds View Square site as well as the adjacent Sunrise Methodist Church site east of Long Lake Road. The Mounds View Square Redevelopment study outlined the goals of potential future redevelopment, a summary of the market findings, preliminary concepts, community engagement feedback, and the overall preferred findings.



County Road H and Mounds View Boulevard



Wooddale Drive and Mounds View Boulevard



H2 and Mounds View Boulevard



Edgewood Drive and Mounds View Boulevard



Long Lake Road and Mounds View Boulevard



County Road I and Mounds View Boulevard

SITE ANALYSIS

EXISTING CONDITIONS

OVERVIEW

Mounds View Boulevard serves as a major thoroughfare, facilitating significant vehicular traffic and acting as a central artery through the city. This county road is a wide, multi-lane corridor, lined with a mix of commercial establishments, including shops, restaurants, and service businesses. Mounds View Boulevard is essential for connectivity and economic activity in downtown Mounds View, and as such, it can benefit from improvements focused on enhancing vehicular and pedestrian safety, and upgrading the visual and functional quality of the streetscape.

EXISTING TRAILS

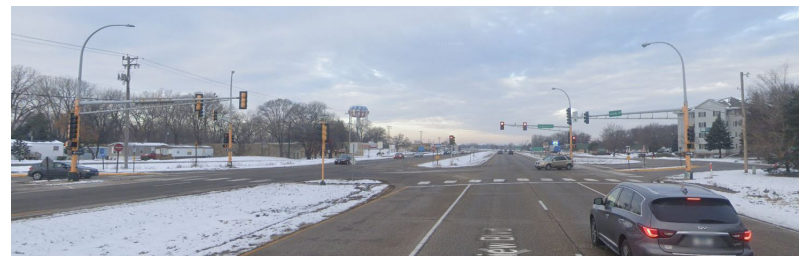
The existing trail system in Mounds View is designed to cater to a variety of outdoor activities such as walking, running, biking, and nature observation. The system connects several key points of interest, such as the downtown area, major parks, schools, and residential neighborhoods, promoting accessibility and community engagement. Despite its strengths, the trail system can be enhanced by providing more wayfinding signage, placing more benches and rest areas, improving lighting, and adding new trails where there are gaps in the system.

INTERSECTIONS AND CROSSINGS

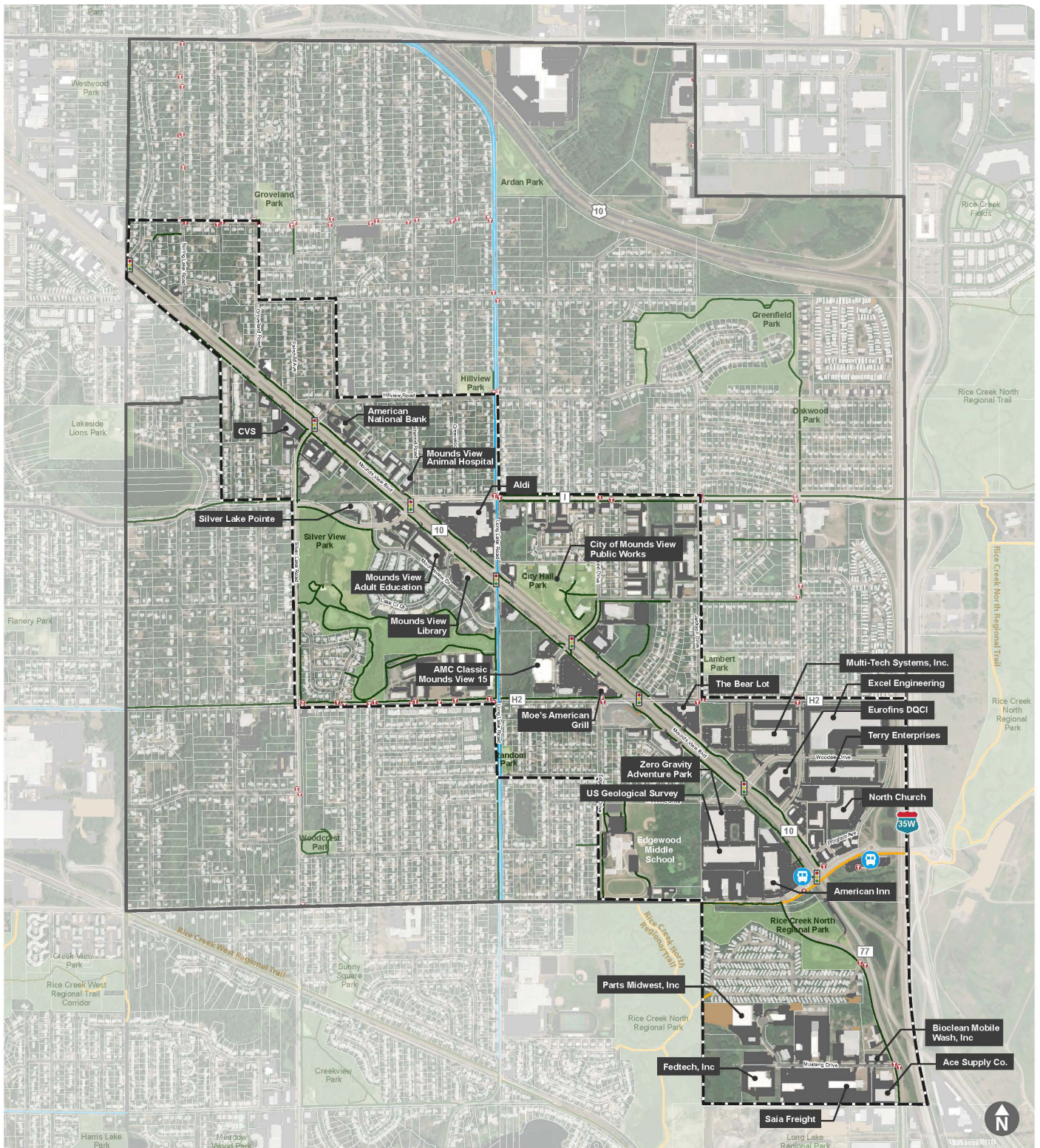
The intersections and crossings along Mounds View Boulevard are crucial hubs of activity, connecting major streets and facilitating pedestrian and vehicular movement. While the downtown Mounds View intersections are functional, improvements in signal timing, traffic flow management, road conditions, and landscaping have the potential to significantly enhance safety, efficiency, and aesthetics along the corridor.



Silver Lake Road and Mounds View Boulevard



Pleasant View Drive and Mounds View Boulevard



Legend

- Project Corridor Boundary
- City Boundaries
- Parcels
- Buildings
- Paved Parking Lot
- Gravel Parking Lot

- Parks, Trails, & Open Space**
- Parks
 - Paved Trails
 - Bike Lanes
 - Regional Trail

- Transportation**
- Park and Ride
 - Transit Stops

0 0.25 0.5 0.75 1 Miles

Figure 1. Existing Conditions Diagram

COMMUNITY ENGAGEMENT

COMMENT SUMMARY FEEDBACK FROM SOCIAL PINPOINT AND COMMUNITY OPEN HOUSE BY LOCATION

- A community open house was held on Monday, March 18th in the City of Mounds View, Minnesota to meet with residents and stakeholders and discuss existing conditions and possible improvements to the Mounds View Boulevard Corridor. A total of 10 attendees from the community worked with staff and the design team to identify desired improvements.
- An online interactive map was live for comment from March 18th-March 20th. The online map received 24 comments, with 257 unique user visits and 332 site visits overall.

The following map graphic and illustrative infographics highlight feedback and ideas received at both the open house and online mapping tool.

Comments are organized according to three main categories:



Aesthetic Enhancements:

Community entry signage, wayfinding, landscaping, banners, etc.



Improved Connectivity:

Improved intersection crossings, sidewalks, trails, vehicle turning movements etc.



Potential Economic Development:

Reinvestment or potential redevelopment areas, etc.

A CORRIDOR-WIDE COMMENTS:

- Warning lights or “stop ahead” lights may help prevent cars from running red lights, endangering pedestrians and other traffic.
- More trails and paths to connect businesses, offices, schools, and green space/parks
- Landscape buffers between trails and the boulevard would be welcome to shield users from noisy traffic, and provide shade
- Wayfinding improvements
- Landscaping, lighting, and beautification improvements

B SPRING LAKE & MV BLVD



- Lots of traffic from HDR, long wait times at intersection
- Dangerous crossing, in need of signage, striping, or light
- Sidewalk/trail stops short of intersection

C GROVELAND ROAD & MV BLVD



- Grade crossing is accident waiting to happen
- High traffic risk
- J Turns suggested
- Pedestrians can't see crossing lights, sight line issue

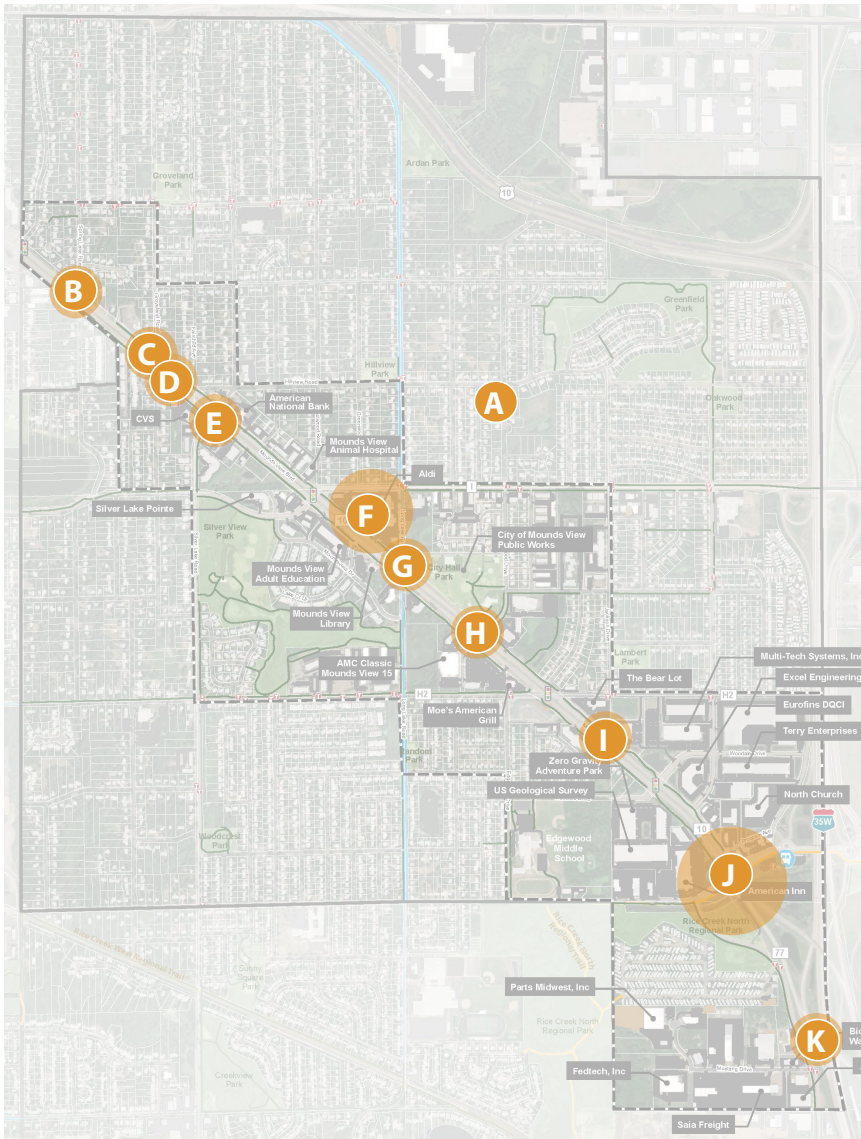


Figure 2. Community Engagement Feedback by Location Diagram

D CVS PARKING ENTRY



- Entrance to parking lot is unsafe. No turn lane from the Blvd, and the Blvd is too high speed to safely turn onto

I H2 AND MV BLVD



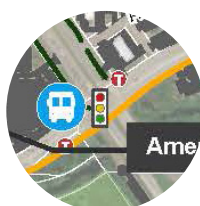
- Consider roundabout for pedestrian safety
- Light takes too long

E SILVER LAKE ROAD & MV BLVD



- Ditch should become road level gardens (highway 96 precedent)
- Consider flashing yellow turn signals during non rush-hour time frames. Lights are long
- A lot of commercial turnover in this area. Consider community greenspace to support local businesses

J COUNTY ROAD H AND MV BLVD



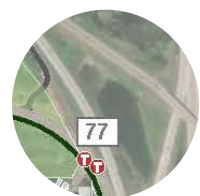
- The entrance/exit at Program Ave has a large effect on traffic due to proximity to the intersection and should be relocated
- Consider a roundabout intersection
- Regional trail needs a better crossing option
- “Welcome to Mounds View” signage opportunity with landscaping
- Large parking lot area could be converted to small retail shops that will draw people in

F MOUNDS VIEW SQUARE



- Two entrances is confusing for users and causes increased traffic. Turn lane not long enough to accommodate
- Study recommended to merge entrances
- Separate study/strategy needed.
- City is lacking a “downtown” environment, this location may be best opportunity to develop that feel

K INTERSTATE 35W AND MV BLVD



- Blinking warning light after the two intersections come together so drivers have more warning of a red light

G LONG LAKE ROAD AND MV BLVD



- Pedestrian crossing is too lengthy, makes pedestrians feel unsafe and rushed across the intersection. Consider grade separated crossing.
- Consider roundabout for pedestrian safety

H EDGEWOOD DRIVE AND MV BLVD



- Pedestrian crossing is too lengthy, makes pedestrians feel unsafe and rushed across the intersection. Consider grade separated crossing
- South connection serves little purpose, consider reconfiguration and future development

FEEDBACK FROM SOCIAL PINPOINT AND COMMUNITY OPEN HOUSE BY TOPIC AREA

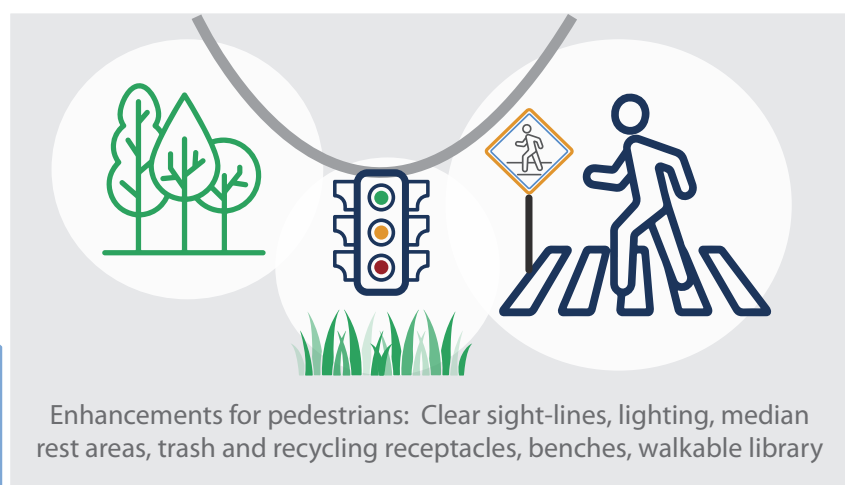
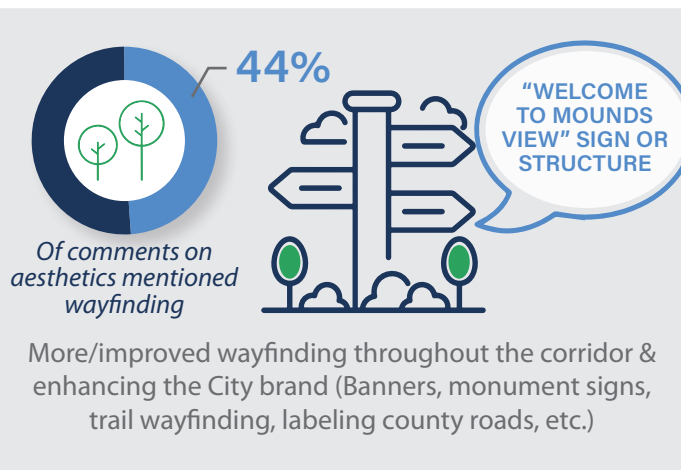
Phase 1 community engagement was focused on collecting suggestions for three main categories. The infographics summaries on the following pages represent high-level, over-arching ideas for improving Mounds View Boulevard.



AESTHETIC ENHANCEMENTS

COMMUNITY ENTRY SIGNAGE, WAYFINDING, LANDSCAPING, BANNERS, ETC.

Comments regarding aesthetic enhancements included:



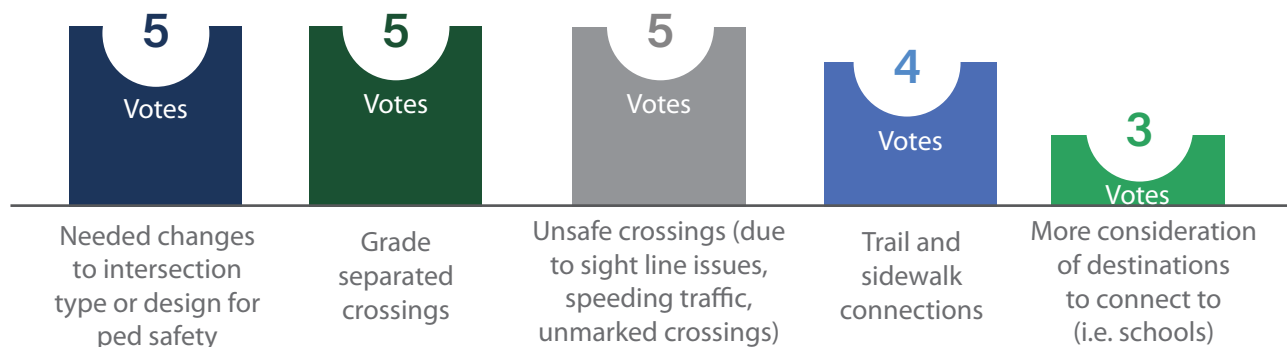


IMPROVED CONNECTIVITY

IMPROVED INTERSECTION CROSSINGS, SIDEWALKS, TRAILS, VEHICLE TURNING MOVEMENTS ETC.

Comments regarding improved connectivity included:

59% of feedback received concerns pedestrian connections *(Details on feedback received per location can be found on the map on pages 8-9).*



Bus and transit stop data verification and line updates



Traffic backups and long intersection wait times



Need safer intersections/ crossing lights and improvements



ADA ACCESS & LANDINGS



POTENTIAL ECONOMIC DEVELOPMENT

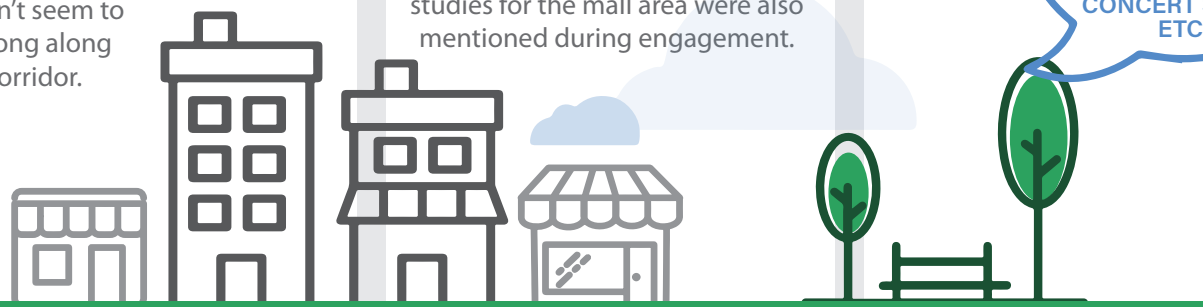
REINVESTMENT OR POTENTIAL REDEVELOPMENT AREAS, ETC.

Comments regarding potential economic development included:

Commenters feel like Mounds View is lacking a downtown area. Vacant buildings, commercial doesn't seem to last long along the corridor.

A community Green Space to help support local commercial and shops and redevelopment studies for the mall area were also mentioned during engagement.

A COMMUNITY SPACE/GREEN SPACE AREA FOR RESIDENTS TO GATHER FOR LOCAL EVENTS, OUTDOOR CONCERT SPACE, ETC.

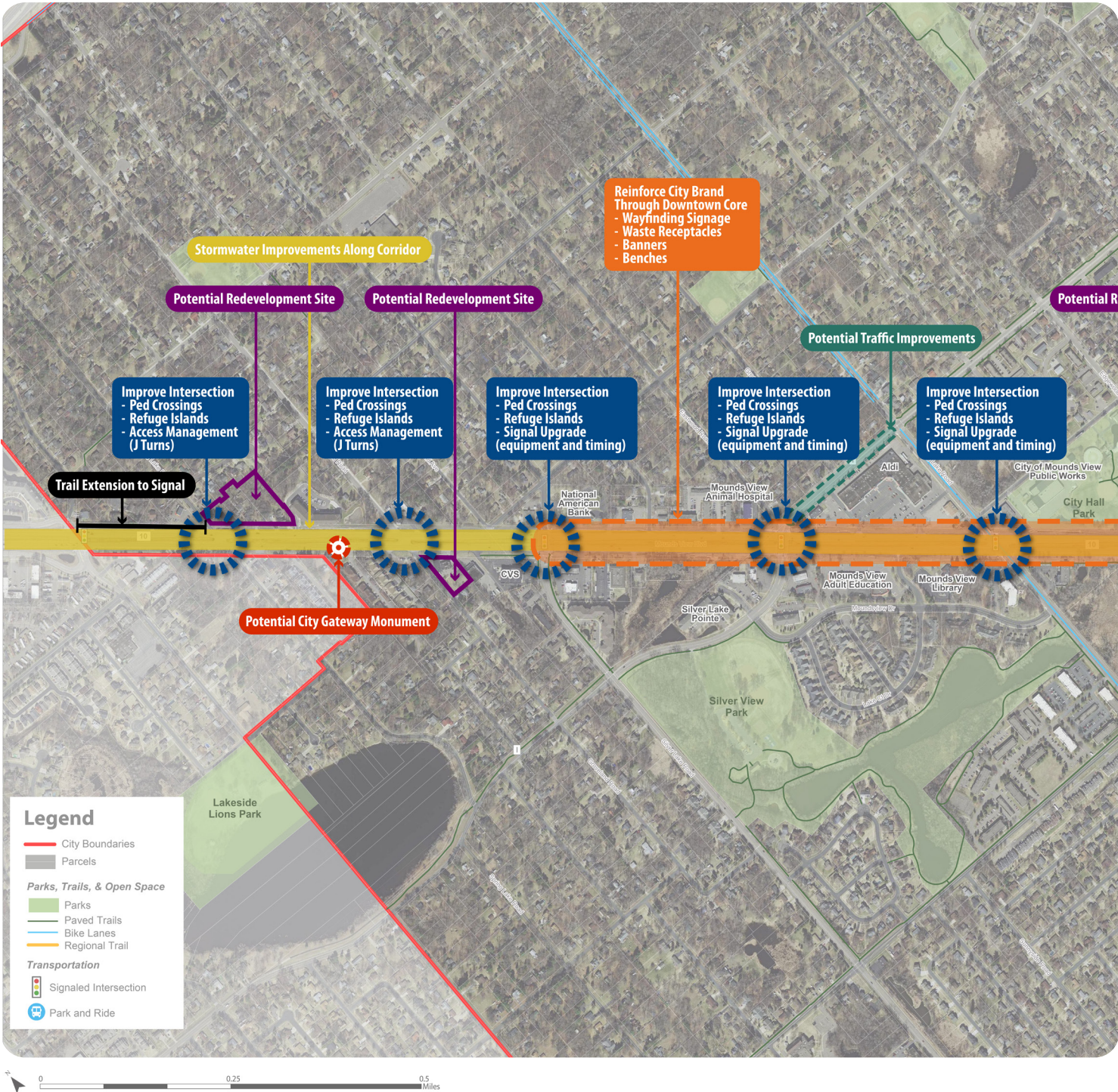


ISSUES AND OPPORTUNITIES

POTENTIAL PROJECT AREAS

SUMMARY

The map below highlights potential project areas for enhancement and redevelopment, where challenges such as traffic congestion, safety concerns, and infrastructure deterioration are present. These are future projects that aim to improve pedestrian safety and community well-being, while boosting economic activity and maximizing the corridor’s potential in creating a more vibrant, accessible, and safe environment for all users.



EXISTING CONDITIONS

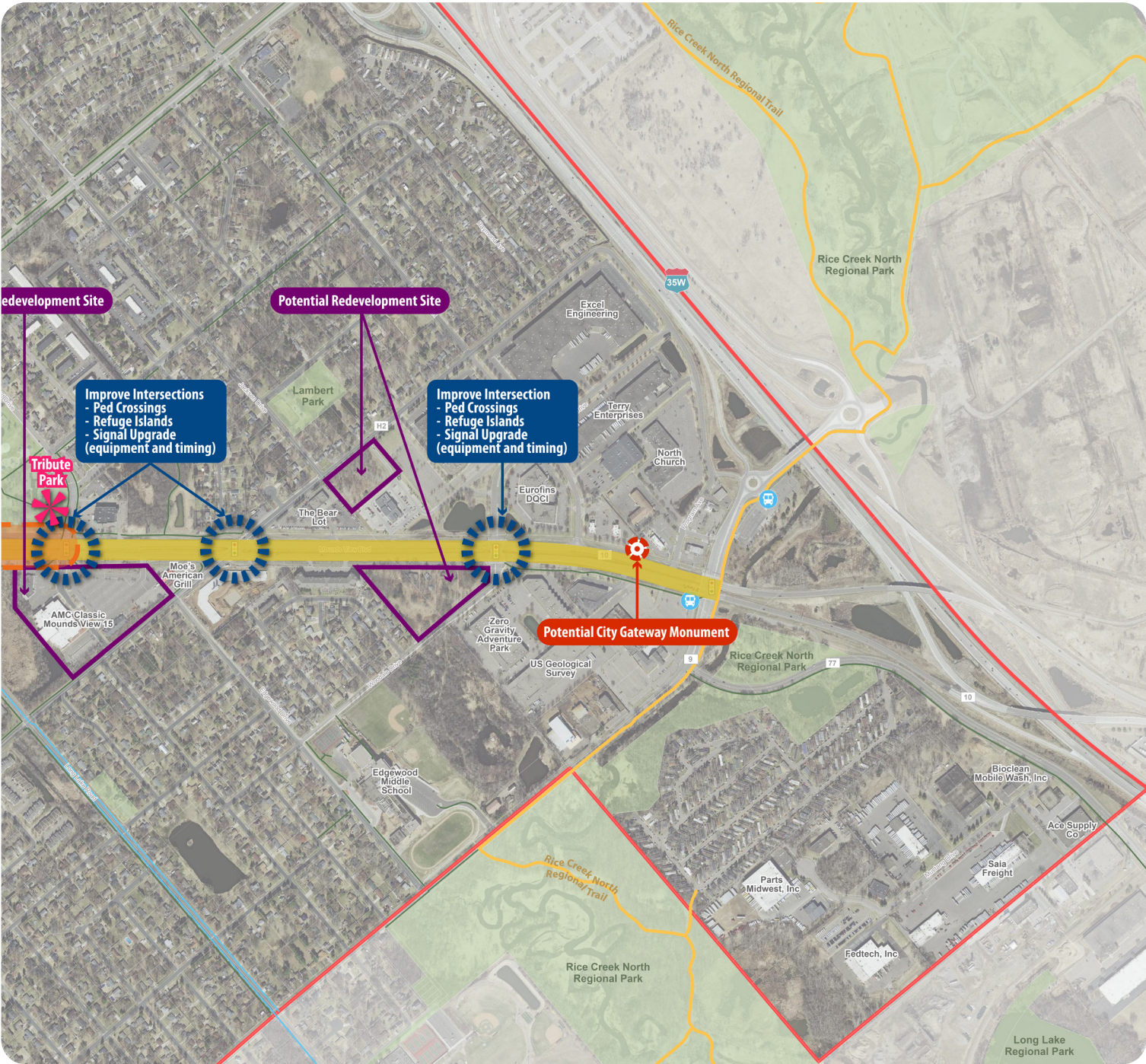


Figure 3. Issues and Opportunities Map

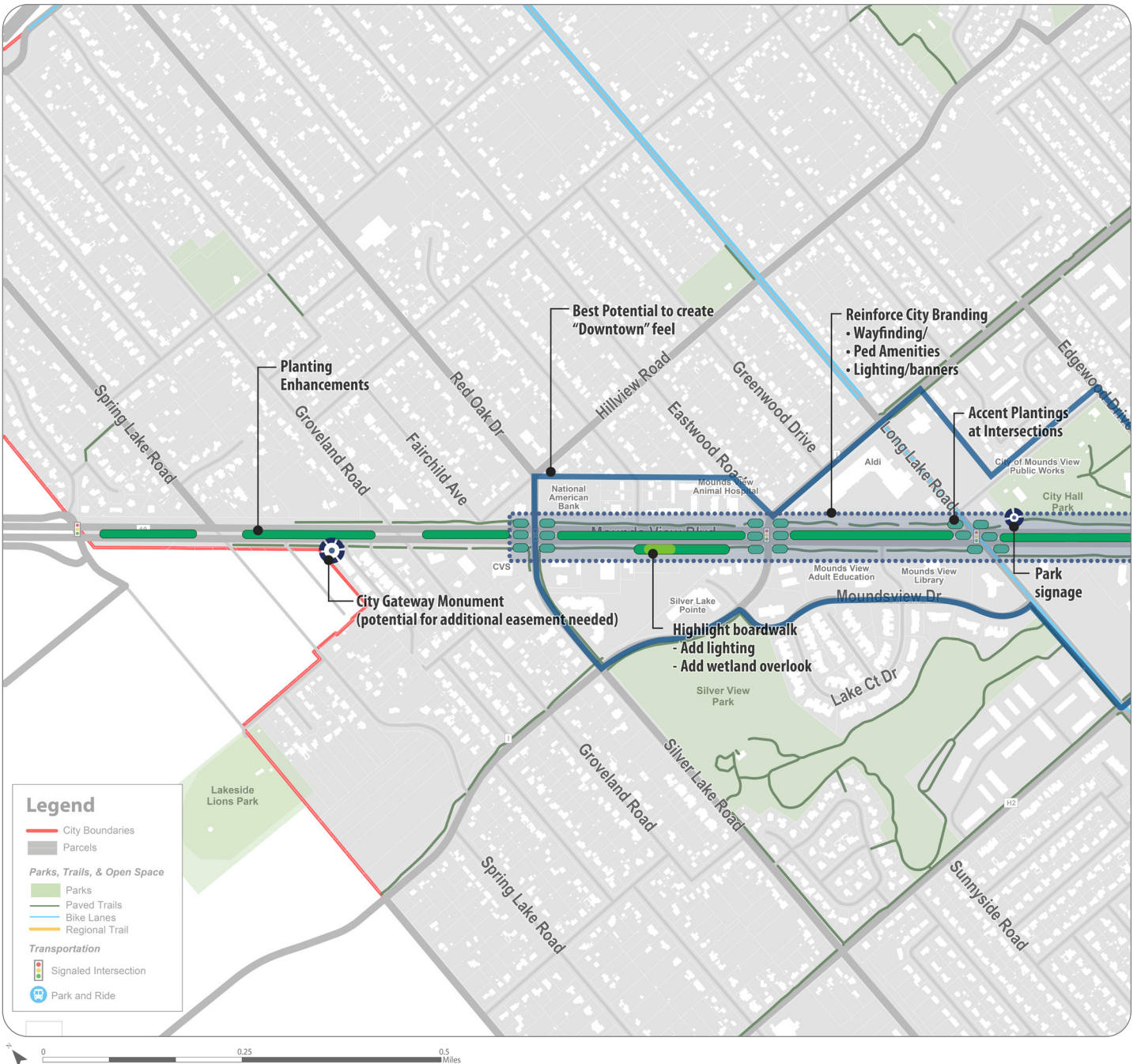


AESTHETIC ENHANCEMENTS

PROJECTS

INTENT

Aesthetics enhancements aim to transform the visual appeal of Mounds View Boulevard, creating a more welcoming and visually pleasing environment for travelers and surrounding communities. Through thoughtful design elements, landscaping, wayfinding signage, and architectural features, these enhancements seek to elevate the corridor's aesthetic quality while fostering a sense of identity and pride.



PRECEDENT IMAGES



Benches



Boardwalk



Wayfinding to key destinations/parks

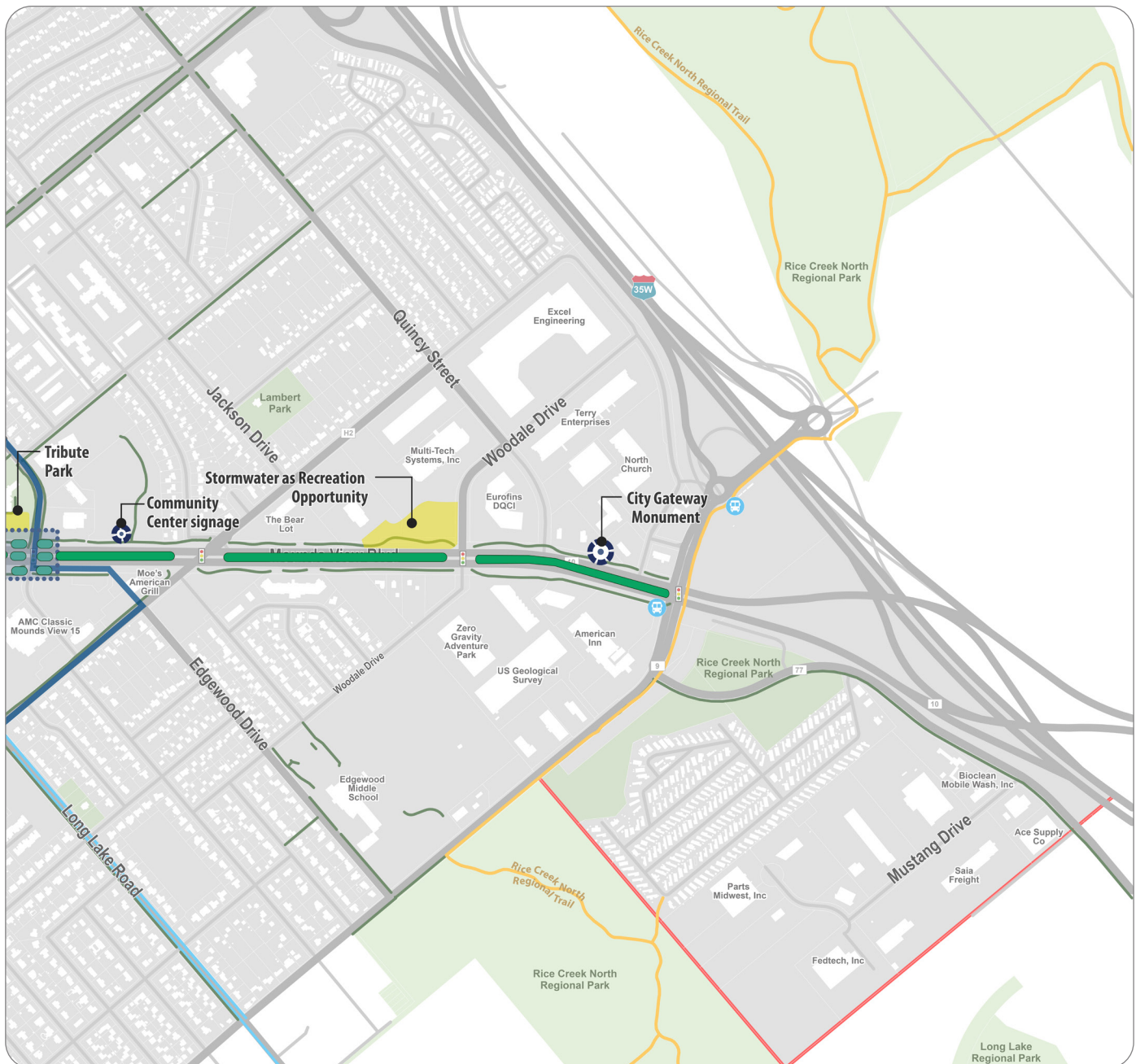


Figure 4. Potential Aesthetic Enhancement Areas Map

A WAYFINDING SIGNAGE

Improvements to wayfinding signage along Mounds View Boulevard including banners, destination signs, and gateway monuments to make navigating downtown Mounds View more intuitive and enjoyable, while enhancing the overall sense of place and making the downtown core a more welcoming and vibrant destination.



Figure 5. Rendering of Potential Gateway Monument Design at West City Entrance



Gateway sign precedent photo



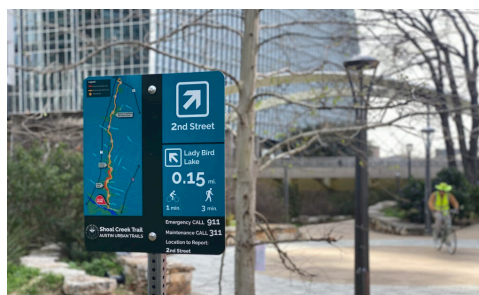
Gateway sign precedent photo



Gateway sign precedent photo



Destination sign/kiosk precedent photo



Directional sign precedent photo



Reinforce the use of banners along trails



Figure 6. Rendering of Potential Gateway Monument Design at East City Entrance



Figure 7. Rendering of Potential City Gateway Monument Designs

B NATURALIZED MEDIAN

Restore median with a detention basin-bioswale seed mix for medium to moist, loamy clay soils with seasonal inundations and containing wildflowers, grasses, sedges, bulrushes, and annual rye.

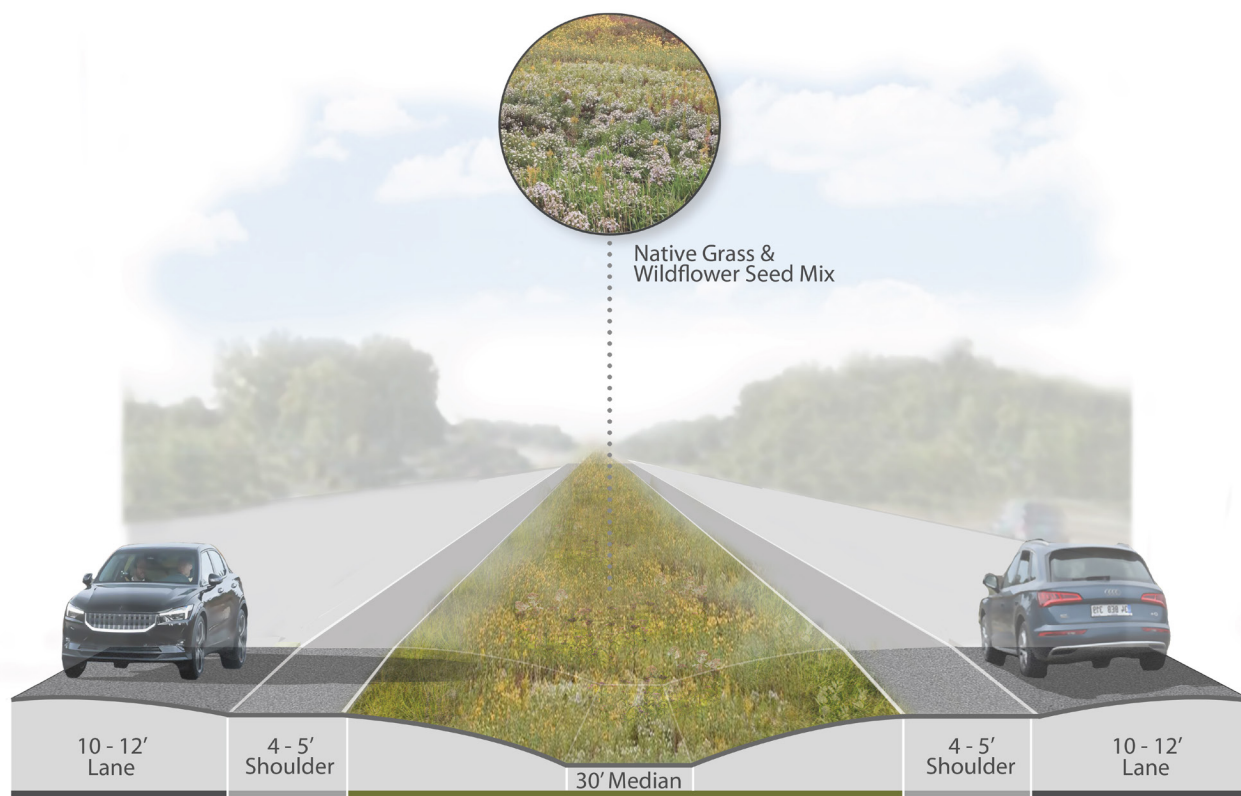


Figure 8. Median Section - Mounds View Boulevard

ESTABLISHMENT NOTES

Native seed mixes take three years to fully mature. This is a process that requires patience and diligent maintenance to prevent the growth of weeds during the establishment period.

Year 1 - Seedlings develop roots and plants grow and inch or two

Year 2 - Mowing to control weed growth

Year 3 - Natives begin to reign (while continuing to discourage the growth of weeds)

** The recommended seeding rate is 0.25 lb. per 1000 square feet, although it does not hurt to augment that rate if so desired.*



Established median with native grasses



Established bioswale with native plantings

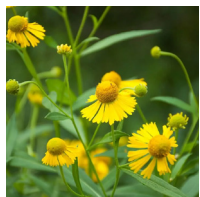


Established median with native plantings

WILDFLOWERS IN SEED MIX



Pale Indian
Plantain



Dogtooth
Daisy



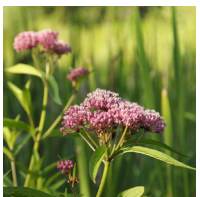
Rosinweed



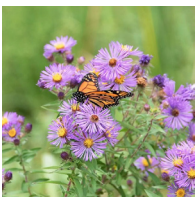
Blue
Vervain



Nodding Pink
Onion



Red
Milkweed



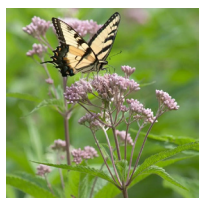
New England
Aster



White False
Indigo



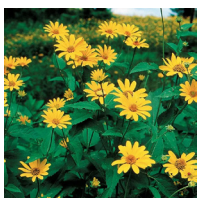
Wild
Senna



Joe Pye
Weed



Boneset



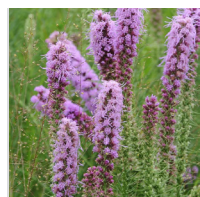
Ox Eye
Sunflower



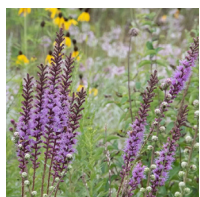
Wild
Iris



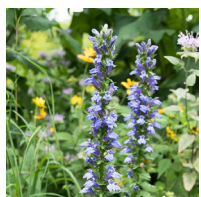
Blue Flag
Iris



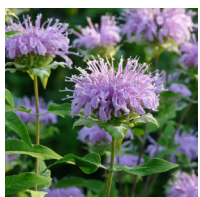
Prairie Blazing
Star



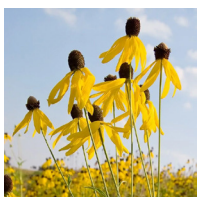
Dense Blazing
Star



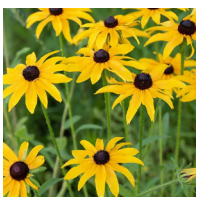
Great Blue
Lobelia



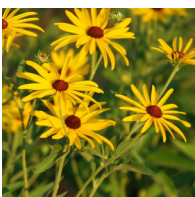
Bergamot



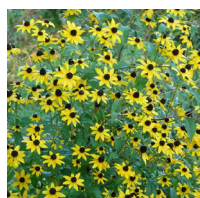
Yellow
Coneflower



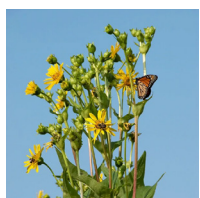
Black Eyed
Susan



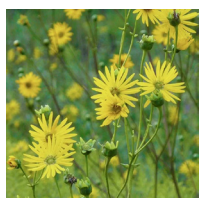
Sweet Black
Eyed Susan



Brown Eyed
Susan



Cupplant



Prairie
Dock



Ohio
Goldenrod



Stiff
Goldenrod

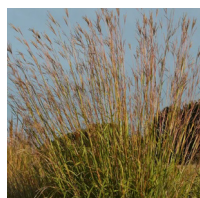


Ironweed



Golden
Alexanders

GRASSES SEDGES IN SEED MIX



Big
Bluestem



Bottlebrush
Sedge



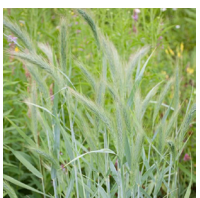
Porcupine
Sedge



Awl Fruited
Sedge



Fox
Sedge



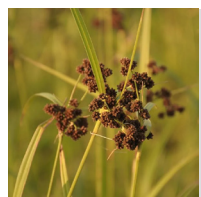
Canada
Wild Rye



Virginia
Wild Rye



Switchgrass



Dark Green
Bulrush



Golden Feather
Grass



Prairie
Cordgrass



Annual Rye Nurse
Crop Seed

C STORYBOOK TRAIL

An initiative by the City and the Ramsey County Library to combine the joy of reading with outdoor activity by placing pages of a children's book along a designated trail. This engaging project encourages families and children to read a story as they walk, with each page displayed on sign posts along existing trails.

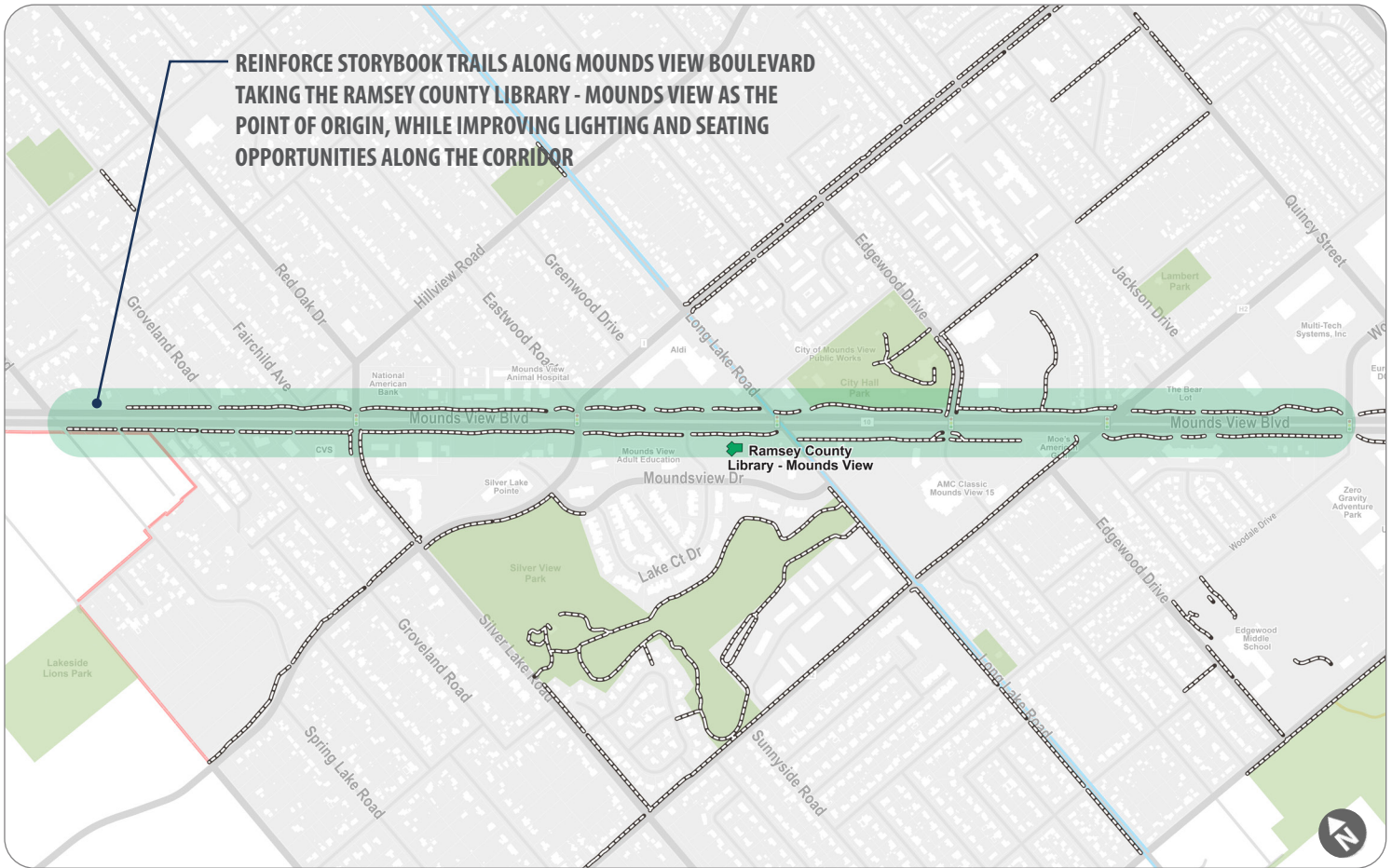
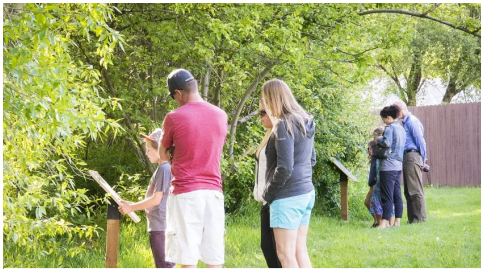


Figure 9. Plan Depicting Potential Storybook Trail Focus Area



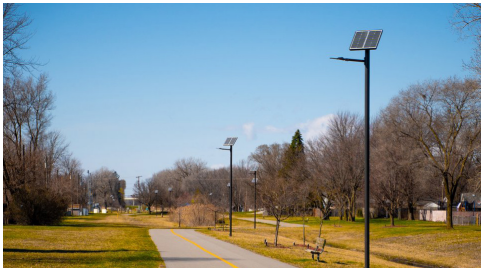
Storybook display for families to enjoy as they travel throughout the park



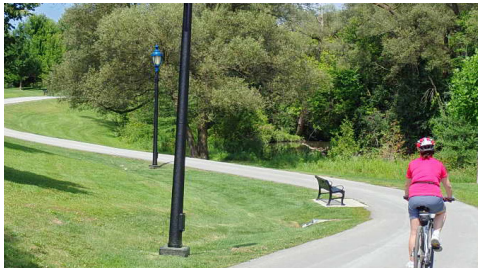
Opportunity to incorporate storybook trails as part of childcare programs



Precedent photo of storybook sign along a city trail



Improve lighting along trails to increase the sense of safety for all users



Strategic placement of benches along trails to invite users to rest and socialize



Install benches near naturalized areas to invite user to rest and socialize

D STORMWATER AS A RECREATION OPPORTUNITY

Detention ponds, which are designed to control stormwater runoff and prevent flooding, can be transformed into attractive community amenities by incorporating decorative water fountains.



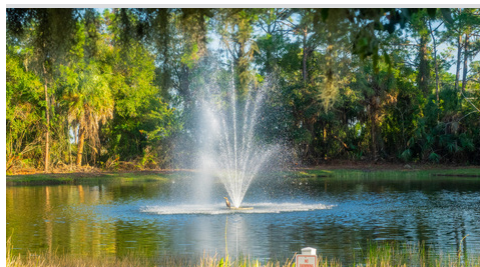
Figure 10. Perspective of Water Fountain at City Detention Pond



Figure 11. Perspective of Water Fountain at City Detention Pond



Shoreline enhancements around the perimeter of detention ponds



Incorporate water fountains in detention ponds to keep the water clean and aerated



Potential to incorporate gathering spaces around stormwater facilities



Celebrate stormwater not such as an utility but also as an amenity



Celebrate stormwater not such as an utility but also as an amenity



Potential to incorporate gathering spaces around stormwater facilities

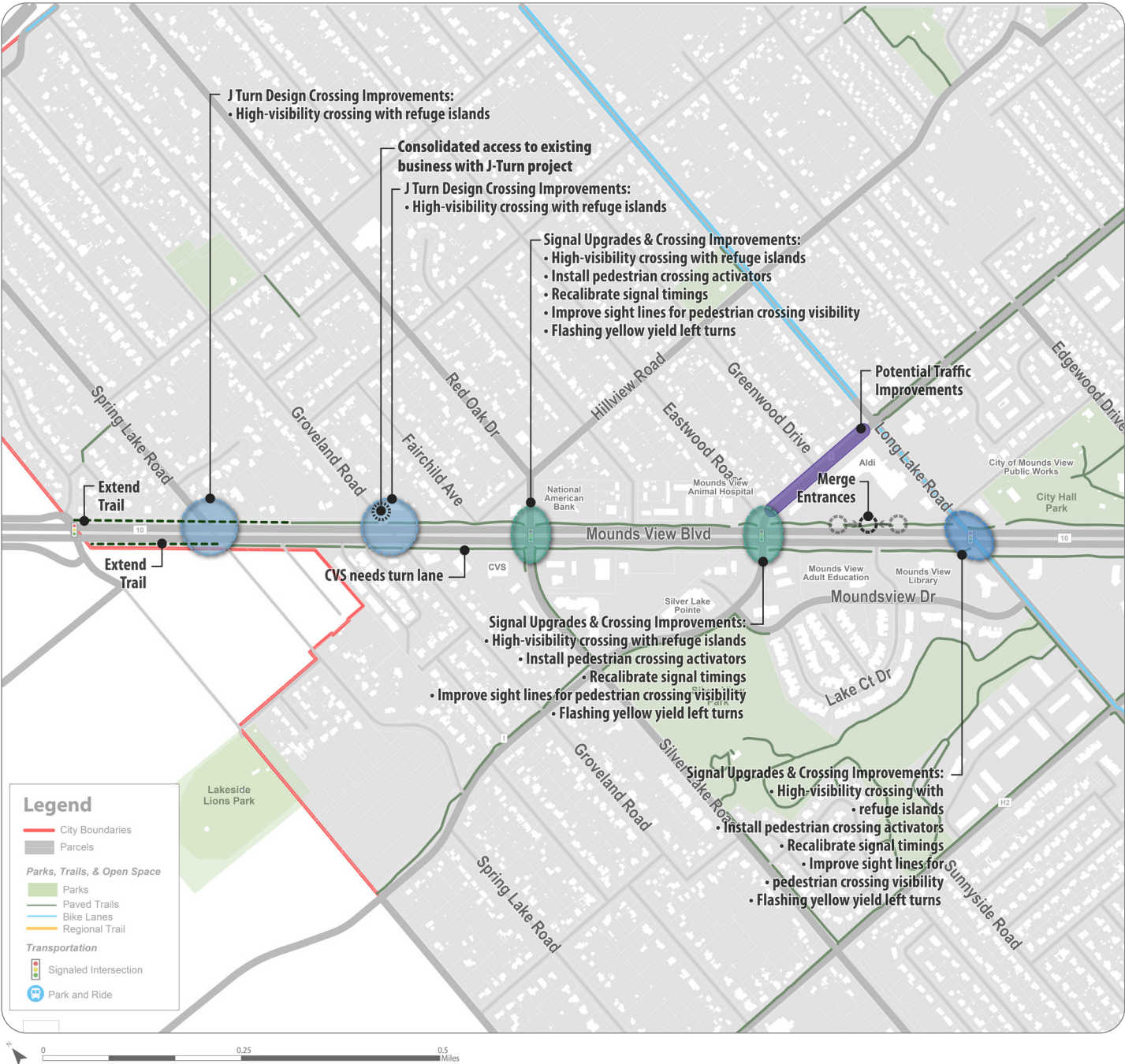


CONNECTIVITY ENHANCEMENTS

PROJECTS

INTENT

Connectivity enhancements focus on improving the seamless integration of transportation networks and enhancing accessibility for both local communities and travelers. By implementing strategic upgrades such as new intersection designs, pedestrian and cycling pathways, and infrastructure equipment, these enhancements aim to optimize the corridor's connectivity while promoting safer and more efficient mobility options.



PRECEDENT IMAGES



Trail wayfinding



Pedestrian bridge



Potential roundabout

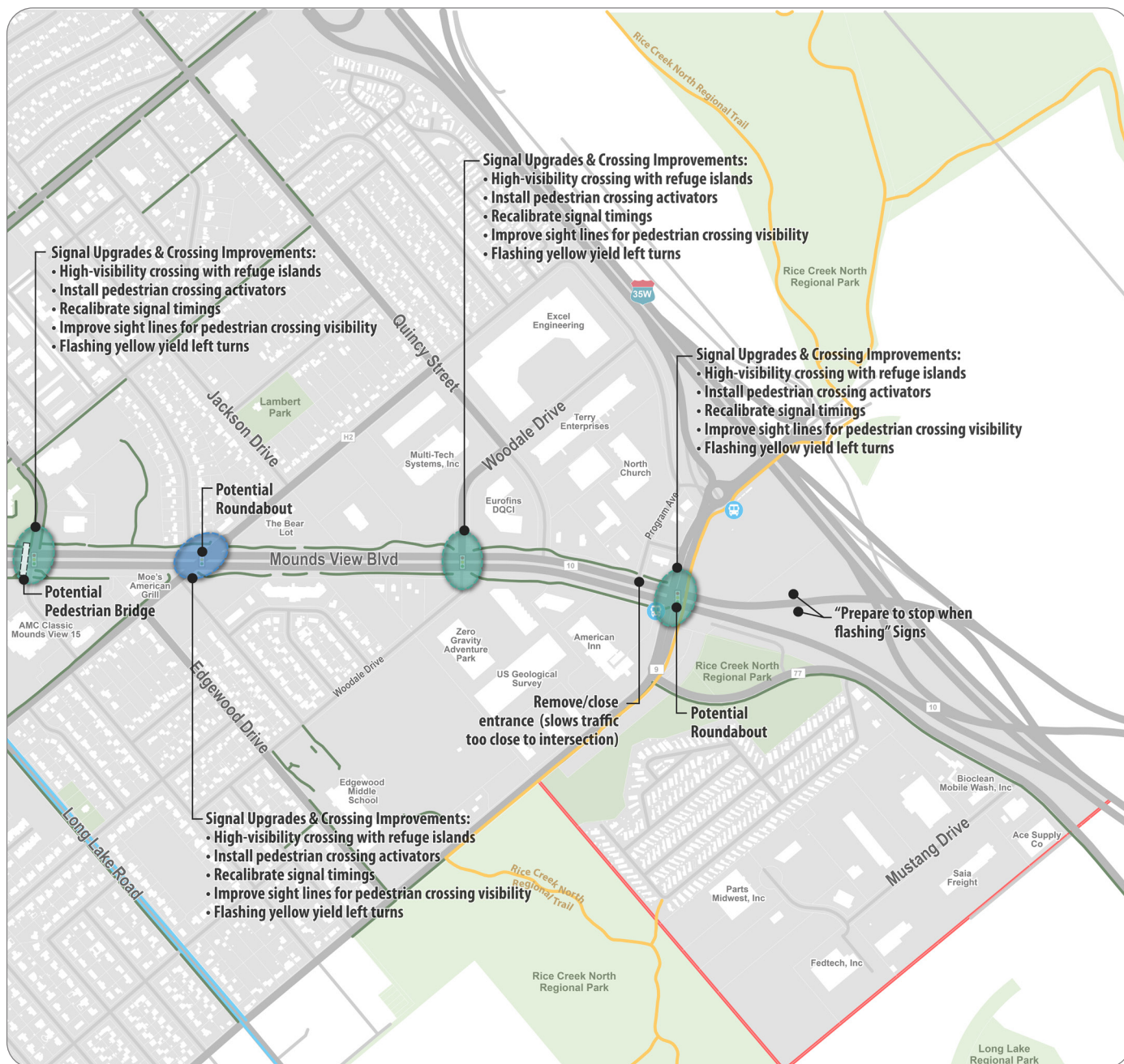


Figure 12. Potential Connectivity Enhancement Areas Map

A CONVENTIONAL CROSSING ENHANCEMENTS

Enhancements to conventional crossings include high-visibility pedestrian crossings with refuge islands, pedestrian crossing activators, recalibrated signal timings, improved landscaping, and flashing yield left turns. This type of intersection takes place at the following streets: Red Oak Dr, County I, Edgewood Dr, Woodale Dr, and County H.

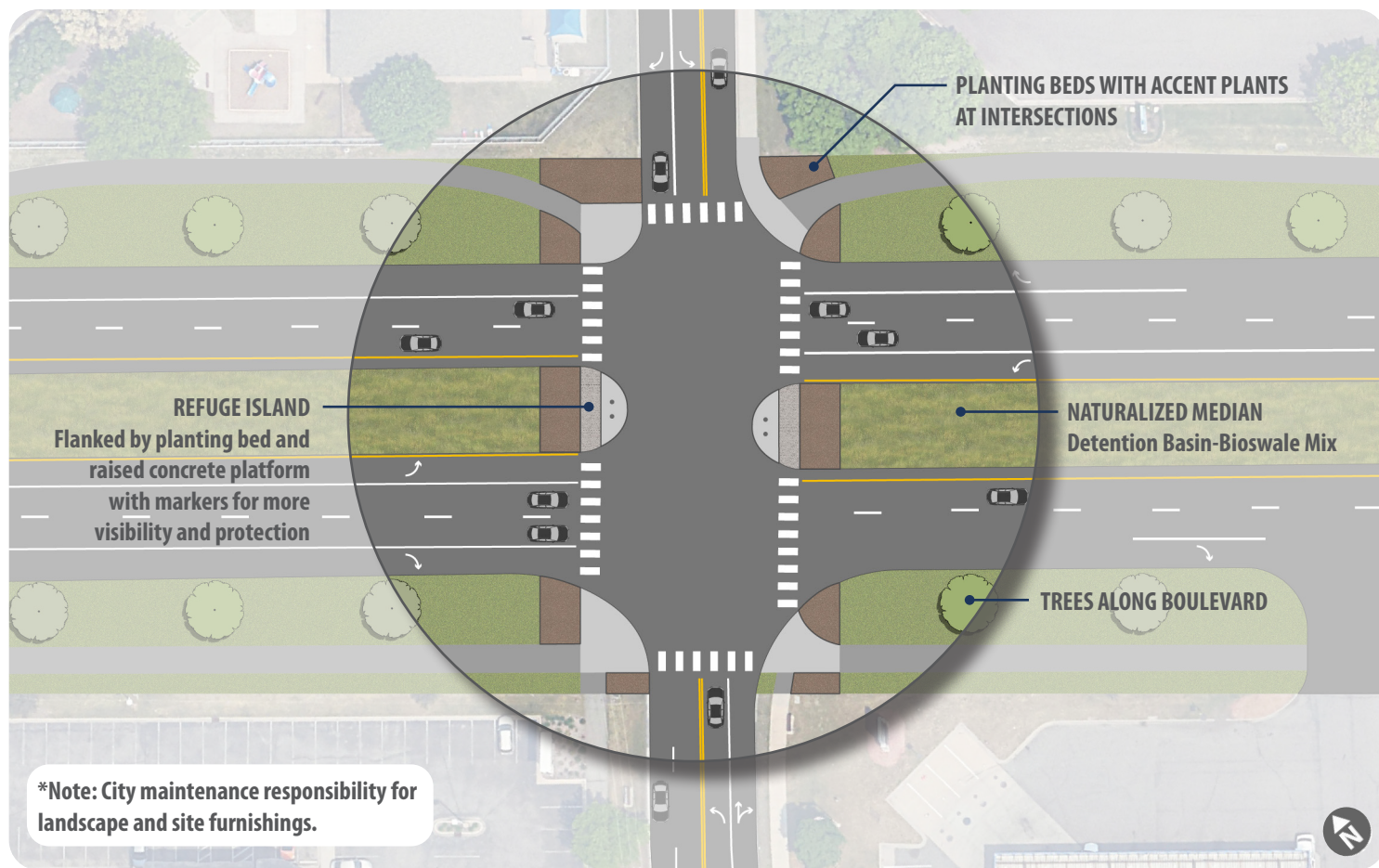
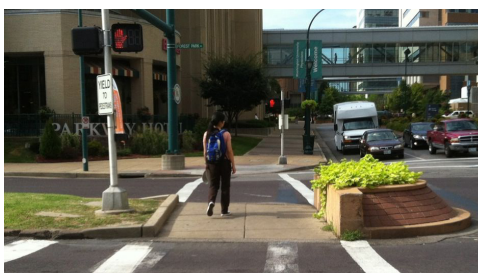


Figure 13. Conventional Crossing Concept



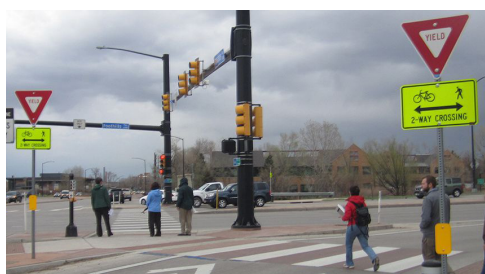
Pedestrian safety island with raised concrete "nose" with warning bollards and plates



Pedestrian safety island with planter "nose" that extends past the crosswalk



Pedestrian safety island with raised concrete "nose" and paver median



Improve pedestrian and bicycle crossing visibility with signage at key intersections



Ensure that all key intersections have audible pedestrian crossing activation buttons



Add flashing yellow arrow left turn signals at key intersections to keep traffic moving

B DIAGONAL CROSSING ENHANCEMENTS

Enhancements to diagonal crossings include high-visibility pedestrian crossings with refuge islands, pedestrian crossing activators, recalibrated signal timings, improved landscaping, and flashing yield left turns. This type of intersection takes place at the following streets: Long Lake Road and County H2.

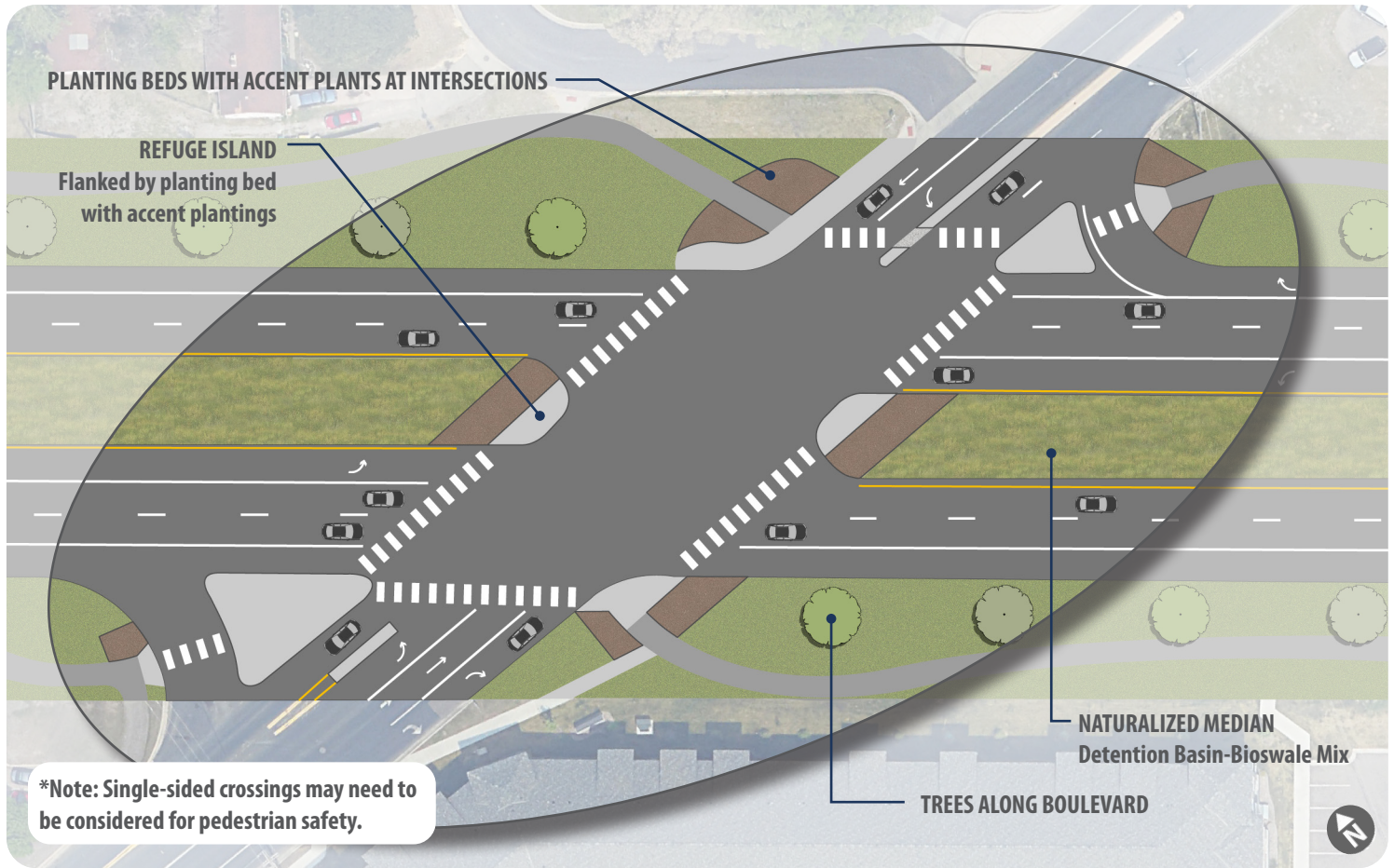
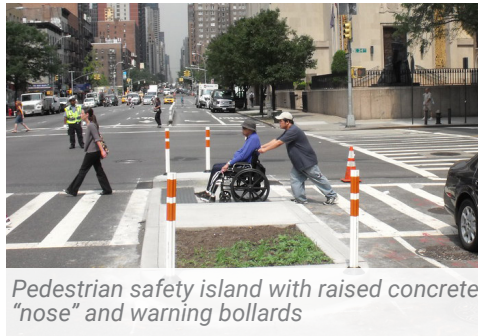


Figure 14. Diagonal Crossing Concept



C J-TURNS

Two J-turns will be strategically implemented at Spring Lake Road and Groveland Road to improve efficiency and reduce the risk of accidents. This is an effort led by Ramsey County who is leading the project. The installation of J-turns will minimize traffic congestion, reduce the potential for high-speed collisions, and enhance overall intersection safety.

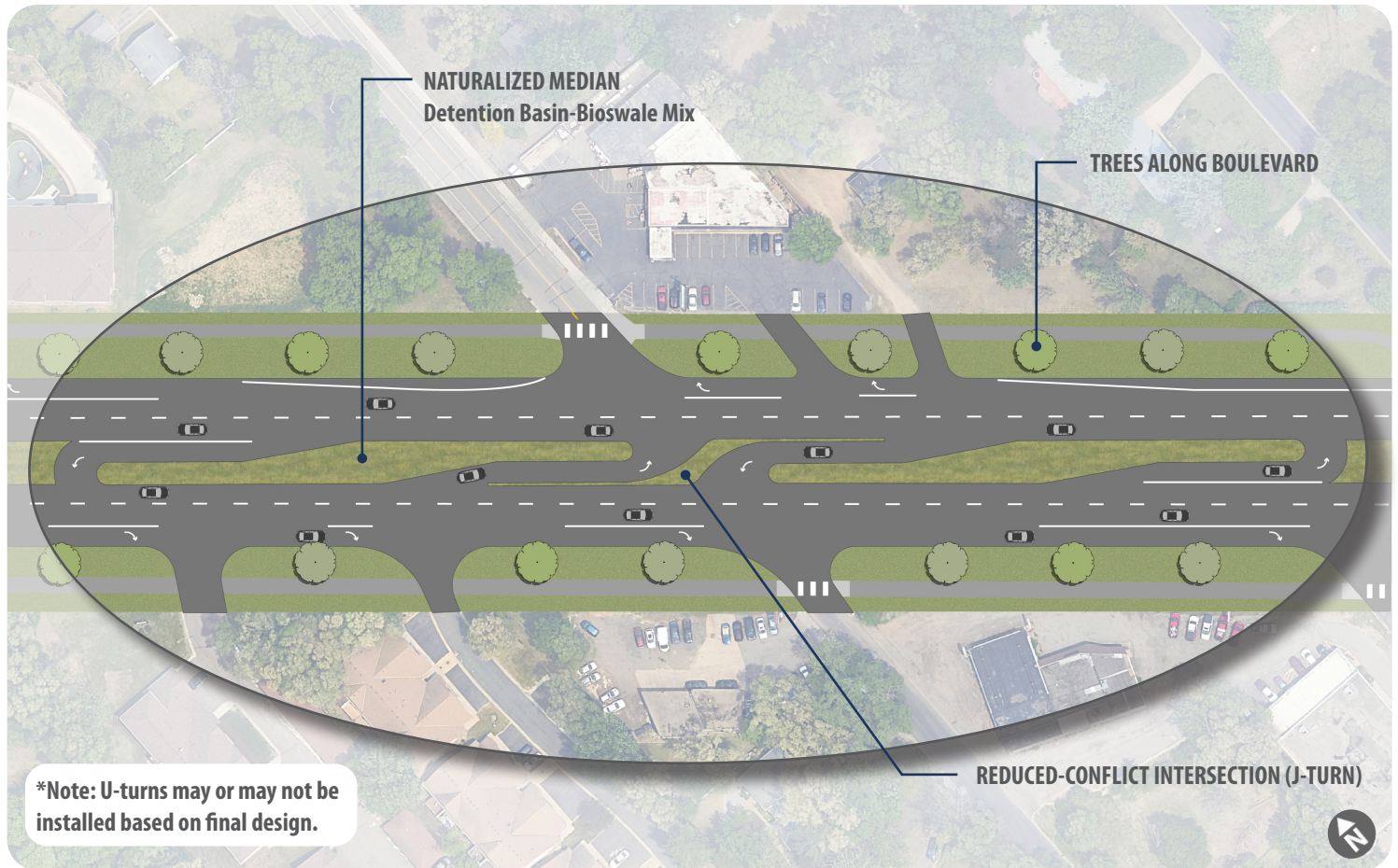
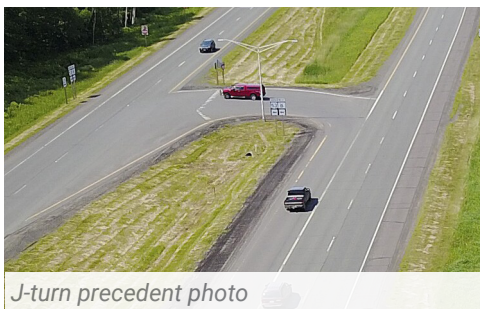


Figure 15. J-turn Concept



D IMPROVED PEDESTRIAN AND BICYCLE CONNECTIVITY

Improving connectivity for pedestrians and cyclists in the city requires a comprehensive approach to wayfinding signage, bike routes, and street crossings. By connecting these elements to key destinations in the city's downtown, we can create a more cohesive and accessible urban environment.

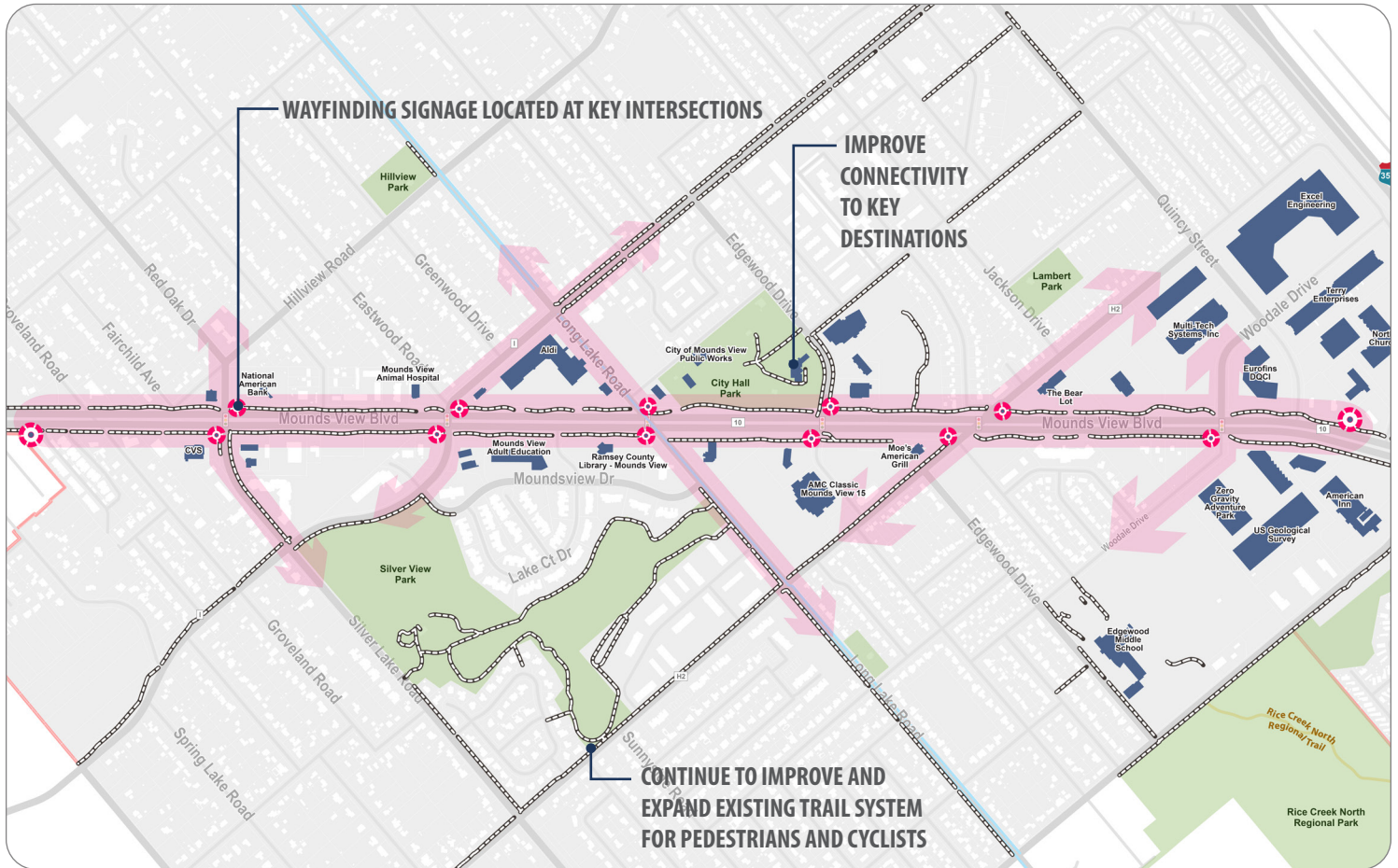
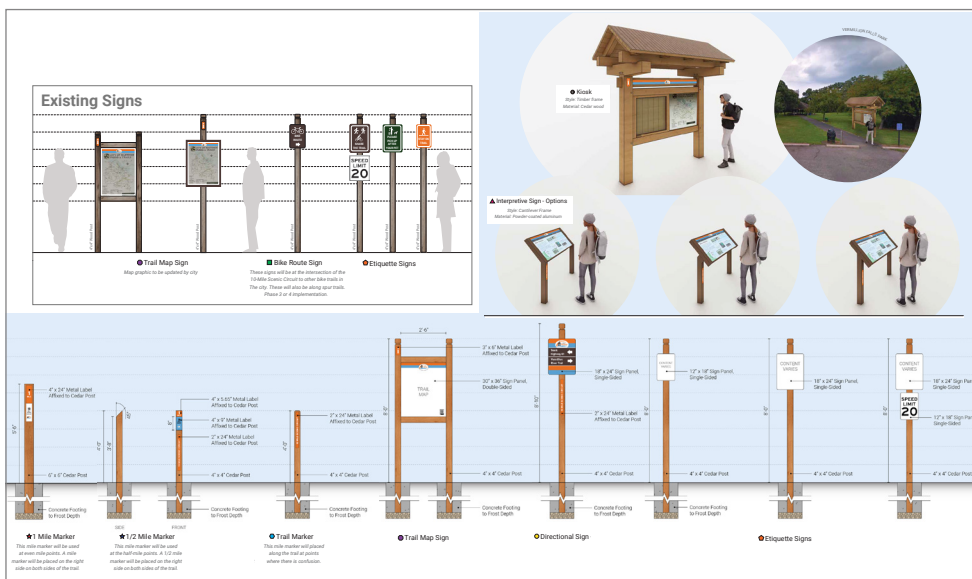


Figure 16. Focus Areas Map for Connectivity Improvements



Adopting a wayfinding signage plan for the entire city can ensure clear and consistent directions to key destinations, making navigation easier for all.



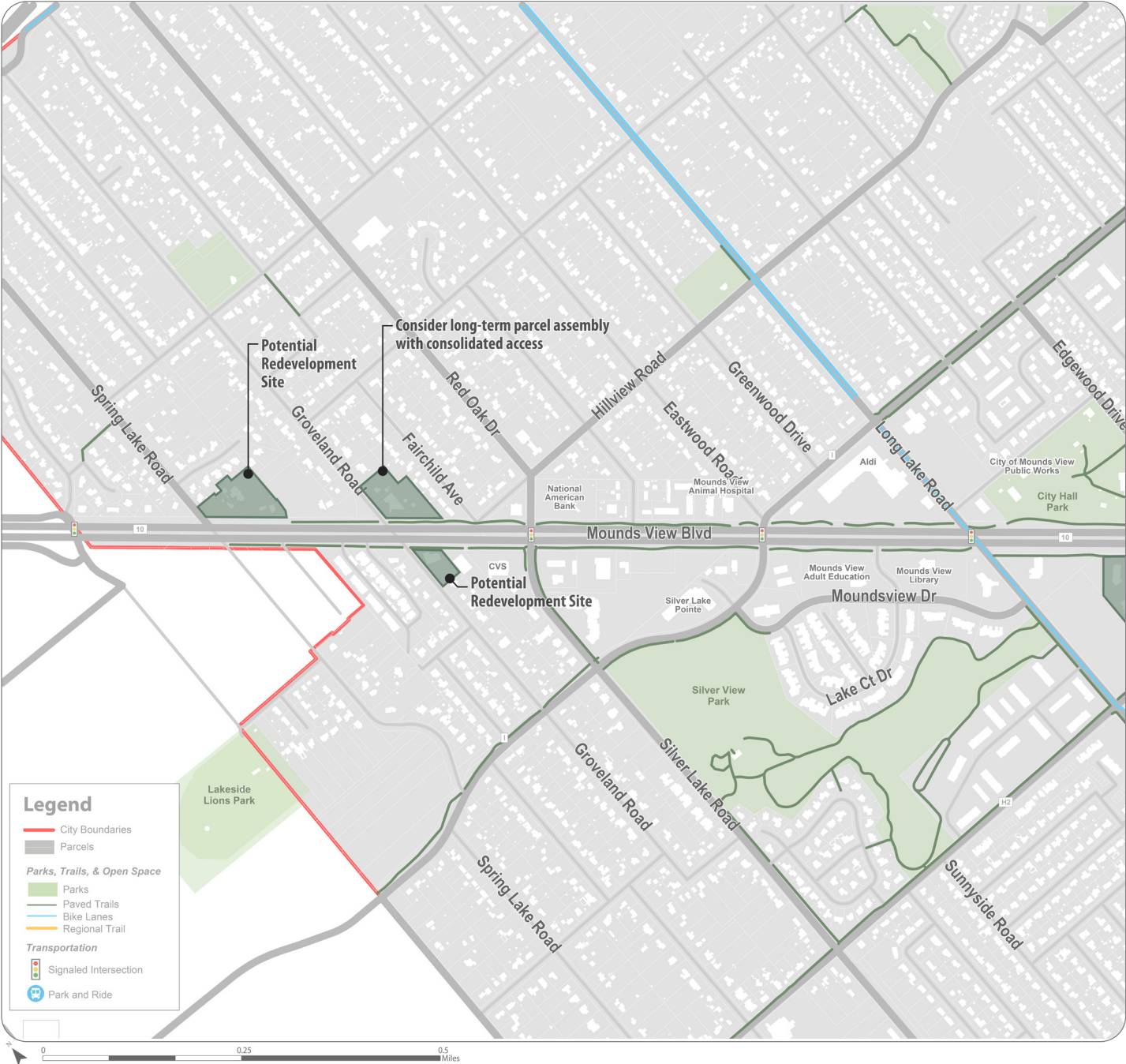
Developing and expanding dedicated and well-marked bike routes can provide safe and efficient pathways for cyclists, encouraging more people to use bicycles for commuting.



ECONOMIC DEVELOPMENT PROJECTS

INTENT

Redevelopment opportunities aim to transform vacant lots, outdated infrastructure, and neglected spaces into vibrant, mixed-use districts that enrich the surrounding communities. Through innovative urban design, adaptive reuse projects, and targeted investment, the corridor can be rejuvenated as a thriving center of activity, offering a diverse range of amenities, housing options, and employment opportunities



PRECEDENT IMAGES

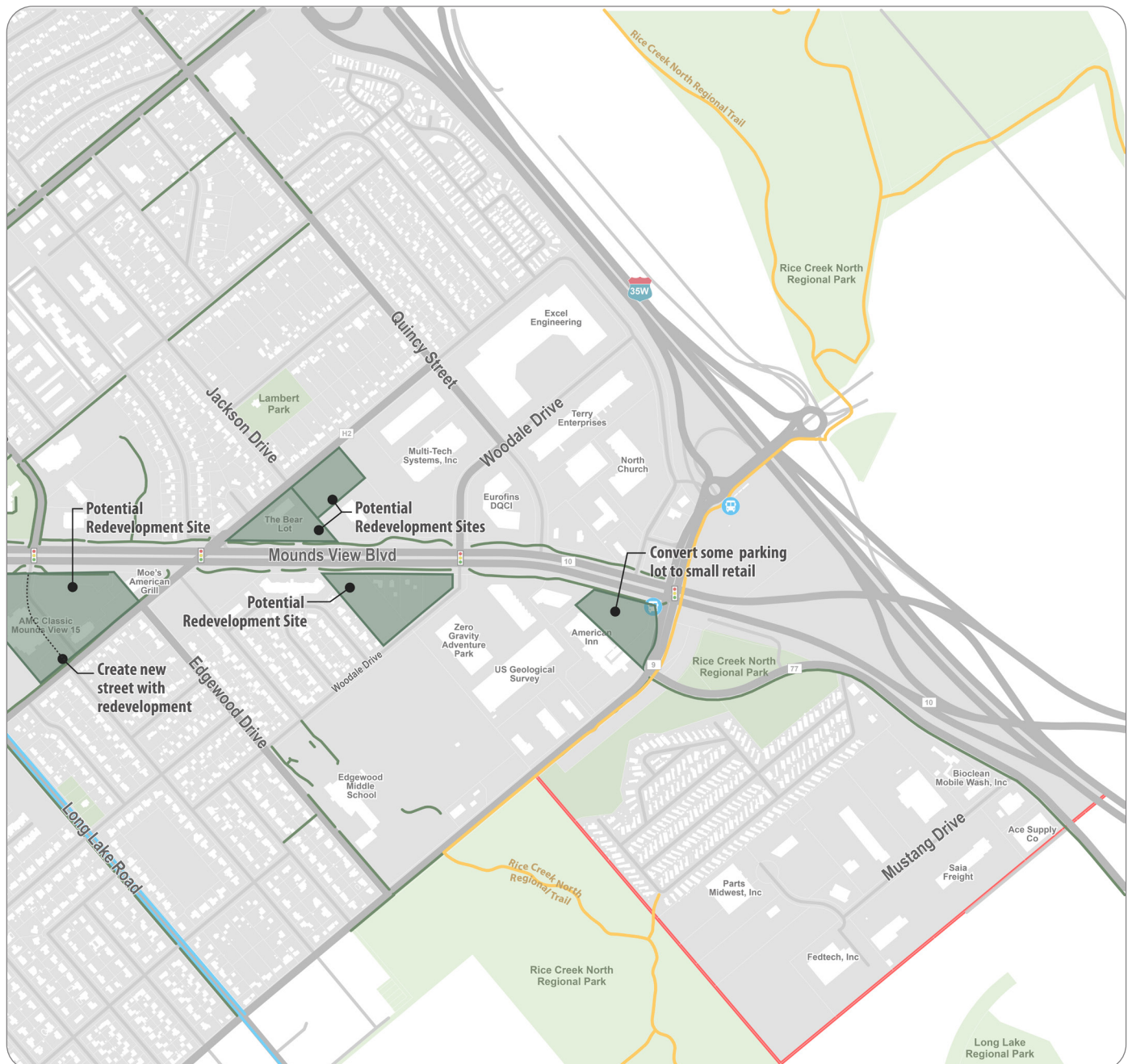


Figure 17. Potential Economic Development Areas Map

A CREATE NEW STREET WITH REDEVELOPMENT

Opportunity to redevelop this parcel, while creating a new street to provide a direct connection from Mounds View Boulevard into the neighborhood. Potential uses to be commercial, mixed-used, and residential.

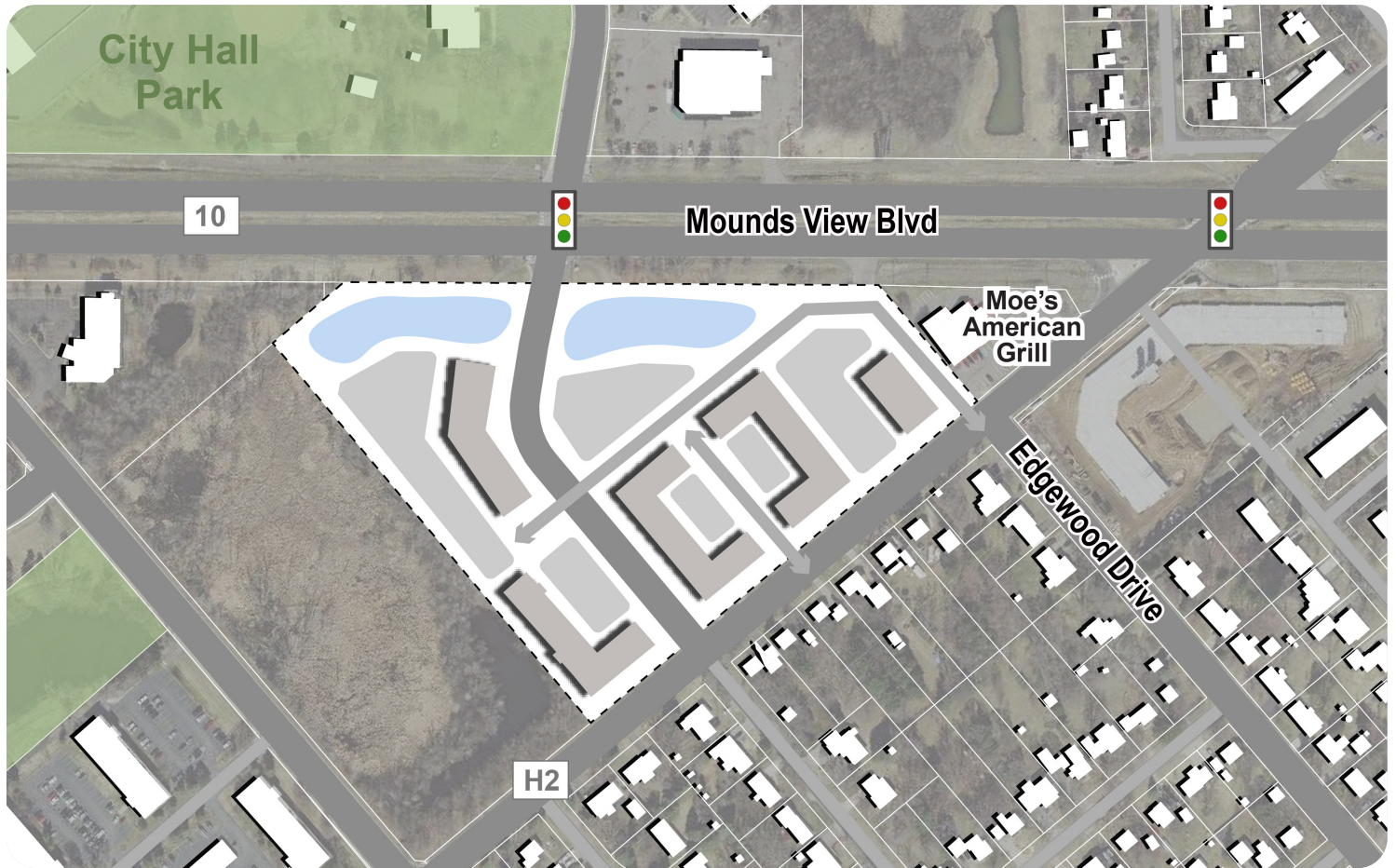


Figure 18. Potential Redevelopment Plan



Precedent Photo



Precedent Photo



Precedent Photo



Precedent Photo



Precedent Photo



Precedent Photo

IMPLEMENTATION

PROJECTS

SUMMARY

With a comprehensive approach encompassing these key areas, the corridor will undergo a remarkable metamorphosis, becoming a beacon of innovation and progress. From introducing captivating landscaping and public art installations to improving pedestrian pathways and transit connections, the corridor can be revitalized as a vibrant and accessible thoroughfare for all. Simultaneously, strategic redevelopment initiatives will breathe new life into underutilized spaces, fostering economic growth and community vitality. The implementation of these enhancements will not only elevate the corridor's functionality and beauty but also leave a lasting legacy of positive change for generations to come.

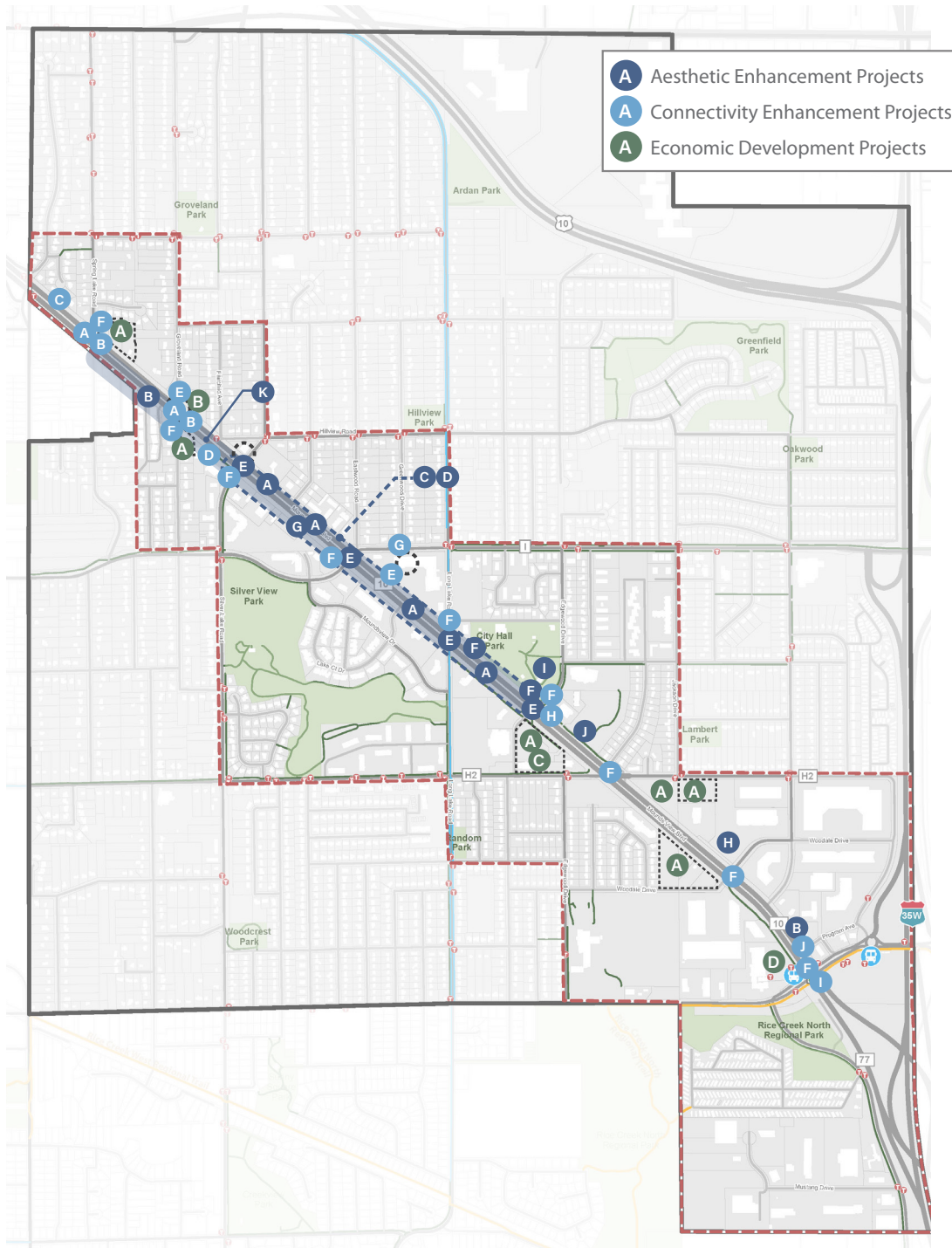


Figure 19. Implementation Diagram

ID	PROJECT NAME	DESCRIPTION	TYPE
 AESTHETIC ENHANCEMENTS			
A	Median Plantings	Seed mixes in corridor medians (\$300K) plus annual maintenance (\$50K)	Plantings
B	City Gateway Signage	(2) Two monument signs at the entrances of the corridor plus landscaping	Signage
C	Branded Wayfinding	Streetlight banners, Trail signage	Signage
D	Pedestrian Site Amenities	Install bench seating (\$0), Trash and recycling receptacles (\$25K)	Site Amenities
E	Accent Plantings	Plantings for beautification at (7) intersections (\$350K) plus annual maintenance (\$25K)	Plantings
F	Park Signage	(1) Park identification signage plus landscaping at City Hall Park	Signage
G	Boardwalk Enhancements	Lighting, Wetland overlook	Feature Enhancements
H	Stormwater Amenity	Boardwalk/Decorative water feature	Amenity Opportunity
I	Tribute Park Enhancements	Seating, lighting, walkways, flags, and memorial plaques/stonework	Feature Enhancements
J	Community Center Signage	Pedestrian wayfinding around the Community Center Grounds	Signage
K	Storybook Trail	Pedestrian seating, interpretive features along existing trails (+/- 20 total interpretive panels)	Feature Enhancements
 CONNECTIVITY ENHANCEMENTS			
A	J-Turn Designs	(2) J-Turn Intersections at Spring Lake Road and Groveland Road	Intersection Improvements
B	Pedestrian Crossings	High-visibility crossing with refuge islands at (7) intersections	Pedestrian Connections
C	Extend Trails	Extending existing trails along Mounds View Boulevard	Pedestrian Connections
D	Add Turn Lanes	Addition of turn lanes off of Mounds View Boulevard for existing businesses to make entrances safer	Improved Access
E	Consolidated Business Access	(2) Redefining entrances off of Mounds View Boulevard, merging access points to local businesses	Improved Access
F	Signal Upgrades	(7) High visibility crossing with refuge island Install pedestrian crossing activators Recalibrate signal timings Improve sightlines/ crossing visibility Flashing yellow yield left turns	Pedestrian Connections Traffic Improvements Intersection Improvements
G	Traffic Improvements	Traffic improvements along County Road I (merge and right turn lane)	Traffic Improvements
H	Pedestrian Bridge	Grade separated crossing	Pedestrian Connections
I	Potential Roundabouts	Potential roundabout at Mounds View Boulevard and County H area	Intersection Improvements
J	Close Entrance	Closing entrances that interrupt the flow of traffic along the Boulevard	Traffic Improvements
 ECONOMIC DEVELOPMENT			
A	Potential Redevelopment Sites	(6) There are six existing vacant or business sites that should be further studies for future redevelopment or reinvestment	Redevelopment/ Reinvestment
B	Parcel Assembly	Long-term parcel assembly with consolidated access	Parcel Assembly
C	Create New Street	New Street with potential redevelopment (AMC Site)	Redevelopment
D	Parking to Retail	Convert existing unused parking area to small retail	Redevelopment/Infill

Responsibility		Priority Level			Est. Cost
City	County	Community	Staff	Council	
✓ City Initiates Project	✓ County Maintains Project	High	Medium	High 2027	\$350,000 +/-
✓ City Initiates Project	✓ County Performs R.O.W. Permitting	Medium	Medium	Medium	\$200,000 +/-
✓ City Initiates Project		High	Medium	Medium	\$75,000 +/-
✓ City Initiates Project		High	Medium	High	\$25,000 +/-
✓ City Maintains Project	✓ County Installs Project	High	High	High 2027	\$375,000 +/-
✓ City Initiates Project		Medium	Medium	Medium	\$20,000 +/-
✓ City Initiates Project		Low	Low	Low	\$100,000 +/-
✓ City Initiates Project		Low	Low	Low	\$50,000 +/-
✓ City Initiates Project		Medium	High	High	TBD
✓ City Initiates Project		Medium	Low	Low	\$10,000 +/-
✓ City Initiates Project	✓ County Library Approves Project	Medium	Medium	Medium	\$300,000 +/-
	✓ County Initiates Project	High	High	High 2027	\$2,000,000 Est.
	✓ County Initiates Project (Unlikely to do 7 Intersections)	High	High	High 2027	TBD
✓ City Initiates Project	✓ County May Initiate Project (If Bundled with Other Projects)	High	High	High 2027	TBD
	✓ County Initiates Project	Medium	Low	Low 2027	TBD
✓ City Initiates Project	✓ County Performs Development Review Process	High	High	High 2027	TBD
	✓ County Initiates Project	High	High	High 2025	TBD
	✓ County Initiates Project	Medium	Medium	Medium 2027	TBD
✓ City Could Initiate Project	✓ County Could Initiate Project	High	Low	Low 2027	\$10,000,000 Est.
	✓ County Initiates Project	Low	Low	Low	TBD
	✓ County Initiates Project	Low	Low	Low 2027	TBD
✓ City Initiates Project		Medium	Medium	Medium	N/A
✓ City Initiates Project		Low	Low	Low	N/A
✓ City Initiates Project		Medium	Medium	Medium	N/A
✓ City Initiates Project		Low	Low	Low	N/A

COMMUNITY PRIORITIES

HIGH

- Median Plantings
- Branded Wayfinding
- Pedestrian Site Amenities
- Accent Plantings
- J Turn Designs
- Pedestrian Crossings
- Extended Trails
- Consolidated Business Access
- Signal Upgrades
- Pedestrian Bridge

MEDIUM

- City Gateway Signage
- Park Signage
- Tribute Park Enhancements
- Community Center Signage
- Storybook Trail
- Added Turn Lanes
- Traffic Improvements on County I
- Potential Redevelopment Sites
- Create New Street at AMC Site

LOW

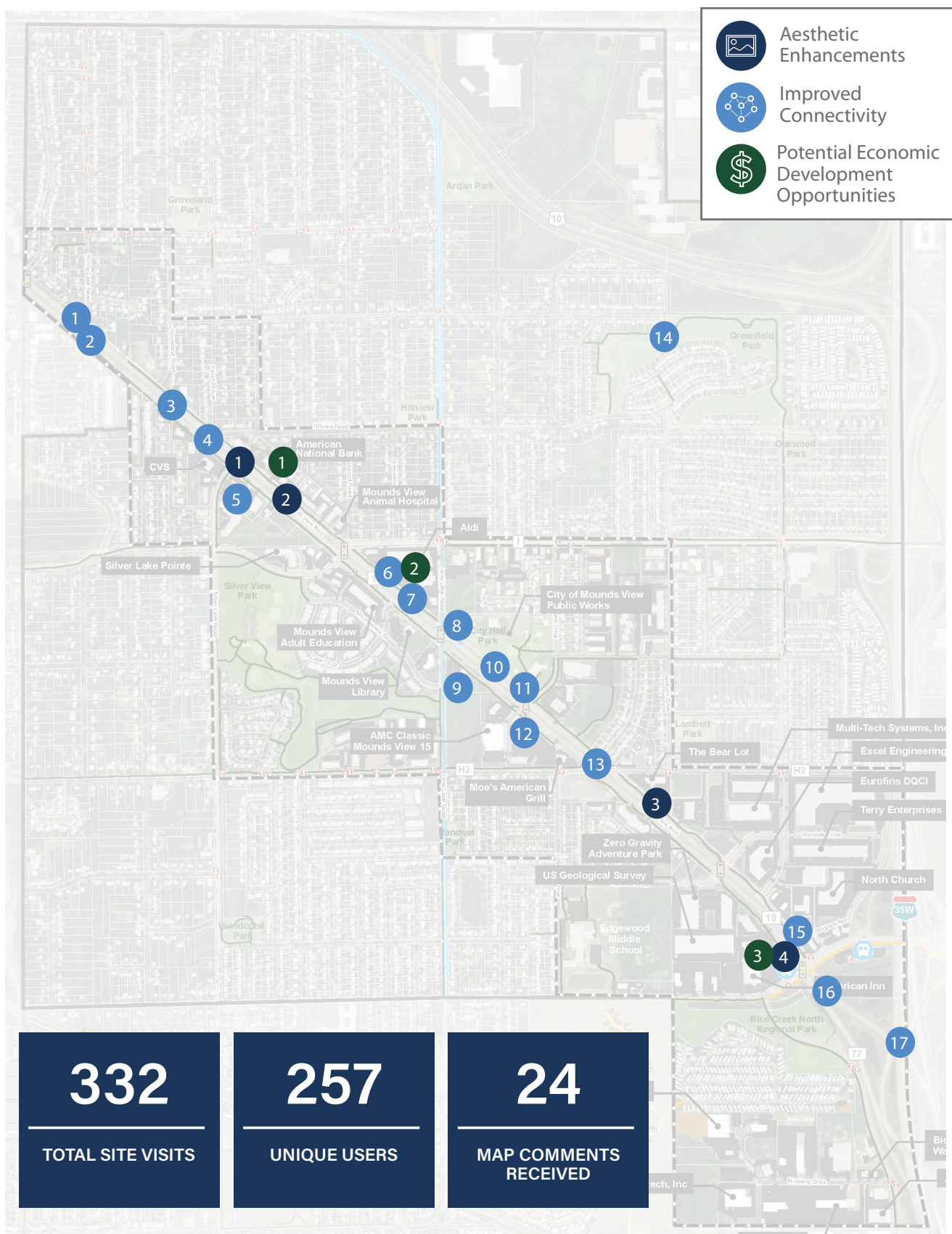
- Boardwalk Enhancements
- Stormwater Amenity
- Potential Roundabouts
- Close Entrances
- Parcel Assembly
- Unused Parking to Retail

NOTES

- County to draft TIP early 2025
- City to integrate projects into CIP starting 2025
- 2027 - City to let County know when and which projects are ready so the County can integrate and wrap into their projects
- Hwy Safety Implementation 2028-29 or can advance to 2027, September grant award, \$1.6M Federal Funding
- Look at integrating mill & overlay

The following pages contain additional information received during this study.

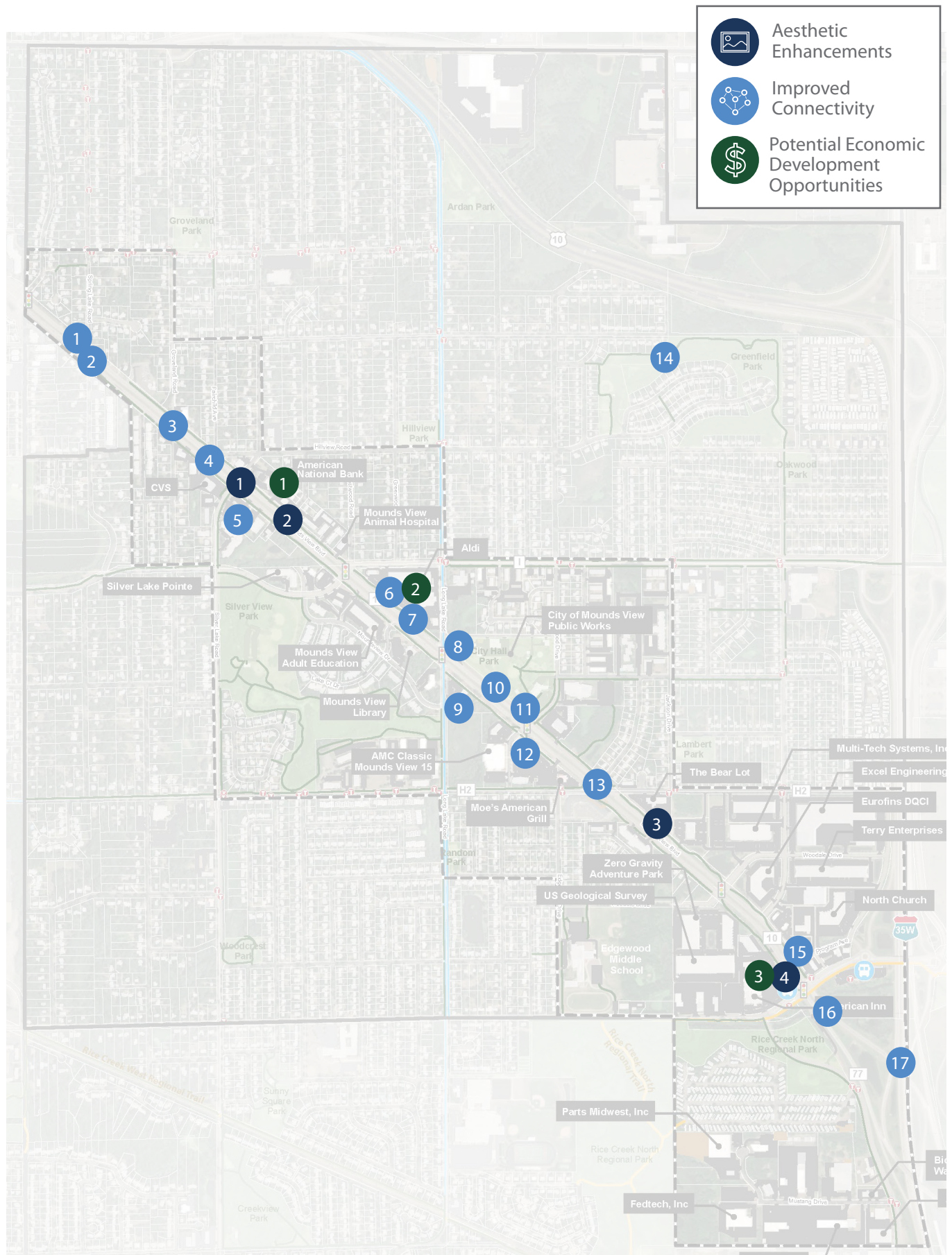
APPENDIX



SOCIAL PINPOINT

The Social Pinpoint Interactive map tool was open for comment from March 18th - March 20th, 2024. The following pages contain all comments received, along with the location the comment was placed on the map. These comments are highlighted in the map on page one of the summary.

#	+	-	COMMENTS ON IMPROVED CONNECTIVITY
1	3	1	Agree that all of these types of crossings are dangerous and many drivers do not seem to know who has right of way or how to transit these safely. They do seem to have quite a bit of traffic, so they should be kept, but there must be some kind of signage, line markings, design change, etc that could improve the safety. Some of the other comments about changing the ditch and/or road edge near trails, could make these more dangerous for drivers and pedestrians.
2	1	-	Agree that all of these types of crossings are dangerous and many drivers do not seem to know who has right of way or how to transit these safely. They do seem to have quite a bit of traffic, so they should be kept, but there must be some kind of signage, line markings, design change, etc that could improve the safety. Some of the other comments about changing the ditch and/or road edge near trails, could make these more dangerous for drivers and pedestrians.
3	2	1	All the non-90 degree intersections on County 10 are traffic risks, but the grade crossing and turns at Groveland Rd and Spring Lake Rd are major accidents waiting to happen -- and likely have happened; it's just been a few years. Maybe use J-type turnarounds, closing the direct crossing but allowing left turns off 10, would be adequate. Or rebuild them to be squared up, though that impacts businesses. Also, the driveway to/from Steve's Appl onto Groveland should be moved away from intersection.
4	4	3	This entrance should be removed as it is not safe. There is no turn lane to turn off of Mounds View Blvd from nor is very safe turning onto MVB just a few hundred feet from the intersection. The other way in is just 2 right turns to get into CVS which is much safer for traffic and pedestrians (if they were to continue walking through grass after the trail abruptly ends).
5	19	1	The red turn arrows to turn off Mounds View Boulevard should be turned to flashing yellow during non rush-hour times. Most times we wait for such a long time to turn left to Red Oak when we can see clearly that no traffic is coming towards you.
6	5	1	The comment about combining the two MV Square entrance-exits is worth serious study, even though it would require moving or rethinking the seasonal greenhouse. This could create small commercial-site opportunities at the corners once the existing exits are removed -- maybe even enough space for the greenhouse.
7	9	3	The turn lane is very short where people slow down in the right lane which impacts traffic. This happens all the time. Secondly, why is this here when there is another entrance to the same parking lot just 200 feet later. Merge the two entrances into one and add a much longer turn lane.
8	1	-	Warning lights when stop lights are about to change may help reduce vehicles trying to rush through lights turning red. This is a constant concern at all lights along Mounds view Boulevard. Many vehicles end up running through red lights at 50 mph, putting vehicles or pedestrians attempting to cross in danger.
9	2	-	Add ped path that connects behind office building. If a ped bridge was installed this would give easy access from Silver View. Expanding on ped bridge comment: Current ped crossings: @Edgewood is 130ft. @Long Lake is 230ft. These long distances make pedestrians feel unsafe to cross in allotted time. Image is concept using straight ramps, similar to I35W ped bridge at 5th Street. It could also be spiral approach similar to Hwy10 at Westwood School. Photo shows concept of ped bridge with spiral ascending ramps, similar to Hwy10 at Westwood School.
10	2	-	Expanding on ped bridge comment: Current ped crossings: @Edgewood is 130ft. @Long Lake is 230ft. These long distances make pedestrians feel unsafe to cross in allotted time. Image is concept using straight ramps, similar to I35W ped bridge at 5th Street. It could also be spiral approach similar to Hwy10 at Westwood School.
11	6	-	Pedestrian Bridge or underpass. Too many students crossing 10.
12	4	17	Close the south connection on Edgewood Dr, it does not serve any purpose that H2 does not already provide. At a minimum, it should be right-in right-out only. Then, use that space for additional development.



#	+	-	COMMENTS ON IMPROVED CONNECTIVITY
13	12	7	H2, Long Lake, and I are great candidates for single lane roundabout intersections! Studies continue to show that roundabouts are VERY safe for pedestrians and bicyclists and would increase mobility in this corridor. These are skewed intersections that have very long pedestrian crossings (including all the turn lanes and pork chops as well).
14	2	3	Pave the dirt trail behind Greenfield park
15	2	8	This entrance/exit really impacts traffic flow as it is just 250 feet from the light. It should be combined with HW or with Quincy St.
16	2	2	Even though the County H intersection was recently rebuilt, I would add it to the list of candidates for conversion to a roundabout -- IF (big if) westbound traffic can be warned/slowed adequately.
17	-	-	Add smart, blinking warning light, shortly after the two exits come together, to warn of the traffic light status. They have these on most highways outside the cities and it helps give notice of a red light much earlier. Normally, a driver can not see the light until they are going down the hill and about 750ft from the intersection. Considering the hill, traffic speed, and non-ideal weather, it may be close to minimum semi stopping distance.

#	+	-	COMMENTS ON AESTHETIC ENHANCEMENTS
1	9	-	The area between the highways (ditch) should be changed to road level gardens, similar to what was done to highway 96.
2	4	-	Unless other drainage is adequate, probably the ditch-style median should remain -- but perhaps some wetland-tolerant small trees and shrubs could be added. Maybe tamaracks?
3	5	1	This applies to the trails all along the corridor: as someone who uses the trails almost daily, greenery between the roadway and trail would be an improvement. Trees would probably be in the clear zone, but even some shrubs or tall/native grasses would be welcome to shield trail users from vehicle noise, lights, and wind.
4	8	2	Large aesthetic "Welcome To Mounds View" sign or structure and landscaping in the NW quadrant of the intersection

#	+	-	COMMENTS ON POTENTIAL ECONOMIC DEVELOPMENT OPPORTUNITIES
1	2	2	This space has changed hands several times in the decade that we have lived in Mounds View. Commercial space does not seem to thrive here. I don't have the solution but I think about things like a community space/green space area for residents to gather for local events, outdoor concert space, etc. Or a collaborative space with other nearby communities such as Saint Louis Park, Blaine, or Fridley.
2	11	-	Re-imagining mounds view square is probably a separate study, but is very much connected to Mounds View Boulevard. For a city that is lacking a true "downtown environment" this area provides the best opportunity to develop that feeling and community connection.
3	-	-	Tear up part of the parking lot closest to County 10 for a small multi retail establishment. There is too much parking lot there for the Mermaid. You could have stores like Starbucks, Jersey Mikes, and shops that will draw people in.



MOUNDS VIEW BOULEVARD CORRIDOR STUDY

MOUNDS VIEW, MINNESOTA

AUGUST 7, 2024

