



SAFE STREETS ACTION PLAN

March 23, 2026
Council Regular Business

Agenda

- SS4A background
- Process
- Engagement
- Strategies
- Priority locations
- Implementation plan
- Progress and transparency
- Next steps



What is the SSAP

Safe Streets Action Plan (SSAP)

- Comprehensive Safety Action Plan
- Funded and guided by the Safe Streets and Roads for All (SS4A) federal grant program and a grant from the Minnesota Department of Transportation (MnDOT)
- A roadmap for reducing and eliminating serious-injury and fatal crashes affecting all roadway users
- Guided by the **Safe System Approach**
- Data-driven prioritization
- Commitment to vision zero



Source: FHWA.

Commitment to Vision Zero

Draft goal:

While eliminating all crashes may be unrealistic, **the city is committing to a Vision Zero goal of working towards eliminating fatal and severe injury crashes by the year 2050.**

This includes a benchmark goal of a 50% reduction in fatal and severe injury crashes by the year 2040.

So...how do we get there?

How we developed the Safe Streets Action Plan

Fall 2024:

- Data collection
- Public feedback

Winter 2024-25:

- Identification of needs
- Agency/Stakeholder collaboration

Spring 2025:

- Identification of priorities
- Agency/Stakeholder collaboration

Summer/Fall 2025:

- Draft Action Plan
- Public Engagement on priorities

Winter 2026:

- Stakeholder/Public review

ENGAGEMENT BY THE NUMBERS



Over

600

Engagement participants



Over

830

Mapping comments



132

Online survey participants



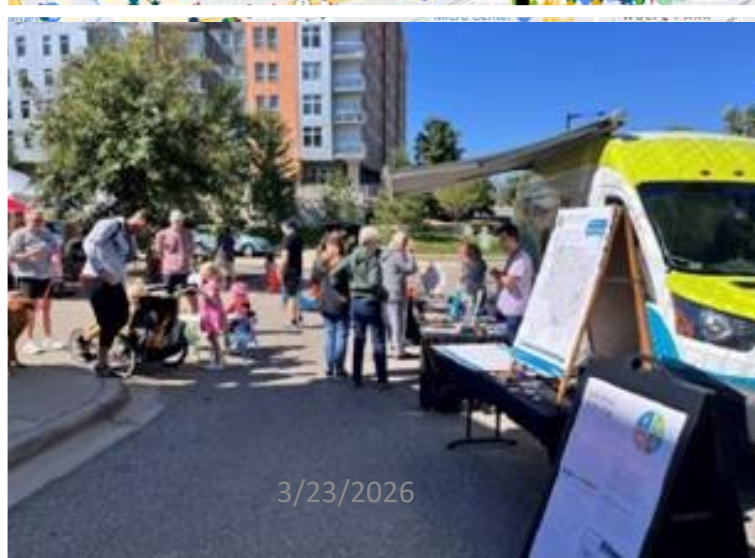
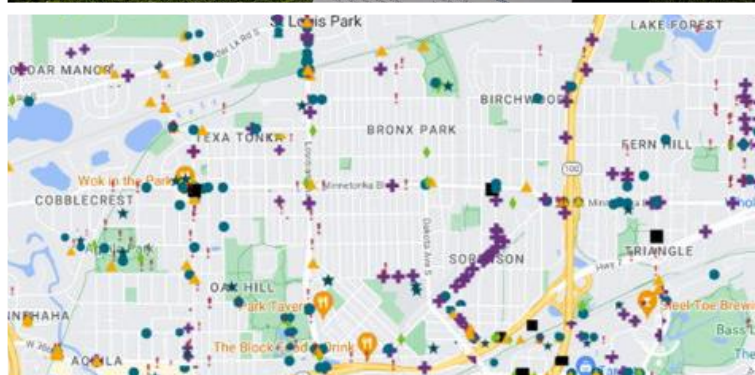
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Stakeholder Advisory Committee meetings



4

Technical Advisory Committee meetings



3/23/2026



Key Themes from Survey



**Traffic
management and
speed control**

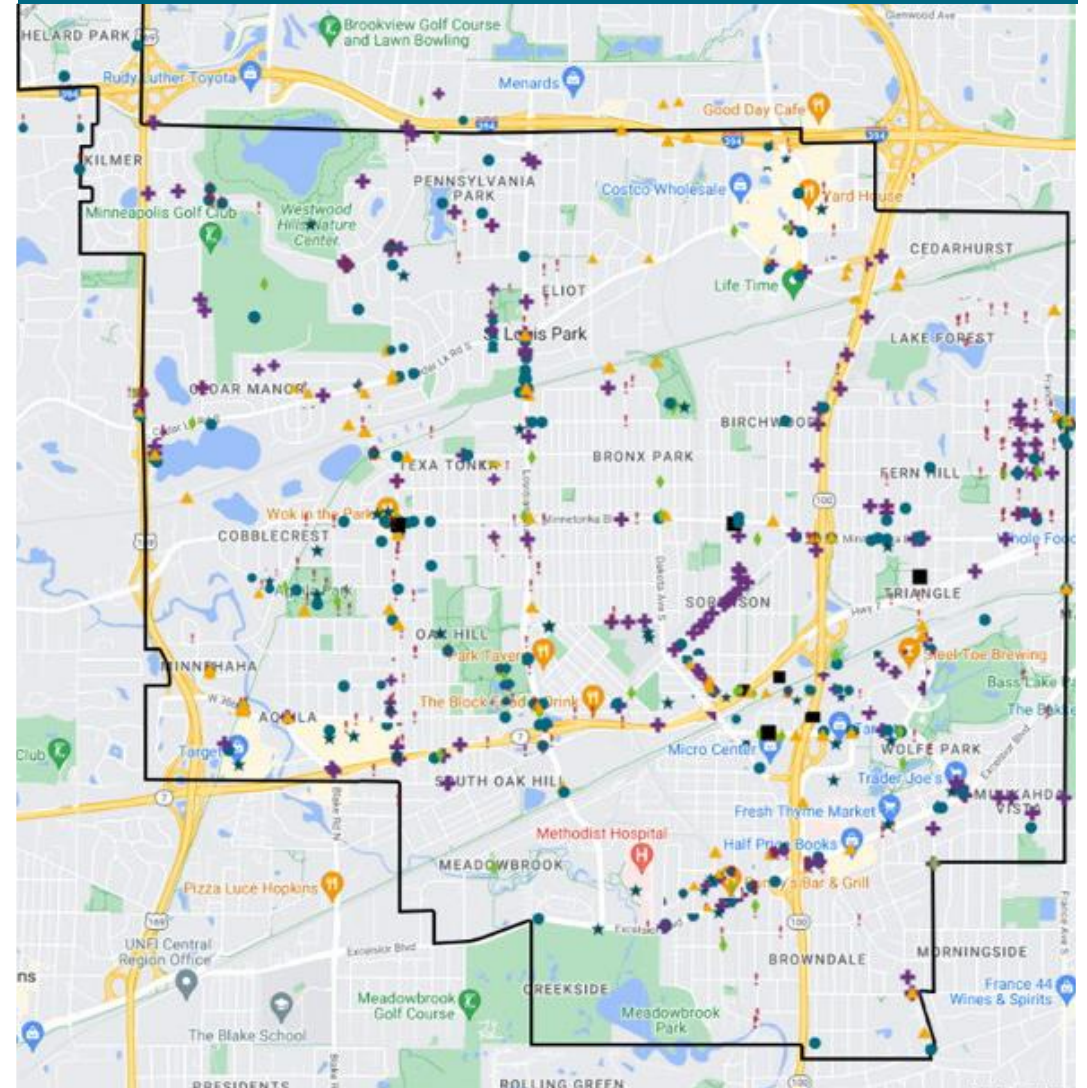


**Pedestrian and
bicycle safety at
intersections**



**Positive feedback on
city's multimodal
investments**

Key Locations from Map



Technical advisory committee

City staff

- Police/Fire
- Community Development
- Public Works
- Public Engagement
- Communications
- Building and Energy

Partners/Consultants

- Minnesota Department of Transportation (MnDOT)
- Hennepin County
- Federal Highway Administration (FHWA)
- SEH planners and engineers

Stakeholder committee

- **School District**
- **Residents from each ward**
- **Walk/bike/roll advocates**

Agency / Stakeholder Committee Collaboration

DATA COLLECTION

1 High Injury Locations
High-Injury Network (HIN) and High-Injury Intersections

2 High Risk Locations
Such as schools, 4+ lane roadways, and vulnerable road user crashes

3 Equity Considerations
Such as income, race, age, transit, and employment access

4 Citywide Identification of Needs
Comment map and survey to collect community identified needs and priorities

5 Review of Systemic Safety Concerns



PHASE 2 ENGAGEMENT – AGENCY AND STAKEHOLDER COLLABORATION

IDENTIFICATION OF NEEDS AND PRIORITIES



6 Location-Specific Priorities

7 Identification of Systemic Needs



YOUTH



SENIORS



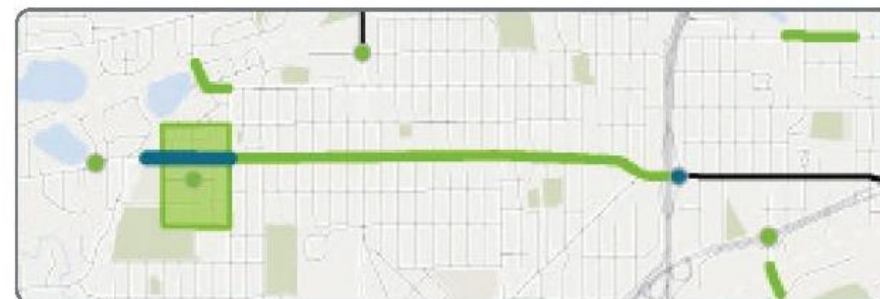
SPEED



DWIs

PHASE 2 ENGAGEMENT (CONTINUED) – AGENCY AND STAKEHOLDER COLLABORATION

IMPLEMENTATION PLAN



8 Identification of Projects

- **Draft** top project list including key safety concerns and short/medium/long term solutions



9 Identification of Strategies

- **Draft** policy and programming strategies



Draft Strategies



Developing Strategies

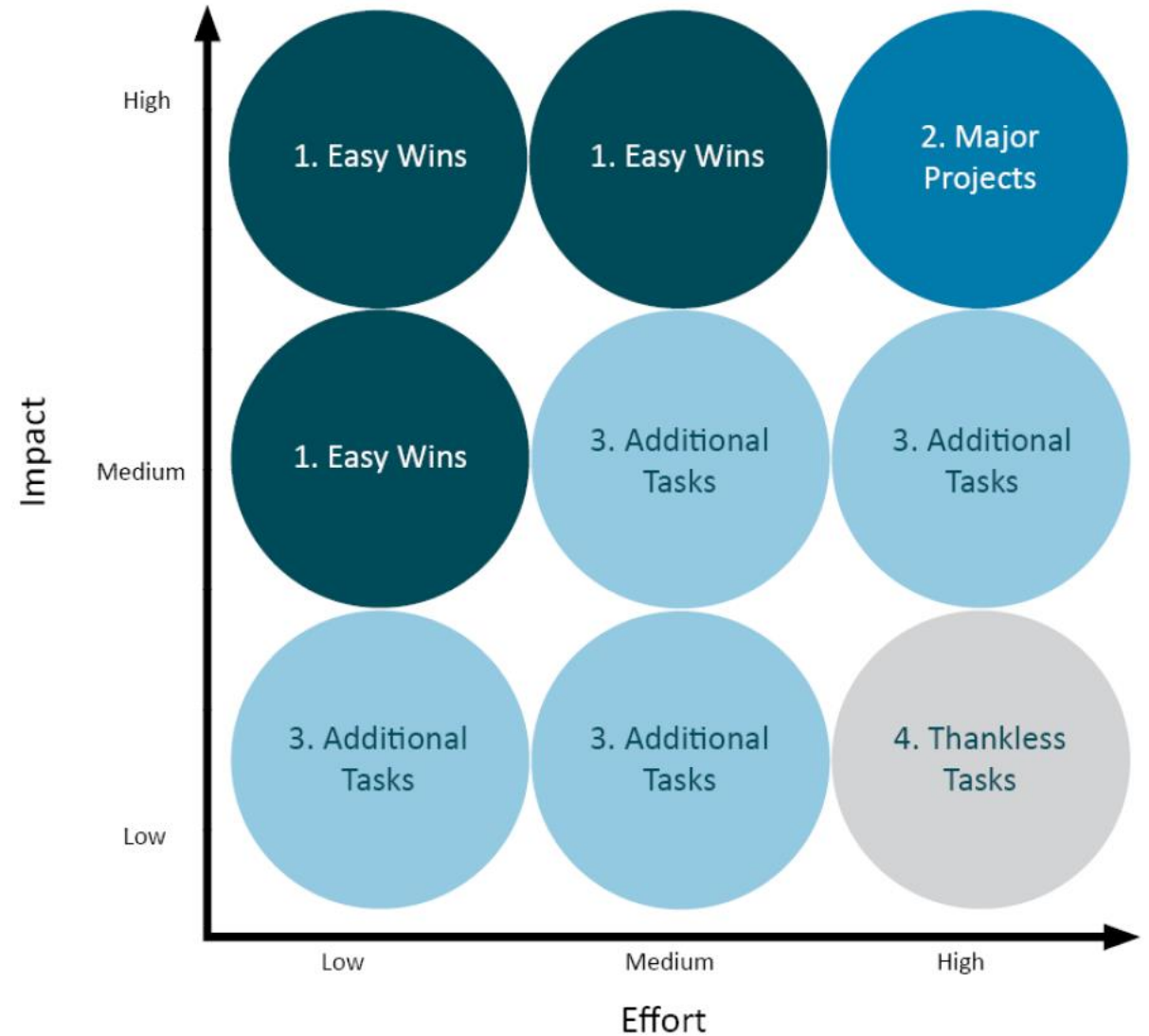
Systemic
safety issues

Review of
precedent
plans

Feedback
from TAC /
Stakeholder
committee

Safe System
approach

Effort vs. Impact Scale



7 Strategies

18 Action Items

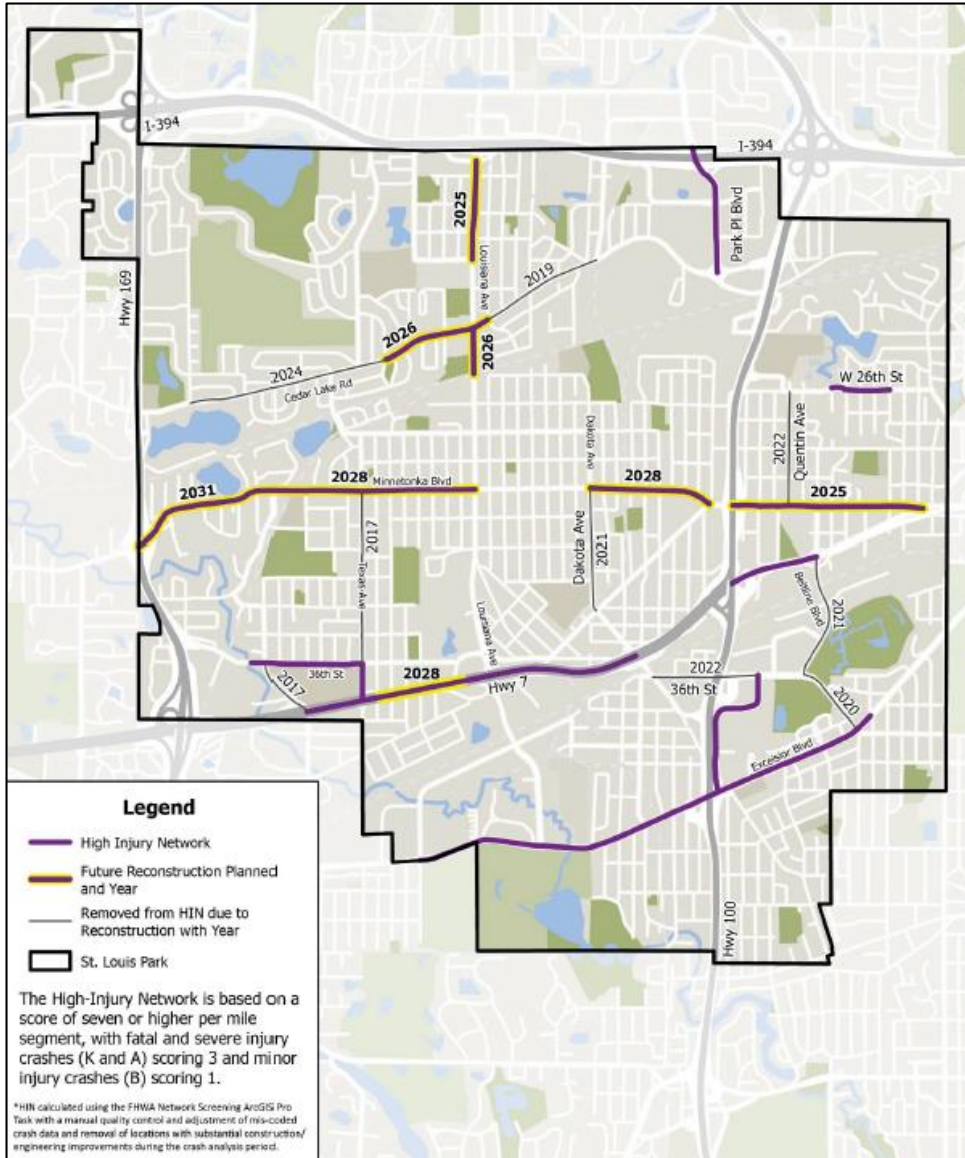
1. Infrastructure upgrades
2. Explore New Technology to Enhance Road Safety
3. Reviewing City Policies and Practices
4. Education Initiatives
5. Safe Routes to Schools Programming
6. Incentive Programs
7. Additional Safety Evaluation/ Research



Prioritizing Locations



High Injury Network and Top Injury Intersections



The HIN network makes up **7.5% of the road network** and accounts for **61% of fatal and severe injury crashes**.

- **Over ¼ of the HIN is funded for reconstruction in the next one to four years.**
- **The city reduced the HIN miles by 20% from 2014 to 2023**, due to substantial reconstruction and safety improvements.

Top 28 Priority Locations

Tier 0 = 4

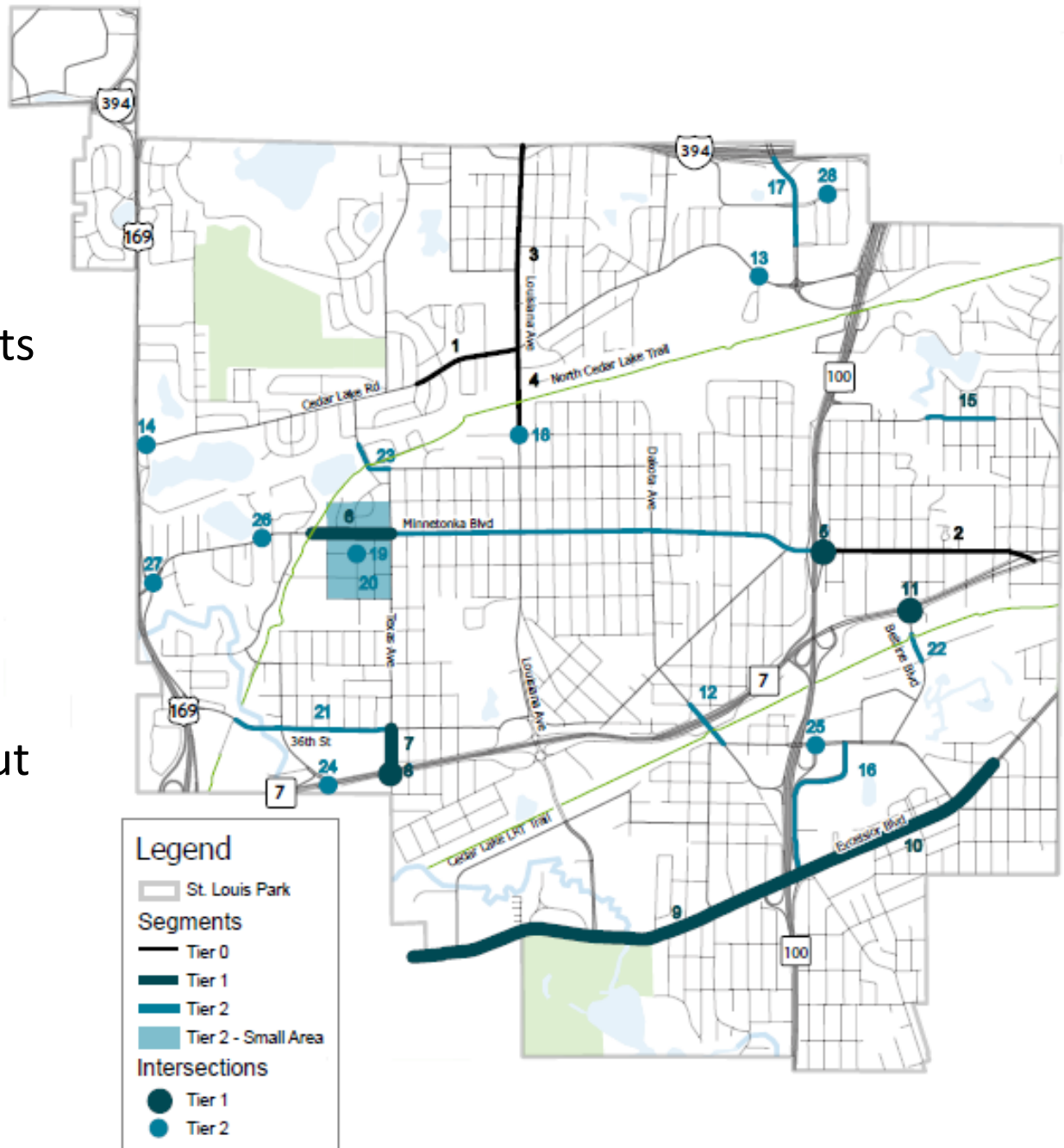
- High scoring locations with programmed projects by 2026
- 4 locations

Tier 1 = 6

- High scoring locations
- Mostly county and state owned
- Unfunded or project funding 3 or more years out

Tier 2 = 18

- Moderate scoring locations
- Mix of city, county and state-owned infrastructure
- Mostly unfunded



TRANSPARENCY AND ACCOUNTABILITY



- Evaluation Dashboard, Final Action Plan, and Annual Tracking Template
- **Final** top project list updated based on community feedback
- **Final** policy and programming strategies updated based on community feedback

What we heard?

Public comment period:

- Identified high risk locations
- Neighborhood traffic calming
- Speed and enforcement
- Education
- Support for existing infrastructure improvements
- LRT station safety
- Intersection control
- Support for priorities in the plan
- Urgency in implementation

What are the Next Steps?

- Public comment period closes March 23
- Incorporate public feedback and finalize plan
- April 6
 - Adopt vision zero goal
 - Adopt Safe Streets Action Plan

CITY COUNCIL STUDY SESSION

Finalizing Strategic Priorities



Today's Agenda

Individual Reflection (5 minutes)

Reflect on your level of support for the set of strategic priorities

Pair-Share (5-10 minutes)

Share your reflections with a partner.

Round Robin (10 minutes)

Each person shares their rating for the set of priorities and the reasons they chose it.

Full Group Discussion (20 minutes)

Discuss only if anyone rated the set with a 3 or below:

What changes are needed for everyone to publicly support this set of priorities?

Strategic Priorities

A Welcoming, Safe Community

An inclusive, equitable, and vibrant city where everyone feels safe and experiences a strong sense of belonging.

Good Governance

A city that delivers reliable services, operates transparently, uses city resources responsibly, and builds strong relationships with residents.

Connected, Safe Infrastructure

Safe, reliable, and well-maintained infrastructure and neighborhoods that connect people and places with an emphasis on walking, biking, and transit.

Diverse, Affordable, and Dignified Housing

A range of quality, affordable, and attainable housing options.

Climate Leadership and Natural Spaces

Climate leader that cares for the planet and maintains vibrant parks that connect people and nature.

Individual Reflection (5 minutes)

- 1** What initial reactions do you have to this set of priorities — what feelings, words, or images come up for you?
 - 2** Today's goal is to land on strategic priorities that everyone can publicly support. How would you rate your level of support for the set of strategic priorities?
 - 1 — Don't yet support; major reservations; want to discuss
 - 2 — Don't yet support; minor reservations; want to discuss
 - 3 — Support with minor reservations; want to discuss
 - 4 — Support with minor reservations; no need to discuss
 - 5 — Support; no reservations
 - 3** What are the reasons you chose that rating?
-

Pair-Share (5-10 minutes): Share your reflections with a partner.

Round Robin (10 minutes)

Each person shares:

- A rating for the set of priorities
- The reasons for choosing that rating

Full Group Discussion (20 minutes)

Discuss only if anyone rated the set with a 3 or below:

What changes are needed for everyone to publicly support this set of priorities?

A Welcoming, Safe Community

An inclusive, equitable, and vibrant city where everyone feels safe and experiences a strong sense of belonging.

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Climate Leadership and Natural Spaces

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A Welcoming, Safe Community

Priority Statements V1	Outputs from Retreat	Recommendation
1.A. A Welcoming Community — A welcoming and vibrant city where everyone feels safe and experiences a strong sense of belonging	1.B. A Welcoming and Safe Community — An inclusive, equitable, and vibrant city where everyone feels safe and experiences a strong sense of belonging.	1.C. A Welcoming, Safe Community — An inclusive, equitable, and vibrant city where everyone feels safe and experiences a strong sense of belonging.

Good Governance

Priority Statements V1	Outputs from Retreat	Recommendation
2.A. Good Governance — A city that delivers reliable services, practices fiscal responsibility, operates transparently, and builds strong relationships with residents.	2.B. Good Governance — A city that delivers reliable services and builds strong relationships with residents while operating transparently and using all city resources sensibly and responsibly.	2.C. Good Governance — A city that delivers reliable services, operates transparently, uses city resources responsibly, and builds strong relationships with residents.

Connected, Safe Infrastructure

Priority Statements V1	Outputs from Retreat	Recommendation
3.A. Safe, Connected Infrastructure — Safe, walkable, and well-maintained infrastructure and neighborhoods that connect people and places.	3.B. Safe, reliable, and well-maintained infrastructure and neighborhoods that connect people and places with an emphasis on walking, biking and transit.	Retreat Output: 3.B. Connected, Safe Infrastructure — Safe, reliable, and well-maintained infrastructure and neighborhoods that connect people and places with an emphasis on walking, biking and transit.

Diverse, Affordable, and Dignified Housing

Priority Statements V1	Outputs from Retreat	Recommendation
4.A. Diverse, Affordable Housing Options — A range of affordable and attainable housing options for people who choose to live here.	4.B. Diverse, Affordable, and Dignified Housing Options — A range of quality, affordable and attainable housing options for all people who want to or already reside in SLP.	4.C. Diverse, Affordable, and Dignified Housing — A range of quality, affordable and attainable housing options.

Climate Leadership and Natural Spaces

Priority Statements V1	Outputs from Retreat	Recommendation
5.A. Natural Spaces & Environmental Stewardship — Well-maintained parks and natural spaces, supported by sustainable practices that care for people and the planet.	5.B. Natural Spaces & Environmental Stewardship — Advance sustainable practices that care for people and the planet, including well-maintained parks and natural resources.	5.C. Climate Leadership and Natural Spaces — Climate leader that cares for the planet and maintains vibrant parks that connect people and nature.

Hennepin County

Minnetonka Boulevard reconstruction project

Jason Staebell

3/23/2026





Project overview

Project schedule

Public Engagement

Concept overview

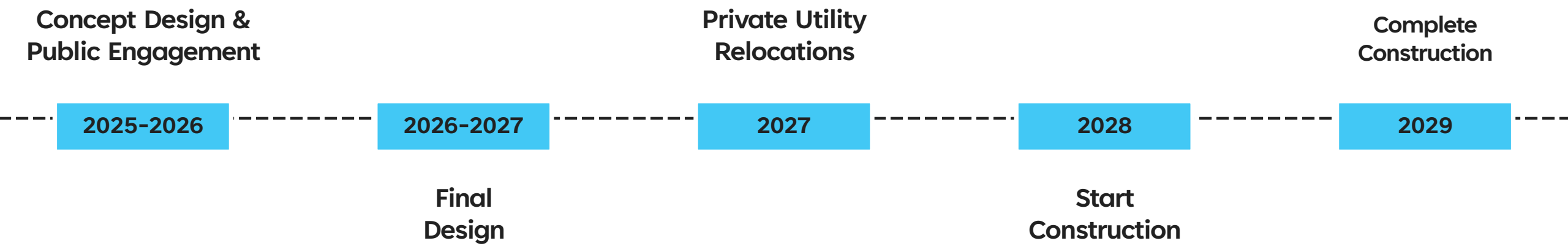
Recommendation

Project overview

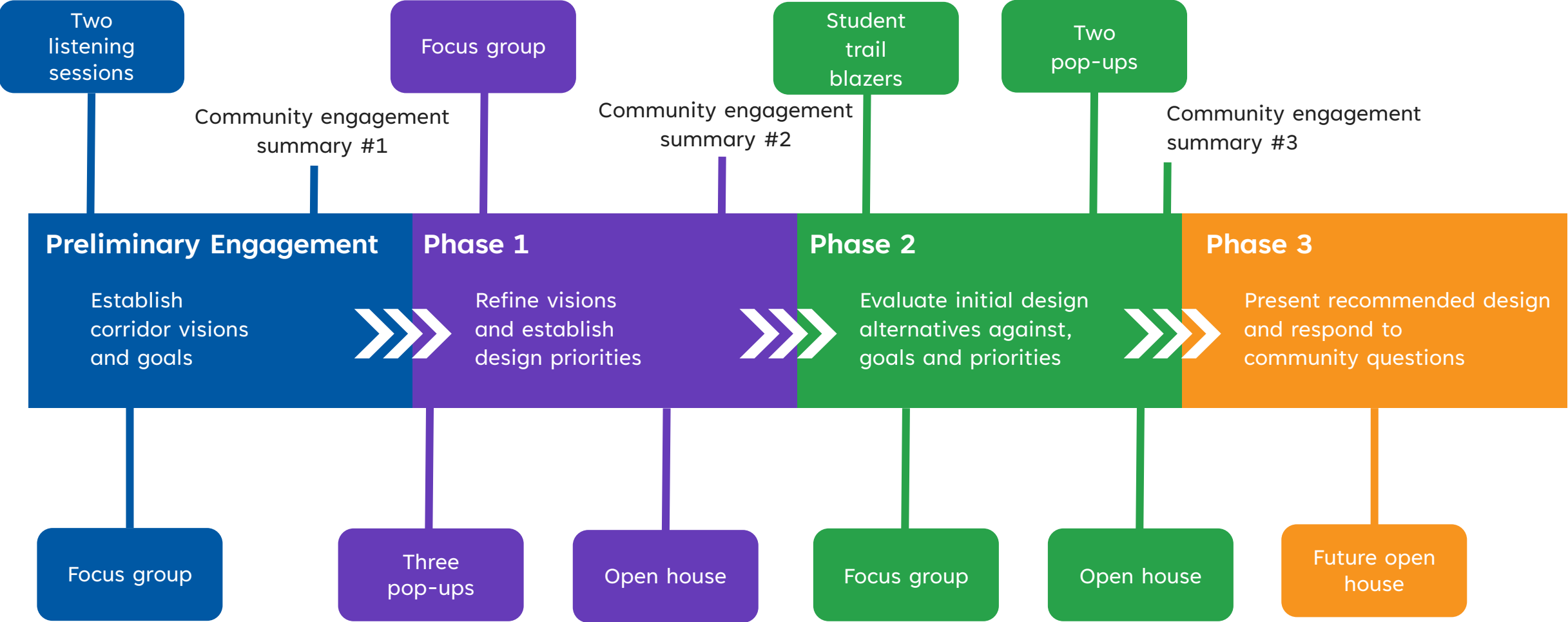
Reconstruct Minnetonka Boulevard from Hwy 100 to Aquila avenue, continuing work from the east. This Segment was last full reconstructed in 1956



Project schedule



Progression of engagement



**Business engagement via door knocking occurred at each phase for the project*

Project goals



Improve the comfort and ability to travel on Minnetonka Boulevard for all roadway users



Improve access to regional multimodal networks



Design a welcoming and slower people-friendly street



Design the street to complement business shopping and dining for people who bike and walk



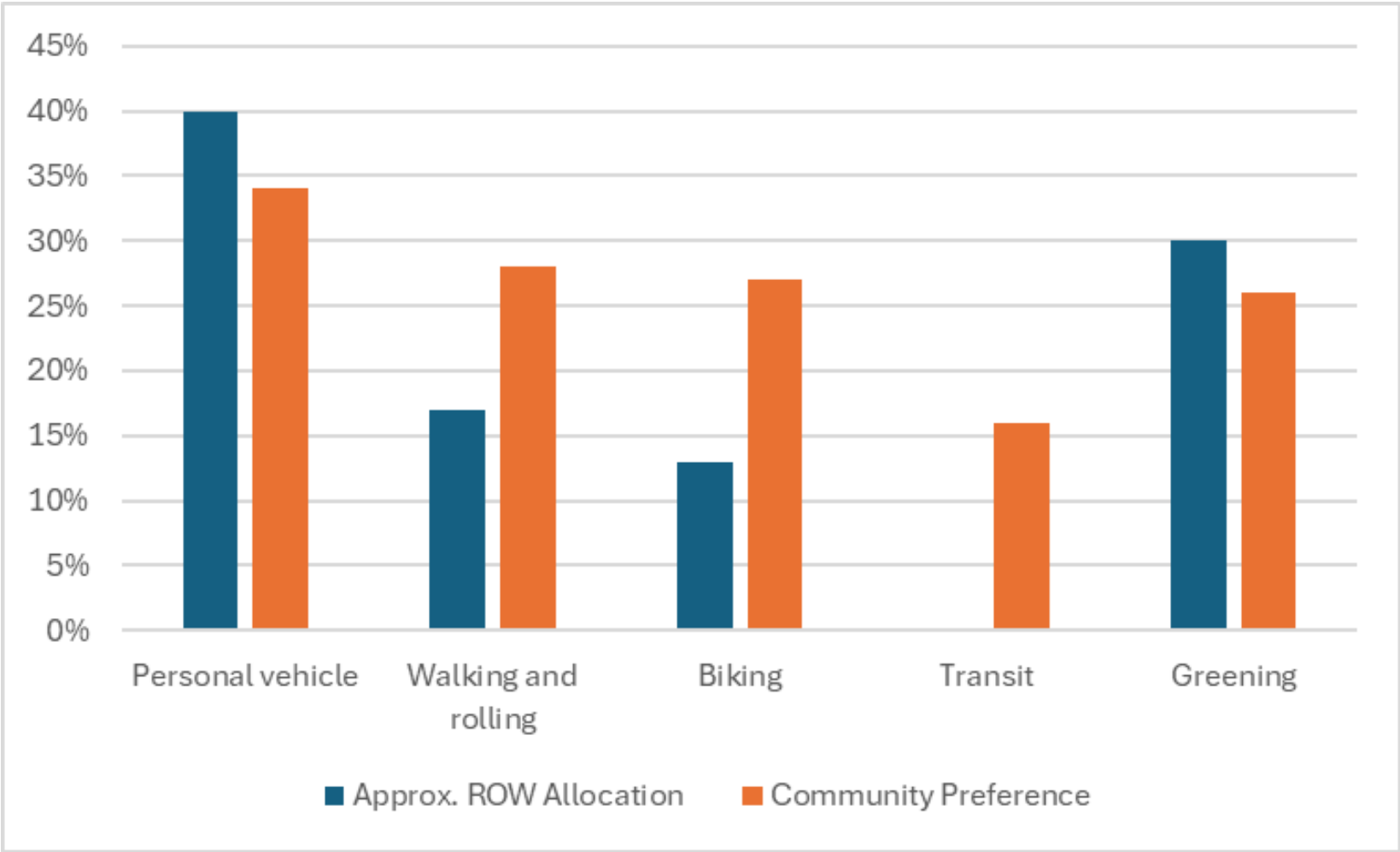
Improve transit access and comfort



Create a greener and more vibrant streetscape

Modal priorities

Community members desire a multi-modal boulevard with space for walking, biking, and transit, as well as space for vehicle traffic and greening.



Engagement snapshot

186

Online survey responses

100

People engaged at in-person events

2

Pop-up events

1

Focus group

1

Public open house



Project staff talk through the design concepts at the October focus group (top left). Staff chat with community members at the September bike to work event (top right). Staff complete a kid's activity with open house attendees (bottom).

Concept A: Separate biking and walking paths

Features

- One-way bikeway on each side
- Sidewalk on each side
- Similar to Cedar Lake Road

Benefits

- Designated areas for bicycles and pedestrians
- Minimizes tree removal

Tradeoffs

- Reduced boulevard width for planting new trees.
- Creates feeling of wide road
- Operational concerns
- Snow removal challenges



Concept B: Two-sided shared-use trails

Features

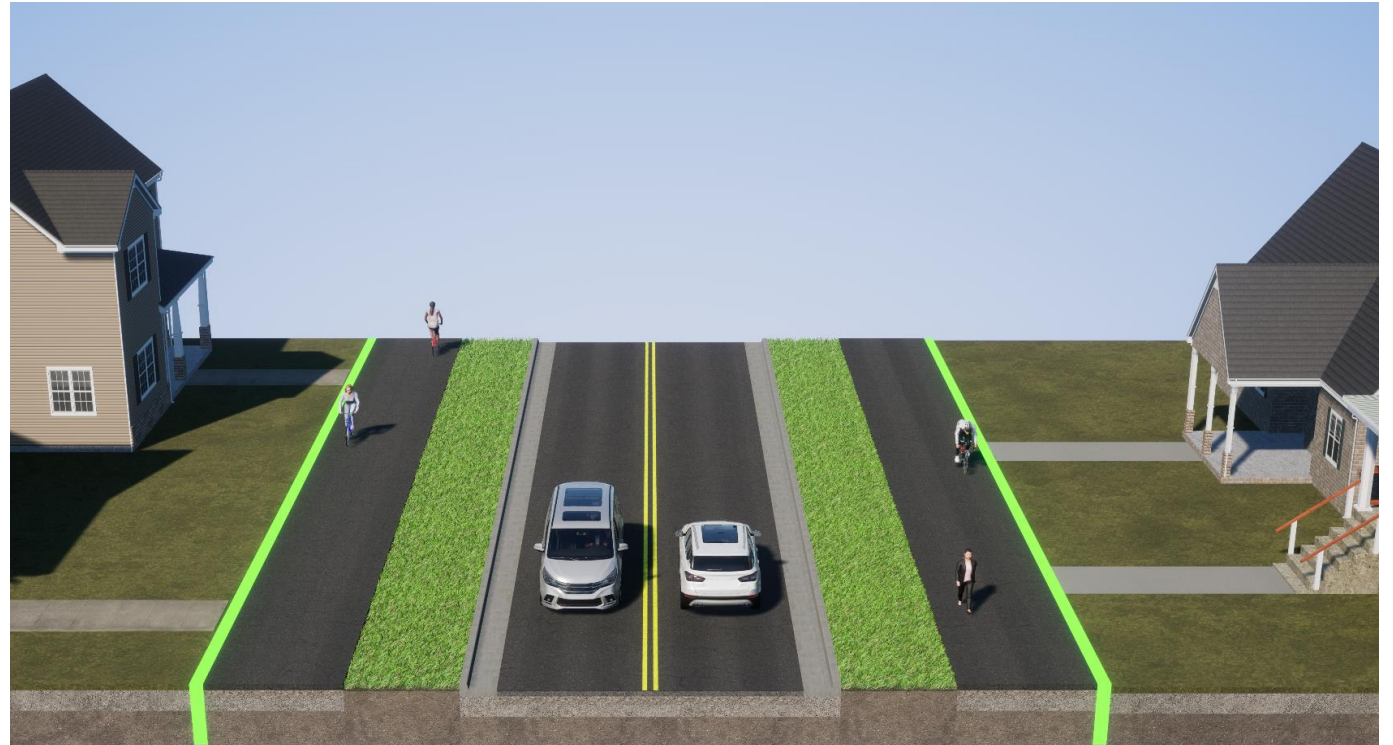
- Shared use trail on each side
- Comparable to Phase 1 project east of Hwy 100

Benefits

- Best option for all ages and abilities
- Two directional facility on both sides
- More tree removals but still preserves priority trees
- Maximum separation for users
- Snow removal with existing staff

Tradeoffs

- Pedestrian and cyclist share the space



Concept C: One-sided shared use trail and sidewalk

Features

- Shared use trail on one side
- Sidewalk on the other side

Benefits

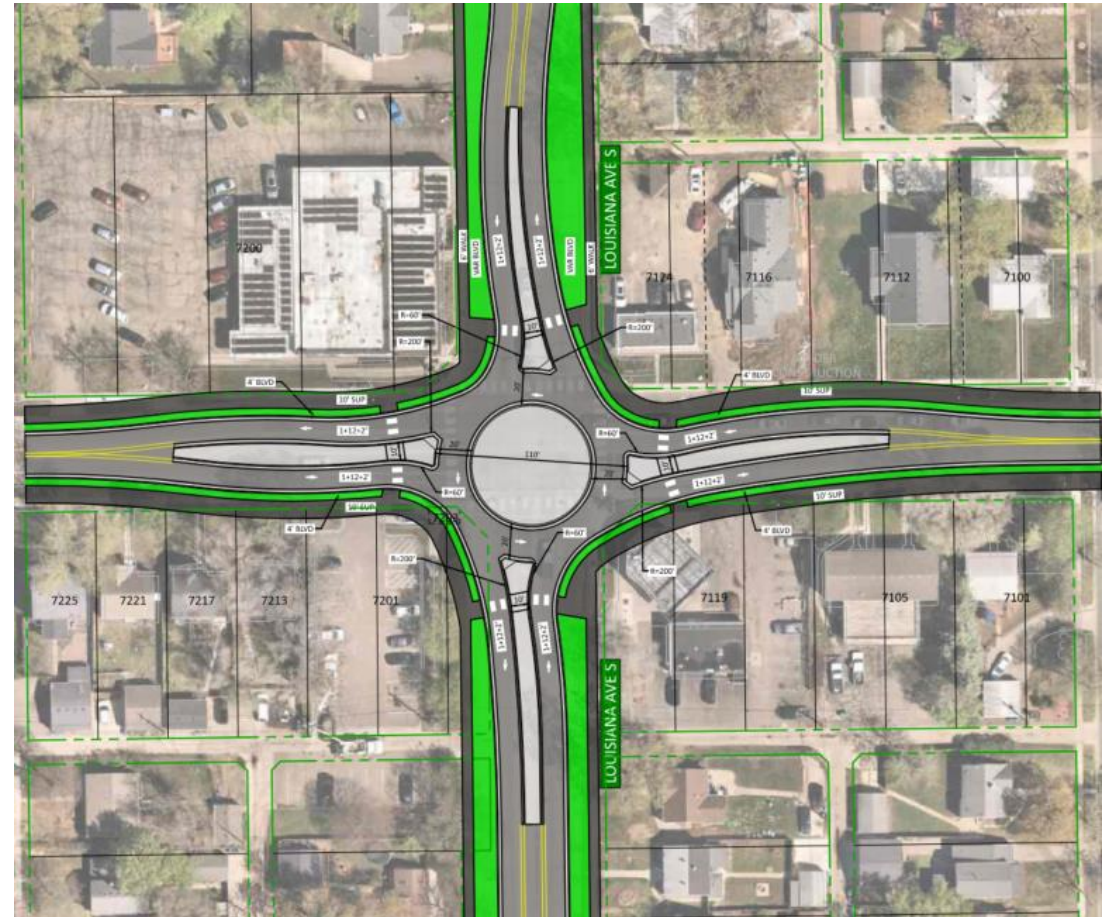
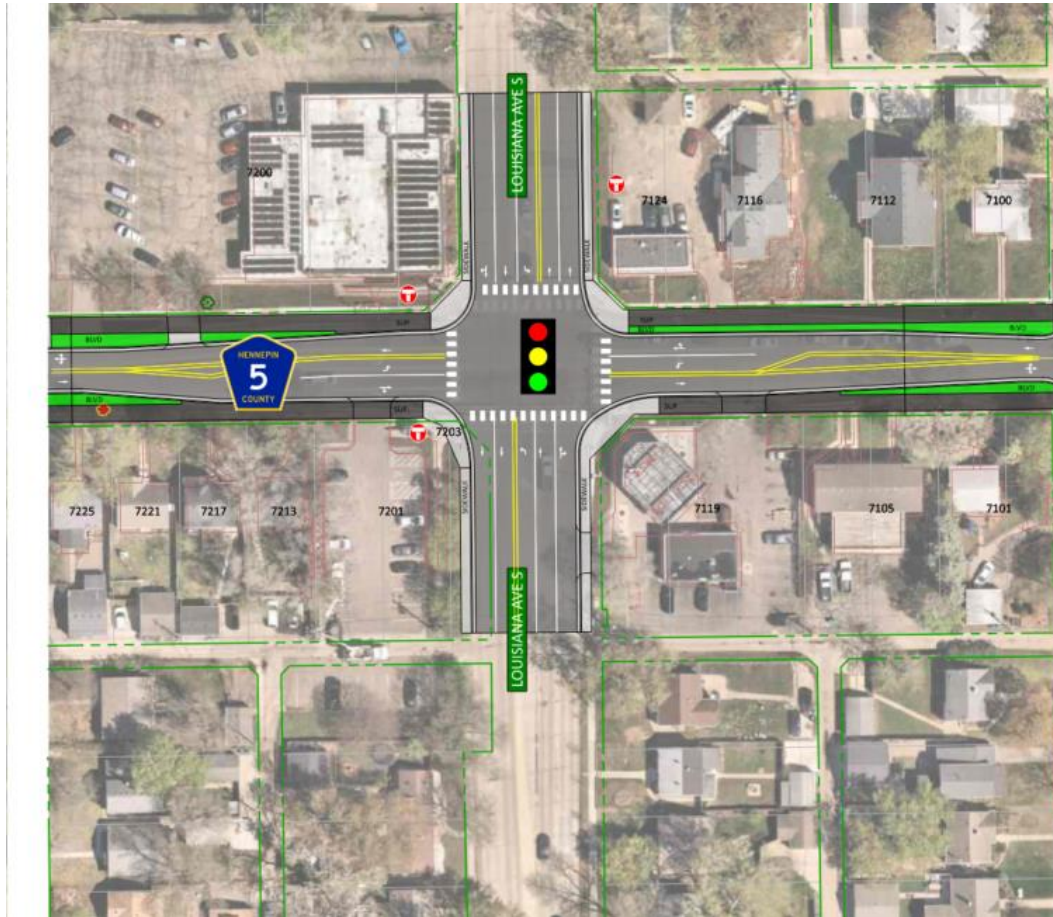
- Minimizes tree removal
- Snow removal with existing staff

Tradeoffs

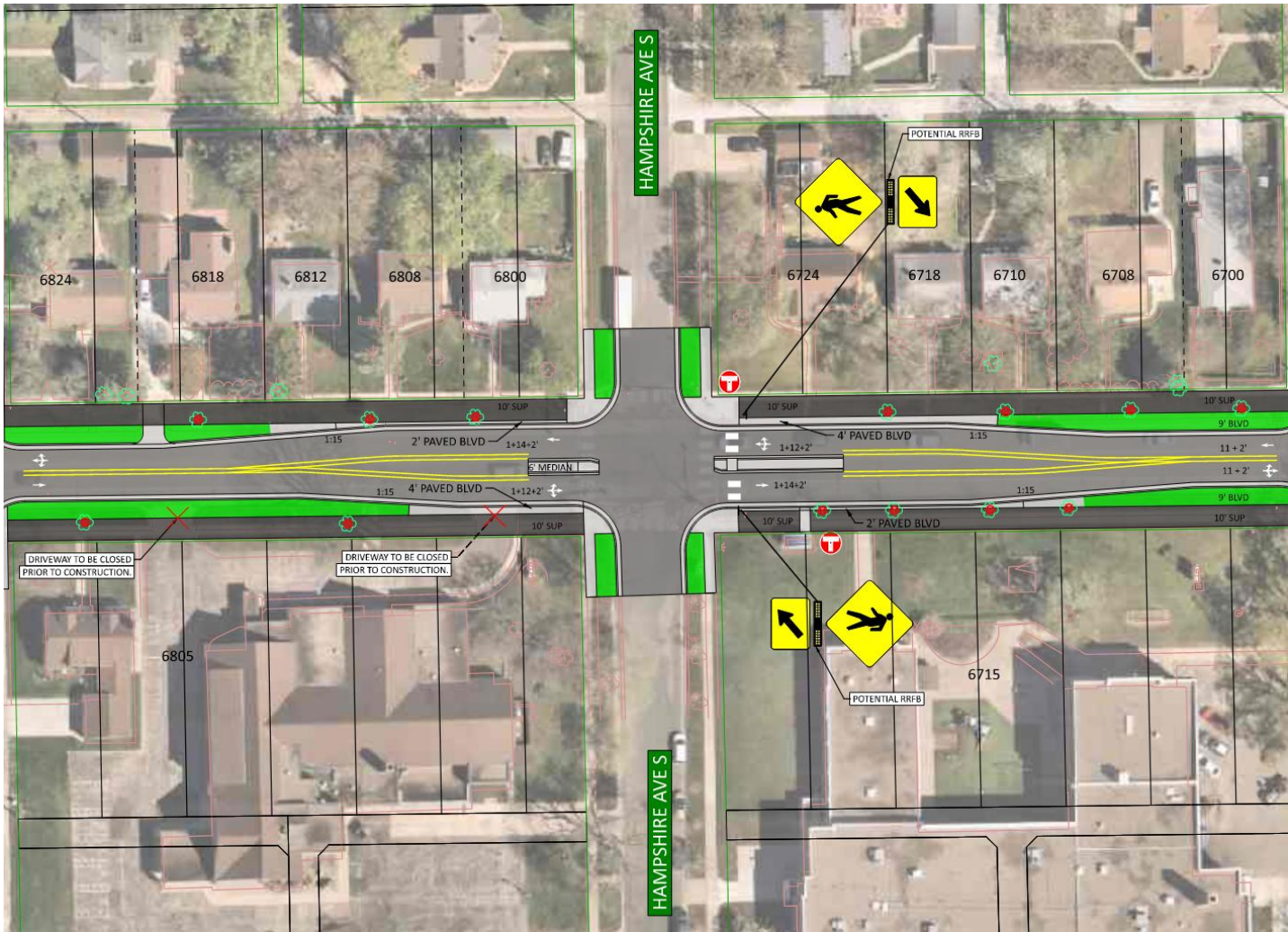
- Potential for pedestrian and cyclist conflicts
- Bicyclists must cross street to get to trail
- Bicyclists may use sidewalk



Traffic Signal vs Roundabout



Rectangular Rapid Flashing Beacon (RRFB)



Concept Evaluation

- All three concepts would improve the corridor.
- **Concepts A and C were set aside because both presented:**
 - Higher implementation and maintenance costs,
 - Snow maintenance challenges,
 - Operational challenges.

	Concept A	Concept B	Concept C
Existing Conditions			
Agency Goals			
Community Engagement			
Operations and Maintenance			

 Does not meet measure  Somewhat meets measure  Meets measure

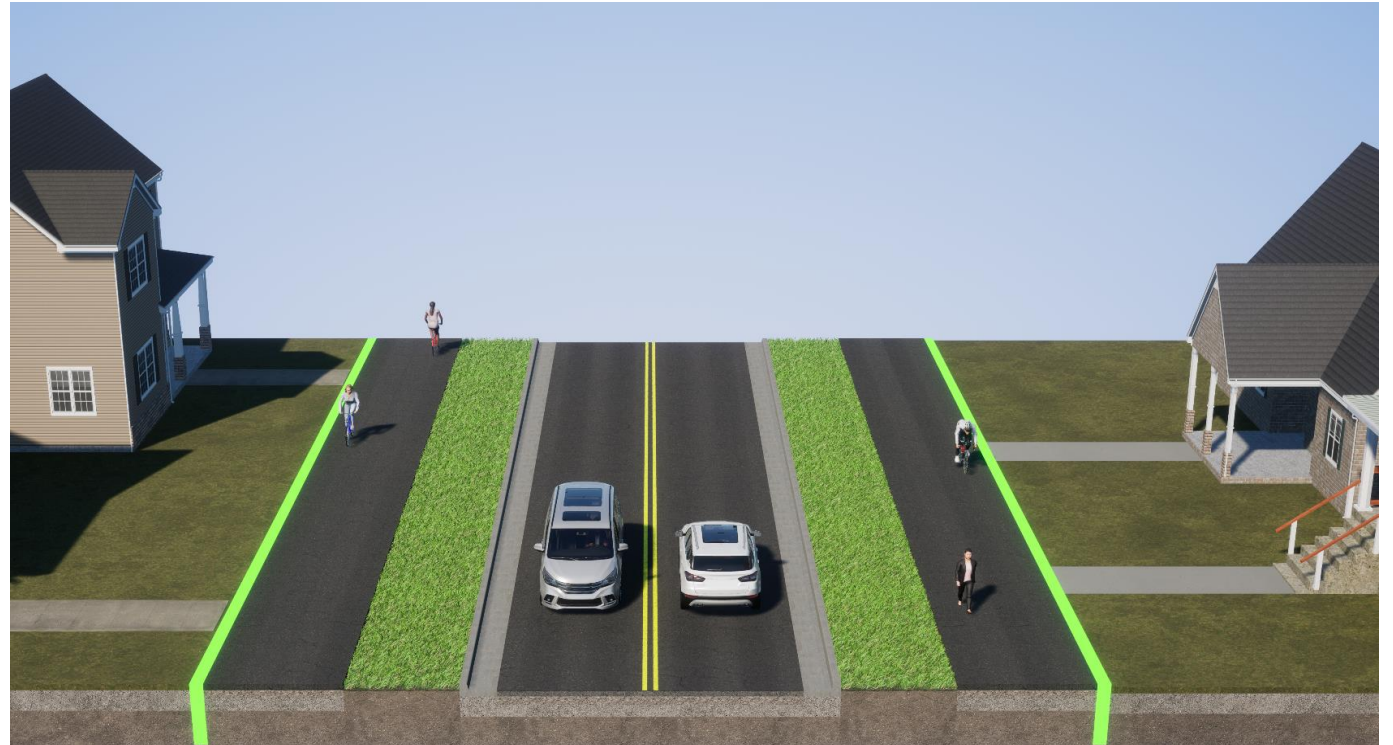
Recommended Design: Two-sided shared-use trails

Benefits

- Provides best all ages and abilities network for both pedestrians and cyclists
 - Removes the requirement of crossing Minnetonka Boulevard based on direction of travel for cyclists
- Provides good balance of mobility and maintenance
- Maintenance can be provided with existing city staff and minimizes operational challenges
- Creates robust new greenspace along the corridor that will allow new trees to be planted.

Tradeoffs

Pedestrian and cyclist share the space



Estimated Tree impacts

Tree removals from known utility work

- Watermain replacement = 35 trees
- Water service replacements = 28 trees

Additional Tree removals by Concept

- Concept A: 63 trees
- **Concept B: 95 trees**
- Concept C: 71 trees

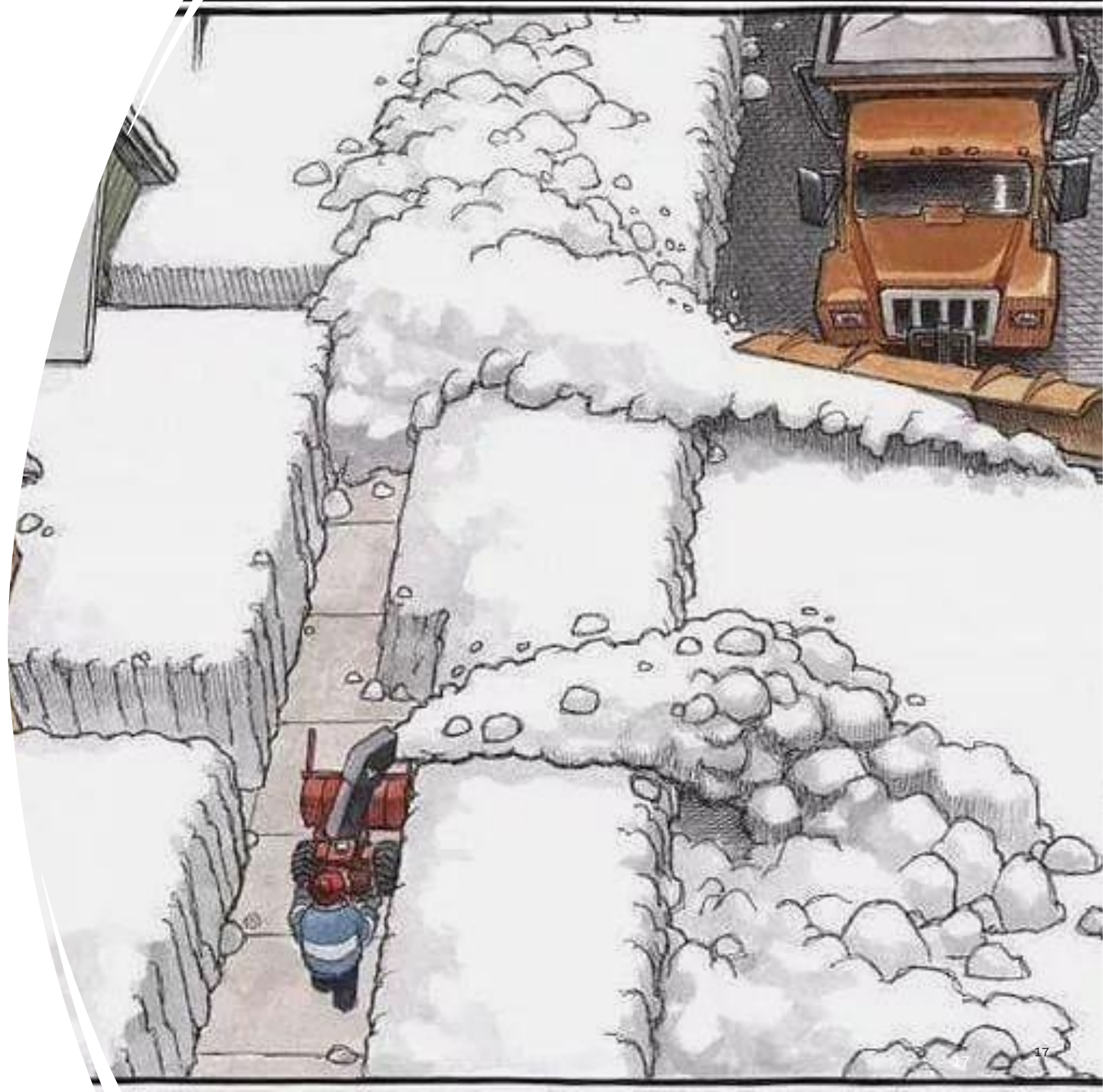
Total estimated tree removals for
Recommended Design: 158 trees

Opportunity for new trees planted after construction

- Concept A: Very little space available
- **Concept B: New wide Blvds between shared use path and road. Boulevard tree capacity estimate of 320 new trees pending species and spacing desires.**
- Concept C: Similar location for trees to be planted as Concept B

City Maintenance/operational challenges

- Snow removal staffing and level of service
- Parking on the bike facility
- Waste collection
- Trails – Parks Department
- Sidewalks – Utility Department



Snow Maintenance – Staffing and Equipment

Concept A

- One additional full-time staff
- One additional specialized snow removal machine
 - Higher upfront and yearly cost
 - Slower than snow removal equipment for Concept B
- Higher per snow event cost

Concept B

- One additional year-round piece of equipment
- No additional staff needed
- Lower per snow event cost

Concept C

- Can be done with existing equipment and staff



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Scan the QR code learn more and
sign up for email updates:



beheardhennepin.org/minnetonka-boulevard

