

Hennepin County

Minnetonka Boulevard reconstruction project

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5/4/2026



Recommended action

Mayor to open public hearing, take public testimony, and close public hearing.

Council decision on June 1.

Policy considerations

Does the city council support the preferred Concept B design for the Minnetonka Boulevard reconstruction project?

Does the city council wish to pursue the undergrounding of overhead utilities within this corridor?

Project overview

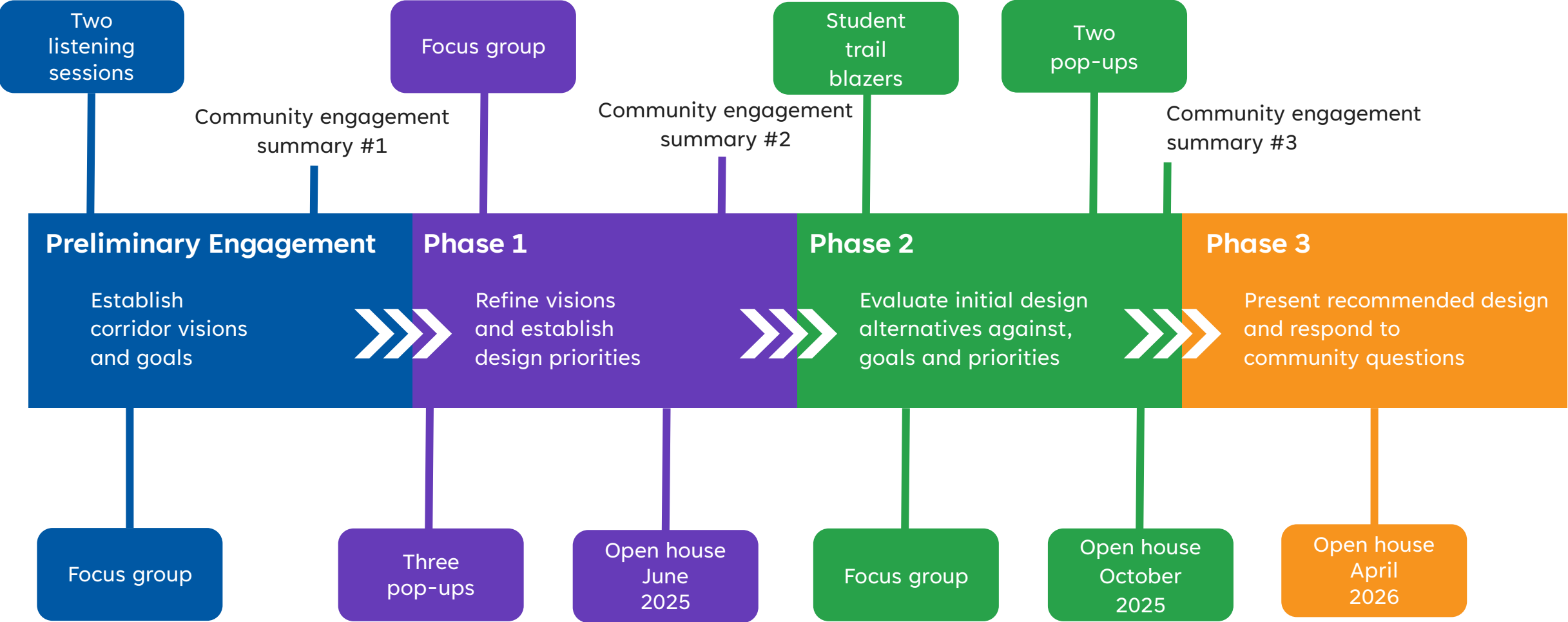
Reconstruct Minnetonka Boulevard from Hwy 100 to Aquila Avenue, continuing work from the east. This Segment was last fully reconstructed in 1956



Project schedule

2025-2026	2026-2027	2027	2028-2029
Concept Design & Public Engagement	Final Design	Private Utility Relocations	Construction

Progression of engagement



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

Engagement snapshot

This overview summarizes the community engagement and the public’s input on the reconstruction of Minnetonka Boulevard. We interacted with the community in a variety of ways, both in-person and virtually, in order to get as much feedback as possible.

How we heard from you



Community members share feedback about the boulevard alternatives at the open house in Fall 2025.

What we heard

Business impacts
Participants shared concerns about the impact of construction for businesses, off-street parking availability, access for deliveries, and right of way.



Pedestrian and bicycle conflicts
Off-street bicycle facilities were strongly supported, but participants shared concerns about bicyclist and pedestrian conflicts with shared paths.

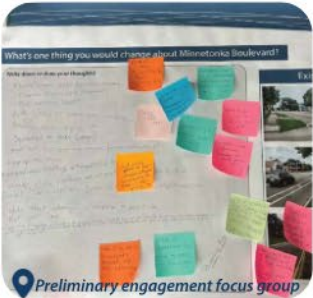


Comfort
Amenities like benches, trash receptacles, and lighting were frequently noted by participants. Improving sightlines and sidewalk accessibility was also discussed.



Pedestrian safety
Participants often shared the need for shorter crossing distances, lighting, raised crosswalks, and flashing pedestrian signs to feel safe crossing Minnetonka Boulevard.

Greenery
Preserving trees, boulevard space, and incorporating more greenery were frequently mentioned across all engagement activities.



Traffic calming
Community members desired traffic calming treatments such as curb extensions and medians especially near schools, parks, and high-traffic intersections.



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

Concepts

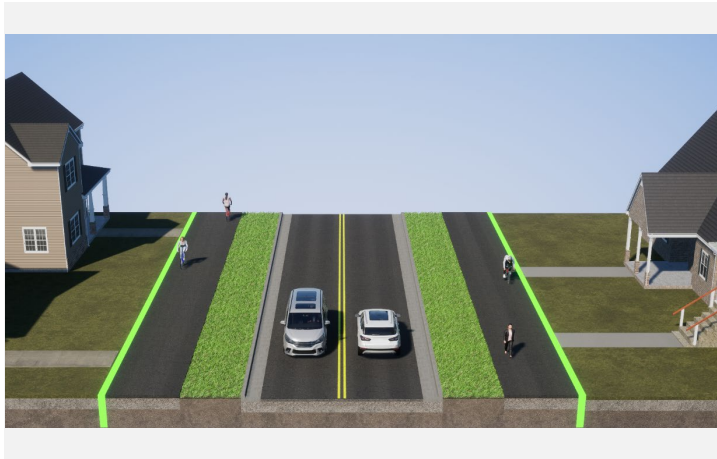
Concept A

Separate biking & walking paths



Concept B

Two-sided shared-use trails

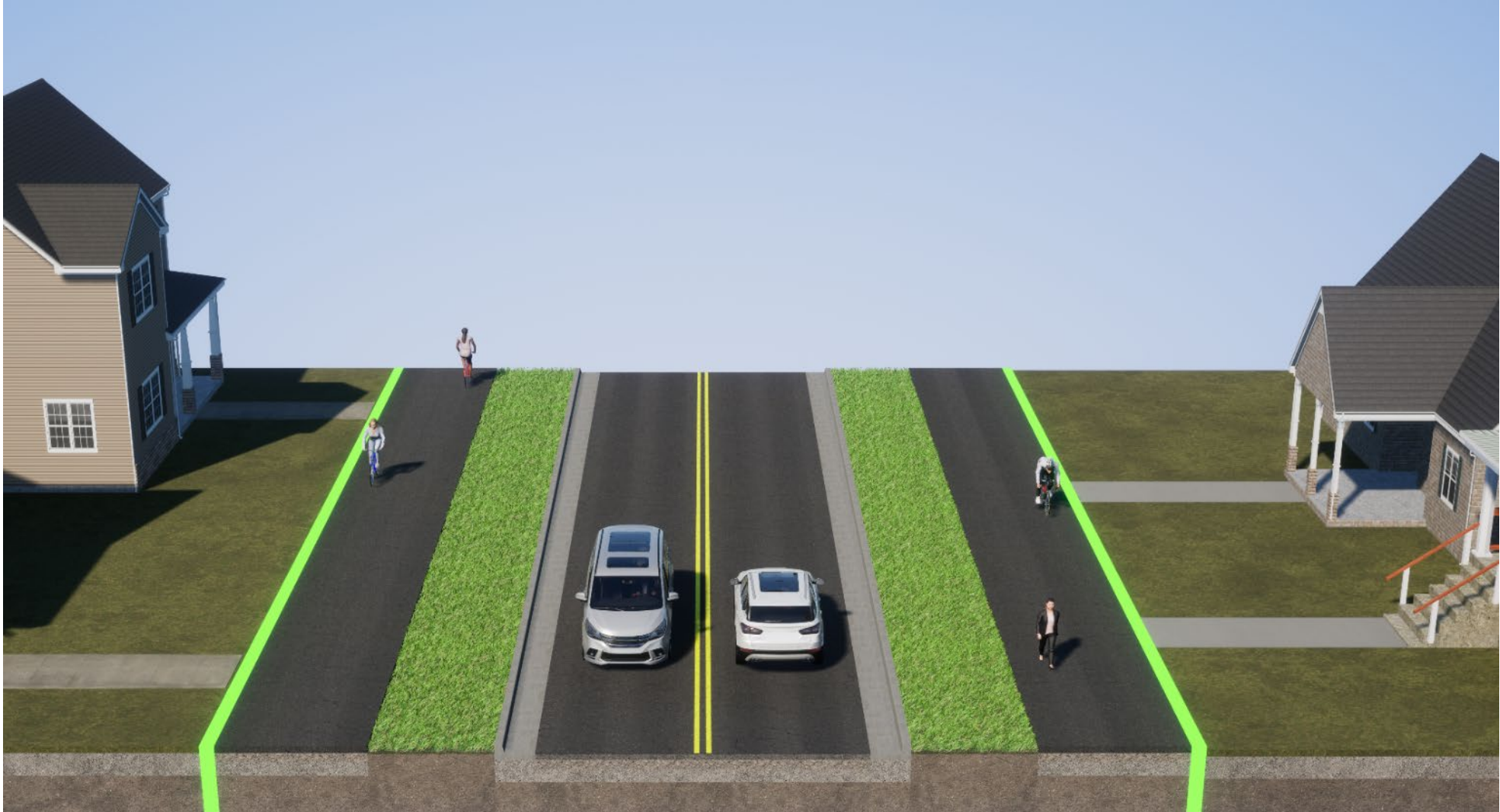


Concept C

Shared-use trail & sidewalk



Recommended design: Two-sided shared-use trails



Concept evaluation

All three concepts would improve the corridor.

Concepts B was selected because it:

- Provides the best **all ages and abilities** network for both pedestrians and cyclists
 - Eliminates the need for cyclists to cross Minnetonka Boulevard depending on travel direction.
- Maintains a large greenspace that supports new tree planting.
- Does not require the city to hire additional full-time staff to maintain the current level of service and minimizes operational impacts.
- Offers lower implementation and long-term maintenance costs.
- Strikes an effective balance between mobility and maintenance needs

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

 Does not meet measure  Somewhat meets measure  Meets measure

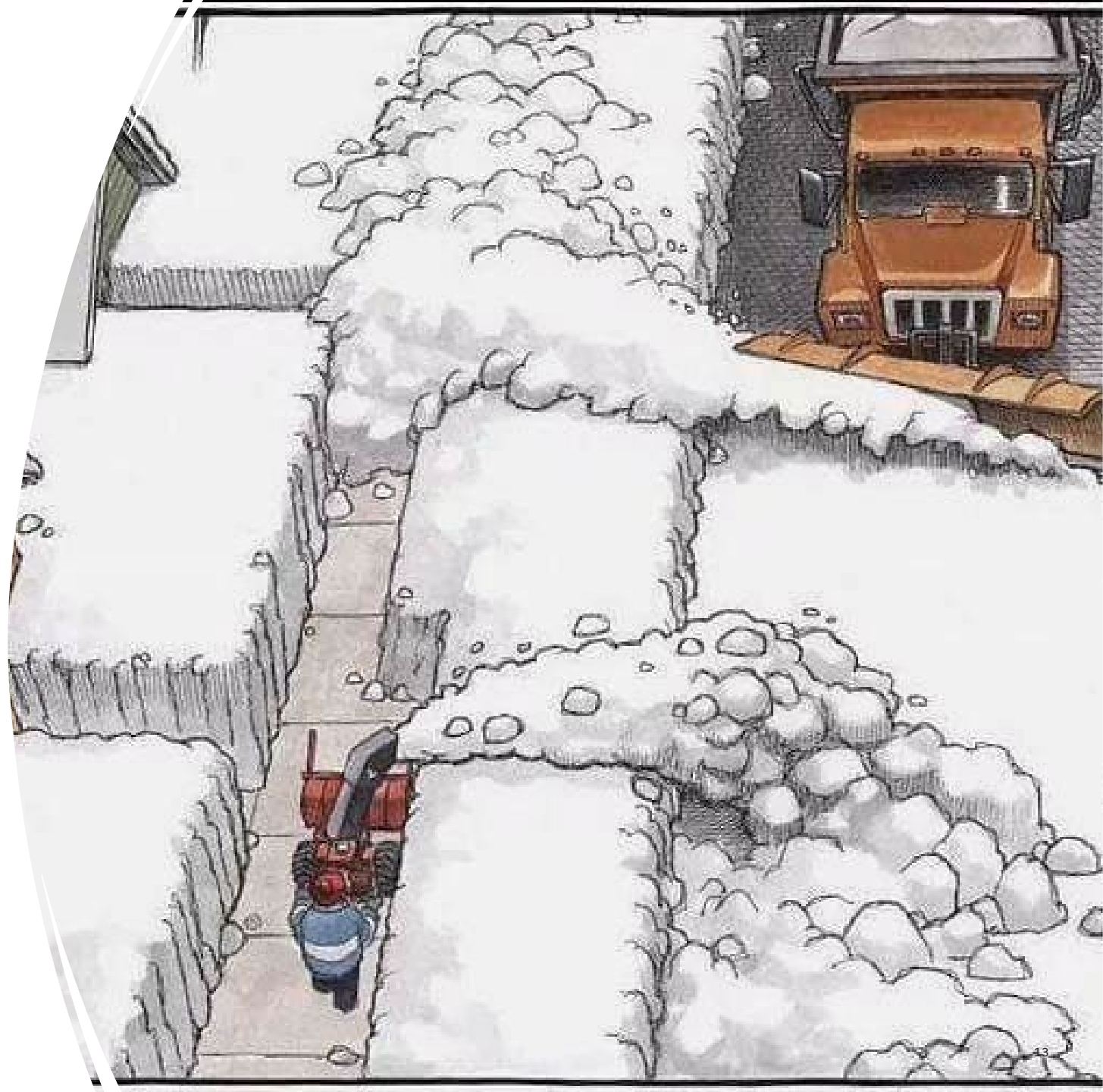
Estimated tree removal

The preferred concept requires the removal of approximately 175 trees, 39 being larger than 6 inches. However, the design includes new, wider boulevards between the roadway and the shared-use paths. These boulevards will provide significant opportunities for replanting once construction is complete.

Based on available space, species selection, spacing requirements, and utility locations, the new boulevard areas are expected to accommodate approximately 320 new trees.

City maintenance and operations

- Snow removal: personnel and level of service
- Parking on the bike facility
- Solid waste collection



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 snow removal cost

Concept B

One additional year-round piece of equipment

No additional staff needed

Lower snow removal cost

Concept C

One additional year-round piece of equipment

No additional staff needed

Middle snow removal cost



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Utility undergrounding

Overhead utilities are present in two sections of the corridor.

- East of Blackstone Avenue
- West of Oregon Avenue
- No overhead utilities are present between Blackstone Avenue and Oregon Avenue

Undergrounding of utilities is not required to accommodate proposed improvements

- Poles would be relocated to the new boulevard space

City and County interested in undergrounding utilities



Utility undergrounding

Opportunity to coordinate with Xcel Energy as part of project

Preliminary cost estimate = \$5.5 M (not included in CIP)

- East of Blackstone Avenue = \$200,000
- West of Oregon Avenue = \$5,300,000

Potential increases in cost

- Right of way/easements for utility infrastructure (cabinets, transformers, etc.)
- Converting customer connections to underground service

Potential increases estimated at 5-20%

- East of Blackstone Avenue = \$210,000 - \$240,000
- West of Oregon Avenue = \$5,565,000 - \$6,360,000

Utility undergrounding

- Funding
 - Hennepin County's share capped at \$500,000 if the county commits funding to the work
 - Potential sources:
 - City Requested Special Facilities Surcharge (CRFS) – up to \$1,567,380 in a one-year period
 - General obligation bonds
- Next steps
 - Coordination meetings with Xcel
 - Develop utility relocation plans to finalize cost impacts



Funding and next steps

The total estimated cost for this project is \$39.22 million with Hennepin County covering \$26.20 million.

City of Saint Louis Park	CIP	Engineer’s Estimate
General obligation bonds	\$4,988,680	\$7,485,853
Sanitary sewer utility	\$700,000	\$502,300
Water utility	\$5,740,000	\$4,061,847
Minnetonka Blvd Reconstruction project city costs	\$11,428,680	\$13,050,000

Next Steps	
Preliminary layout approval	June 1, 2026
Final design	2026 and 2027
Approve cooperative construction agreement	2027
Private Utility relocation	2027
Construction	2028 and 2029

Recommended action

Mayor to open public hearing, take public testimony, and close public hearing.

Council decision on June 1.

St. Louis Park Police Department



Strategic Planning and Capacity Assessment



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in partnership with



ETHICAL
LEADERS
IN ACTION

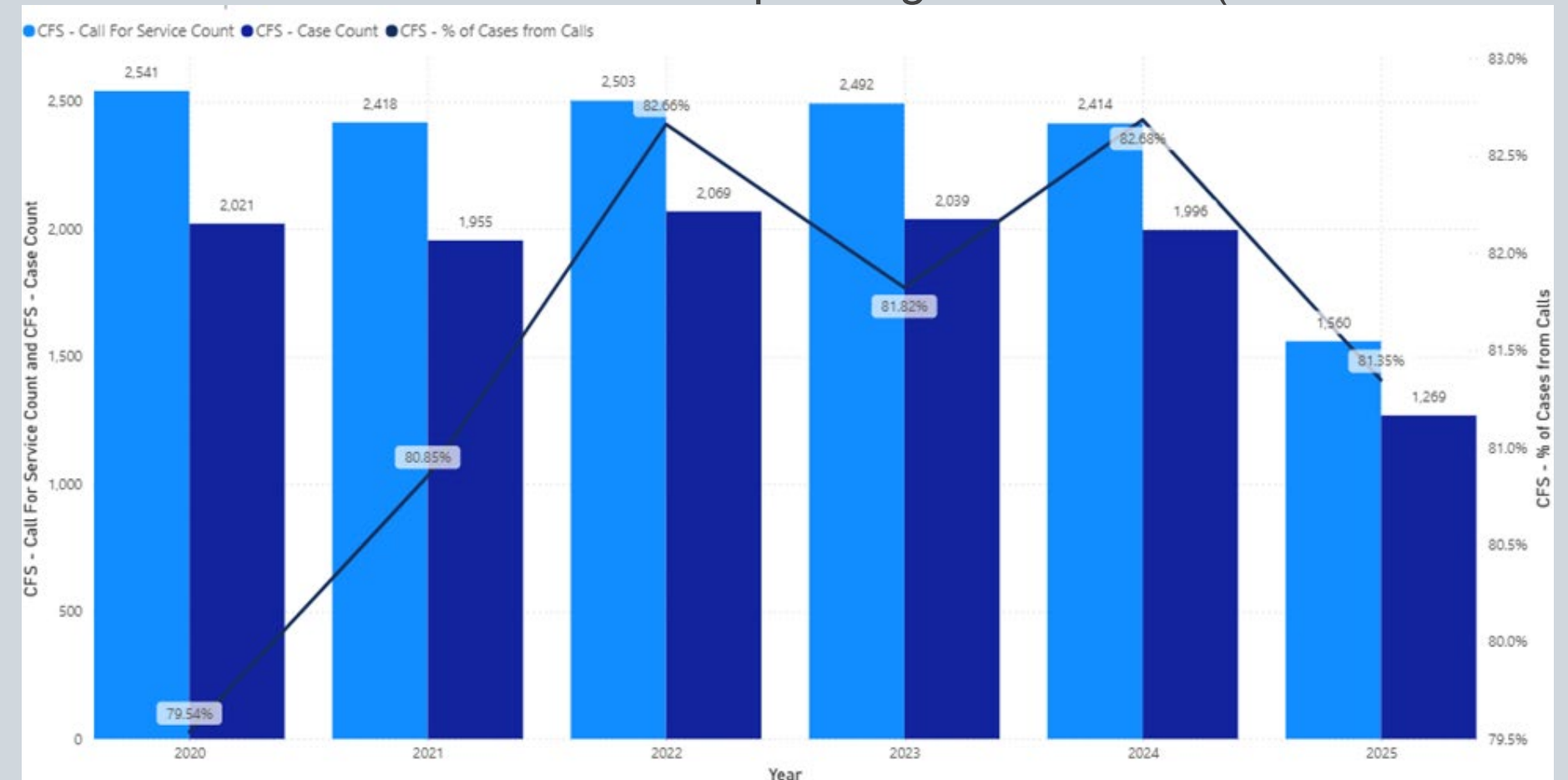
Phase I Vision
Phase II Readiness

Why This Matters Now

Policing is changing --and expectations are increasing

- More complex calls for service
- Increased expectations for follow -up and engagement
- Regional impacts and mobility of crime
- Continued strong community expectations

Part 1 Calls for Service and Corresponding Case Count (2025 YTD 8/31/25)



What We Did



Two Phase Approach

Phase I: Strategic Vision

- Community, staff and leadership input
- Defines long-term direction

Phase II: Capacity Assessment

- Staffing, operations and systems
- Evaluates ability to execute the vision



The Strategic Vision

A modern, community -centered policing model



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**STRONG
COMMUNITY
RELATIONSHIPS**

**PROACTIVE AND
PROBLEM-SOLVING
APPROACH**

**HIGH
PROFESSIONALISM
AND
ACCOUNTABILITY**

**COMMITMENT TO
EMPLOYEE
WELLNESS**



Our Key Finding

The department is strong, professional and aligned with modern policing expectations.

However:

Current staffing and support capacity do not fully support execution of that vision.

Hourly Patrol Staffing vs. Minimum Deployment Requirement

Hour	Days	Mids	Nights	Total Assigned	Minimum Required	Reserve Capacity
0-2	0	5	4	9	5	+4
3-5	0	0	4	4	3	+1
6-12	4	0	0	4	4	0
13-15	4	0	0	4	5	-1
16-19	0	5	0	5	5	0
20-23	0	5	0	5	5	+4

Reserve capacity reflects the number of officers available above or below the minimum required staffing level.

A value of zero indicates no margin for training, leave, court, or other absences. Negative values indicate periods where minimum staffing is not met without overtime or reassignment.

What's Driving the Gap

01

Increasing complexity
of service calls

02

Staffing vs.
deployable capacity
mismatch

03

Reliance on overtime
and redeployment

04

Expanded
expectations for
service delivery



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Operational Impacts

Current Operating Reality

- Patrol staffing at minimum levels
- Reduced time for proactive policing and innovative programs that define the SLPPD
- Investigative follow-up constrained
- Speciality units pulled into patrol
- Workforce strain and fatigue



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What This Means for St. Louis Park

- Shift toward reactive vs. proactive policing
- Reduced ability to meet community expectations
- Increased strain on workforce
- Limited capacity to build on existing strengths



Path Forward

- Align staffing with actual operational capacity
- Strengthen professional support functions
- Leverage technology for efficiency
- Protect speciality and proactive services
- Maintain focus on workforce wellness



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Next Steps



Review findings and priorities

Align on service expectations

Consider future investment direction

Use this as a framework for decision -making



Thank You



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Police Department Strategic Planning & Implementation Project

City Council Study Session Discussion

May 4, 2026

Police Leadership Report Review & Assessment

- Planning sessions held following Axtell Group report
- Engagement with department leaders
- Focus on 5 key areas:
 - Capacity
 - Wellness
 - Leadership support
 - Operational realities
 - Future priorities
- Strong alignment with Phase II findings

Strong Foundation to Continue Building Upon

- The SLPPD has an incredible staff that continues to deliver high-quality service
- Our staff achieves a great deal daily despite the challenges
- Strong public trust
- Reputation for excellence amongst our peers

Key Challenges: Capacity & Wellness

- Staffing gaps filled through overtime and redeployment
- Under-resourced specialty units and proactive policing
- Wellness concerns:
 - 12-hour shifts
 - Minimum coverage
 - Mandatory overtime
 - Frequent holdovers
 - Limited time off

Key Challenges: Leadership Support & Operational Realities

Leadership Support

- A profession getting younger
- Demands for increased transparency (data, presence, etc.)
- Managing risk

Operational Realities

- Leveraging technology for efficiency
- Preparing for light rail
- Increased training demands and agency coordination
- Increased density raises service demands

Current Actions & Near-Term Priorities

Work Already Underway:

- Data integration platform (launch Q2–Q3 2026)
- Recruitment & retention team established
- Updated training and leadership development

Near-Term Priorities:

- Increase civilian support roles
- Shift resources from unfilled sworn positions (short-term)
- Maintain flexibility to restore sworn staffing
- CAD/RMS upgrade – online reporting
- Additional technology efficiencies – ALPR, DFR

Strategic Direction & Policy Question

Strategic Direction:

- Report confirms strategic vision is correct
- Requires targeted investments and a multi-year approach (best addresses alignment to vision gaps and risk/liability concerns)
- Without investment, service reductions would need to be the solution

Policy Question:

- Does the council wish to address the gap between services desired of the police department and what they are able to sustainably deliver by reducing services, or planning for an increased financial allocation?