



St. Louis Park, MN

Safe Streets Action Plan

April 2026

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PROJECT TEAM

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- Debra Heiser, PE, Engineering Director

Technical Advisory Committee Members

- Travas Diersen, St. Louis Park Police
- Cary Smith, St. Louis Park Fire
- Laura Chamberlain, St. Louis Park Community Development
- Kala Fisher, St. Louis Park Public Works
- Pat Coleman, St. Louis Park Public Engagement
- Ben Sandell, St. Louis Park Communications
- Emily Ziring, St. Louis Park Building and Energy
- Kyle Fitterer, MnDOT Metro District
- Tom Musick, Hennepin County
- Kristi Sebastian, Federal Highway Administration (FHWA) | Minnesota Division Office

Stakeholder Committee Members

- Tom Sachi, Resident
- Ian Thomas, Resident/America Walks
- Dan Mollick, Resident
- Alex Calderone, Resident
- Quinn Thompson, Resident
- Steve Mollick, Resident
- Sandy Hicks, Resident
- Laurie Pape Hadley, Resident
- Dave Hanson, St. Louis Park School District

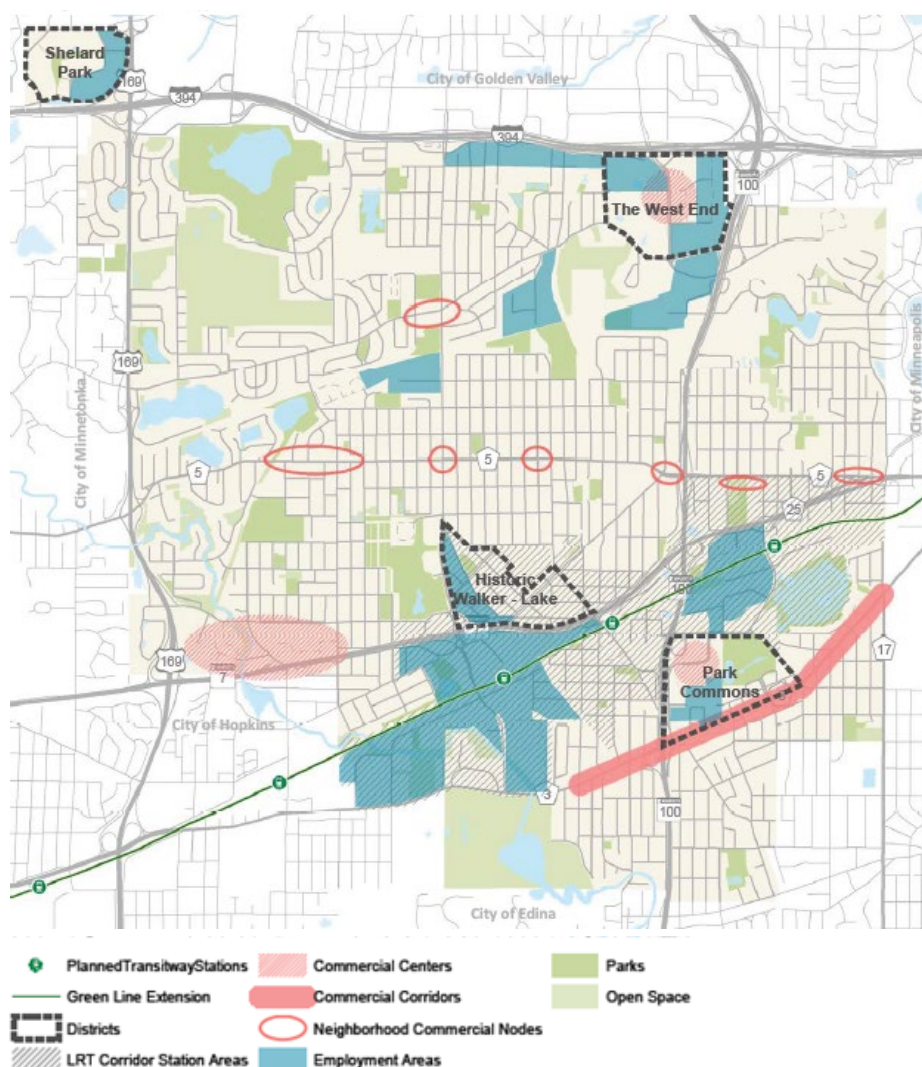
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- Jen Desrude, PE, Project Manager
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BACKGROUND

St. Louis Park (SLP) is a vibrant suburb located in Hennepin County, Minnesota, within the Minneapolis–Saint Paul metropolitan area. Known for its strong neighborhoods, diverse population, and commitment to equity and sustainability, St. Louis Park has a rich history dating back to the late 19th century and became an incorporated city in 1954. The city is home to approximately 50,000 residents and continues to grow as a welcoming, connected, and forward-thinking community. Geographically, St. Louis Park is located just west of the City of Minneapolis, offering direct access to downtown Minneapolis via express transit routes, regional trails, and the interstate and county road system. The city is bordered by Hopkins and Minnetonka to the west, Golden Valley to the North, Minneapolis to the east and Edina to the south. It is served by a network of regional highways, freight rail lines, and will have stops along the future METRO Green Line Extension (Southwest Light Rail Transit- see Figure 1), further enhancing its connectivity and multimodal transportation options.

Figure 1 - Place Types Framework (source: St. Louis Park 2040 Comprehensive Plan)



Community Origins

The St. Louis Park area was home to the Dakota people prior to the arrival of the first European settlers. However, it is unlikely there was much Dakota settlement that occurred in what is now St. Louis Park because of the predominance of marsh land. Most Dakota people settled near Bde Maka Ska, (formerly called Lake Calhoun) which is just east of St. Louis Park. The Dakota people were pushed west when white settlers came, and they ultimately were forced out altogether.

There is little data available to map the movements and settlements of the Dakota people who occupied the general area. The European settlers who followed in the 1850s were farmers, mostly British, Irish, or American-born. These settlers cleared the land of brush and trees to create farmsteads, which produced livestock and produce for a growing Minneapolis population. They also began to establish the social and political institutions that had guided and ordered their lives in earlier settlements, including government, education, and religious institutions.

Why is a Safe Streets Action Plan Needed in St. Louis Park?

While the city has made significant safety investments in the community over the past few decades, there is also an acknowledgment that every person deserves to be able to walk away from a crash. While eliminating all crashes is unrealistic, **the city is committing to a Vision Zero¹ 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.

While this goal is ambitious and will require significant collaboration across departments and with other agencies, this Safe Streets Action Plan provides a road map to work towards the goal and document progress for the community.

This plan was made possible by grants from the **U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program** and the **Minnesota Department of Transportation (MnDOT)**. The process allowed the city to take a **data driven approach to identifying and prioritizing actions** for reducing or eliminating serious injury and deadly crashes throughout St. Louis Park.

How the Action Plan was created

The Action Plan was built around a comprehensive and community-focused approach.

The process:

- Engaged local stakeholders
- Identified crash hot spots and high-injury network
- Provided recommendations for citywide safety improvements and initiatives
- Prioritized projects that address the most pressing safety issues
- Developed a process to ensure accountability and transparency

The action plan is guided by the **Safe System Approach**, which understands that people will sometimes make mistakes, but those mistakes should not result in life-altering or deadly consequences. This strategy calls for safer street designs, multiple layers of protection, and shared responsibility between the city, community members, and partner organizations. By working together, we can make sure that crashes don't become tragedies.

A core goal of the plan is equity.

It recognizes that different users and neighborhoods may experience different risks. The action plan looks closely at where severe crashes happen, especially in areas that have been historically underserved or where walking, biking and transit use are critical to everyday life, such as getting to work, the grocery store, or critical services such as healthcare.



Source: FHWA.

¹ [Vision Zero](#) is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

The action plan also supports other city goals outlined in the 2040 Comprehensive Plan (St. Louis Park Vision 3.0), including:



Equity: Investments are focused where safety needs are greatest, especially in disadvantaged communities.



Environmental Stewardship: Supports carbon neutrality goals by promoting safer routes for non-motorized travelers.



Neighborhood Strength: Safer streets support vibrant, connected communities.



Reliable Travel Options: Enhances safety for all travel modes, including walking, biking, driving, and transit.



Inclusive Engagement: Solutions are rooted in community input and lived experience.

The Action Plan Process

The following page shows the planning process for the Safe Streets Action Plan. The plan started in summer of 2024 and was completed in the winter of 2025/26. There were four main phases of the project:

Phase 1: Data Collection and Citywide Outreach

The city gathered crash data, evaluated risk factors, considered equity, and collected public input. This helped identify areas across St. Louis Park with the highest safety concerns and identify citywide trends.

Phase 2: Identification of Needs and Priorities

The city worked with the Technical and Stakeholder Committees to review public feedback and data collected, and worked with them to define, identify and prioritize needs and action items. The detailed data analysis and method for prioritizing projects and strategies is provided in the following chapters.

Phase 3: Implementation Plan Development

Once project areas and city-wide safety issues were identified, the project team and committees worked together to develop infrastructure recommendations and non-infrastructure related strategies (such as education programs and policy changes) to address the identified needs. This identification of needs and priorities provides opportunities to pursue outside funding sources to implement changes more efficiently.

Phase 4: Accountability and Transparency

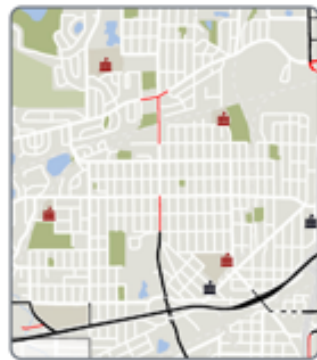
The Safe Streets Action Plan is an implementation plan meant to move action items forward. A large part of this is accountability. Each action item is assigned to a city department to champion the progress, and all action items have timelines for implementing changes. Once the plan is finalized, a public-facing dashboard will be created to show real-time progress on action items. This ensures the plan remains transparent, up-to-date, and responsive to the community's needs.

SAFE STREETS ACTION PLAN PROCESS

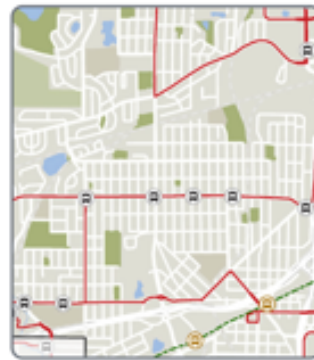
DATA COLLECTION



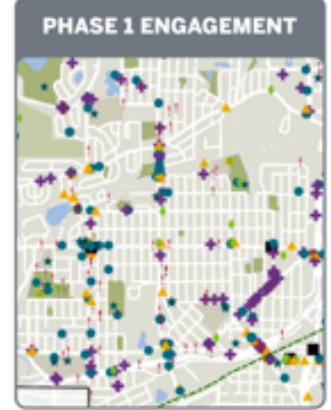
- 1 High Injury Locations**
High-Injury Network (HIN) and High-Injury Intersections



- 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



PHASE 1 ENGAGEMENT

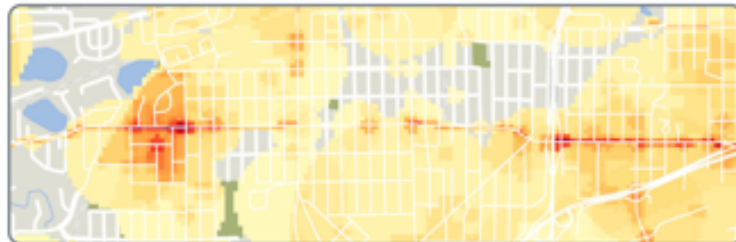
- 4 Citywide Identification of Needs**
Comment map and survey to collect community identified needs and priorities

- 5 Review of Systemic Safety Concerns**



PHASE 2 ENGAGEMENT – AGENCY AND STAKEHOLDER COLLABORATION

IDENTIFICATION OF NEEDS AND PRIORITIES



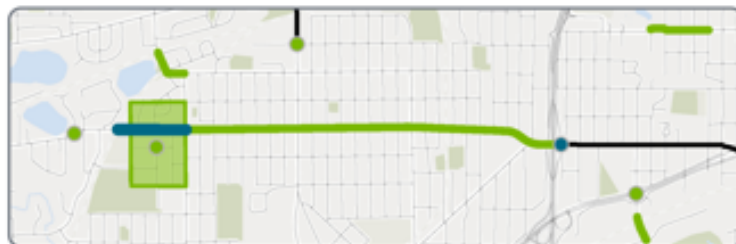
- 6 Location-Specific Priorities**

- 7 Identification of Systemic Needs**



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

PHASE 3 ENGAGEMENT - INTRODUCING DRAFT RECOMMENDATIONS

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

Summer-Fall 2024

Winter 2024-25

Spring-Fall 2025

Winter-Spring 2026

SAFETY ANALYSIS

Working towards eliminating deadly and serious injury crashes is at the heart of the Safe Streets Action Plan process. This process is both reactive, looking back at where fatal and severe injury crashes have occurred, and proactive, looking at where people are at higher risk.

The city's 2040 Comprehensive Plan identifies the need to prioritize safety investments in line with the modal hierarchy: pedestrians first, bicyclists and transit riders second, and people driving in vehicles third. Findings from the safety analysis support this approach, with pedestrians and bicyclists making up only 3% of total crashes, but 44% of fatal and severe injury crashes (Figure 2).

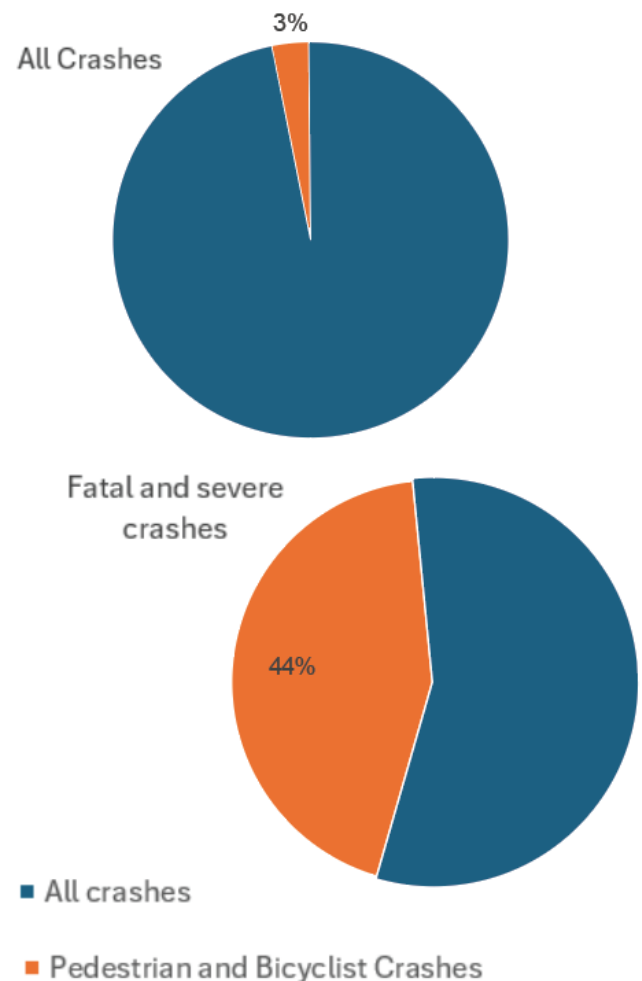
This is a trend that is consistent across the Twin Cities and across the country and is the reason this group is identified as **Vulnerable Road Users (VRU)**. Due to the higher risks for VRUs, non-serious injury and non-fatal crashes for pedestrians and bicyclist were reviewed, since these crashes can more easily result in a fatal or severe injury in the future.

City-wide Crash History

Ten years of crash data (2014-2023) was collected and analyzed using the statewide crash database.² The data included crashes on city, county and state-owned roads with at-grade intersections where two or more directions of travel interact.³ This information was used to develop both a High-Injury Network (HIN) and Top Injury Intersections list. Table 1 provides an overall summary of the data.

Over the past decade, there were roughly 6,000 crashes, with 1% of crashes resulting in a fatal or severe injury, 25% of crashes resulting in at least a minor injury or possible injury, and 3% involving a pedestrian or bicyclist. Since the goal of the plan is to focus on safety, and reducing fatal and severe injury crashes, the analysis focused on the 25% of crashes that involved injuries as well as all pedestrian and bicyclist crashes. While some locations may experience high rates of crashes or feel unsafe, they may not show up as high-injury locations due to "property damage only" or no history of pedestrian or bicyclist involved crashes.

Figure 2 – Percentage of all crashes that involved a pedestrian or bicyclist vs percentage of fatal and severe injury crashes that involved a pedestrian or bicyclist



² MnDOT Crash Mapping Analysis Tool (MnCMAT2).

³ Crashes that occurred on the mainline for state highways (Interstate 394, Hwy 100 and Hwy 169) were excluded since these are not owned by or interact with city or county roads. Ramp interchanges were included in the analysis.

Table 1 - Summary of 10-year crash analysis (2014-2023)

Crash Type	Number of crashes	% of total crashes
All Reported Crashes	5936	100%
Fatal or Severe Injury Crashes	64 (5 fatal)	1.1%
Minor/Possible Injury Crashes	1413	23.8%
Property Damage Only	4459	75.1%
Pedestrian/Bicyclist Crashes	196	3.3%
Motorcycle/Moped/Scooter Crashes	47	Less than 1%

Figure 3 shows the crash totals by injury type over the past 10 years. Figure 4 shows the COVID related dip in annual crashes from 2020 to 2021 is consistent with Hennepin County and Twin Cities metro area COVID impacts and not related to city-specific trends.

Figure 3 - 10-year crash totals by year for the City of St. Louis Park

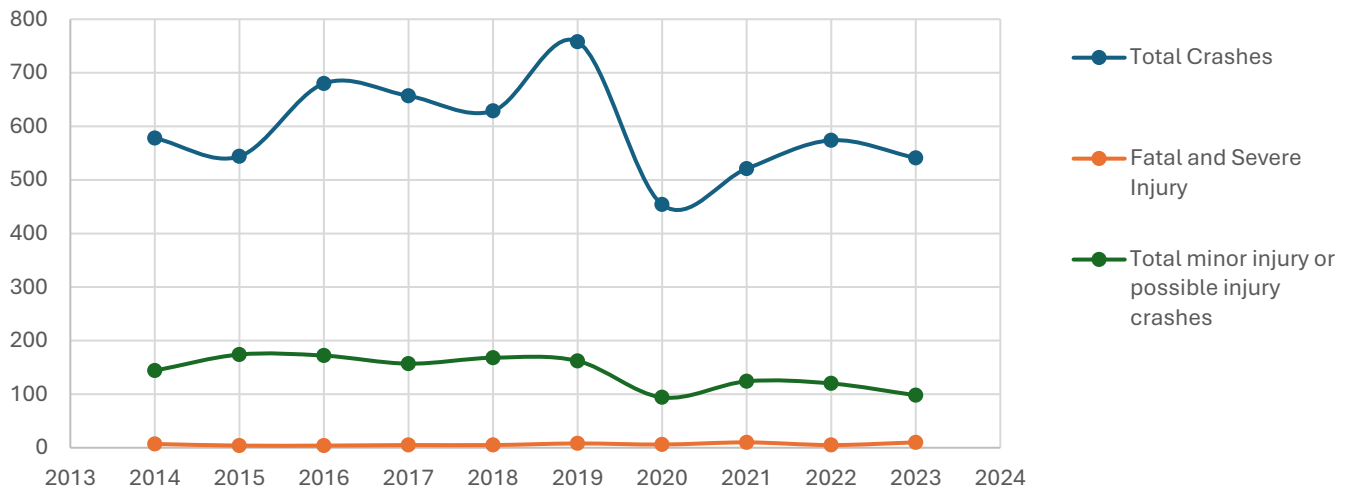
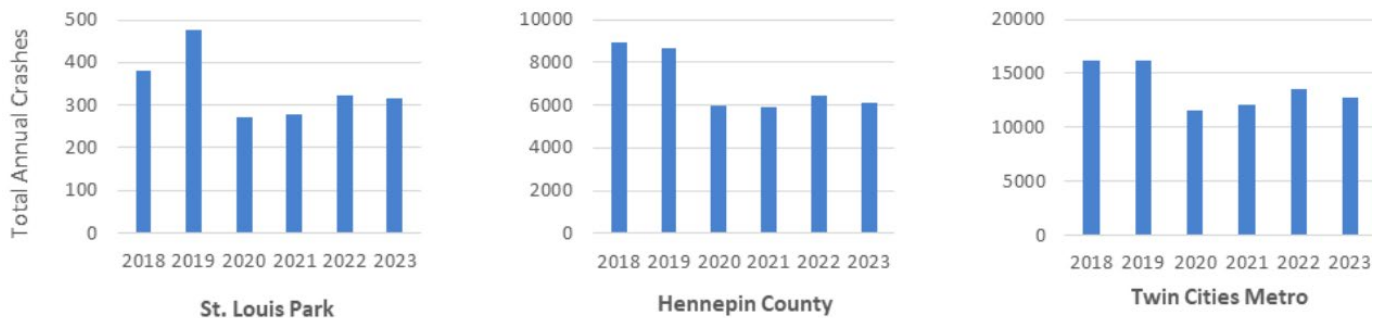


Figure 4 - Comparison of COVID impacts for total annual crashes on locally owned streets within St. Louis Park, Hennepin County, and the Twin Cities Metro Region from 2018-2023



Fatal and Severe Injury Crash Types

A total of 64 fatal and severe injury crashes occurred in the city over the 10-year period. Eliminating these crashes is the primary objective of the plan, so trends were reviewed to understand common factors for these crashes citywide. Both the types of road users and the types of crash factors were reviewed, and findings are shown below.

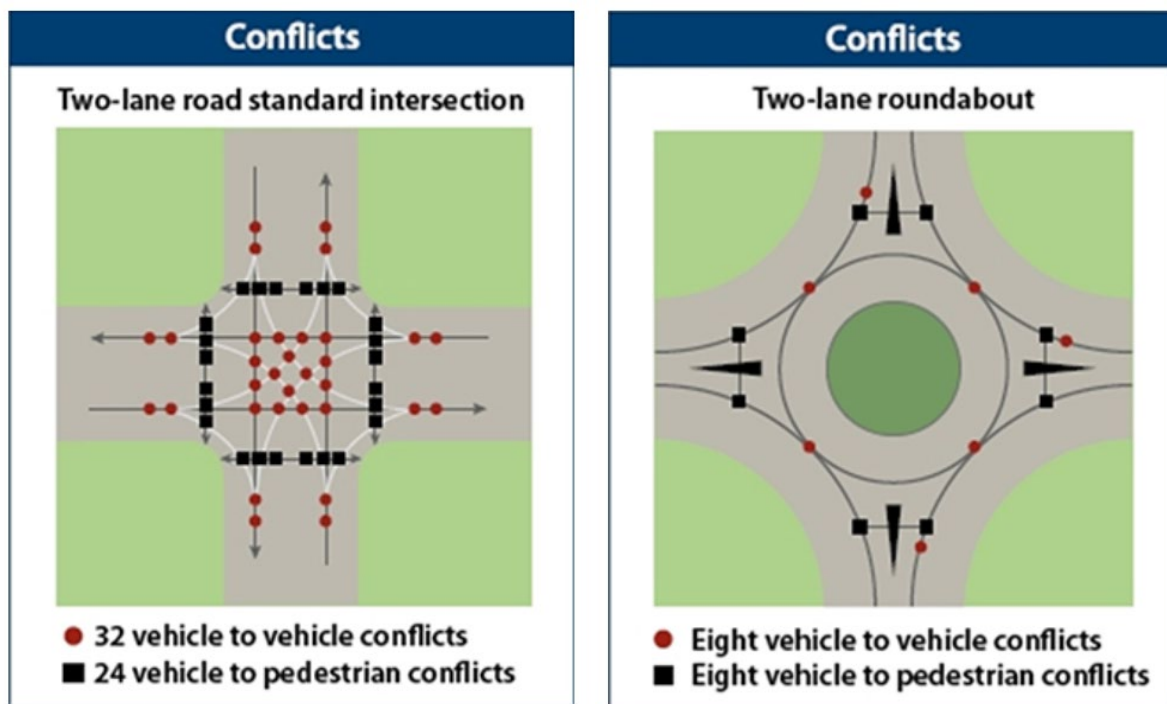
By User Type

- **Young Drivers:** While younger drivers (15–24) make up 11% of the population, they are involved in 25% of the most serious crashes.

By Crash Factors that were noted in 20% or more of fatal and severe injury crashes

- **Intersections:** 69%
- **Angle Crashes:** 33%⁴
- **Occurred at night:** 31%
- **Drivers were under the influence:** 20%
- **Single vehicle incidence:** 20%

Intersections and right angle crashes are typical of fatal and severe injury crashes. This is one of the reasons the city began implementing roundabouts at certain locations, to slow speeds and reduce high speed conflict points (Figure 5).⁵ Crashes that occurred at night, drivers under the influence, single vehicle crashes (indicating high vehicle speeds), and young drivers were additional citywide risk factors identified.



⁴ Includes 9 right angle bicyclist crashes with vehicles.

⁵ Roundabouts have been shown to decrease fatal injury crashes by 86%, severe injury crashes by 83%, and 42% for all injury crashes. [MnDOT office of Traffic Engineering](#)

High-Injury Network (HIN)

A High-Injury Network was created to highlight roads with a high density of injury related crashes. Each crash type was scored, with fatal and severe injury crashes ranked higher than minor injury crashes. A total of 12.75 miles of roadway were included in the city's final HIN map, shown in Figure 6 and Table 2.

- The HIN network makes up 7.5% of the road network⁶ 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.⁷

Table 2 - High-Injury Network Locations for the City of St. Louis Park (2024)

Location	Extents	Planned/Programmed Construction
Louisiana Ave	Wayzata Blvd to Franklin Ave	Completed in 2025
Louisiana Ave	Cedar Lake Rd to BNSF Railroad bridge	Approved for construction in 2026
Park Place Blvd	I-394 interchange to Cedar Lake Rd	None
Park Center Blvd	36 St W to Excelsior Blvd	None
Texas Ave	W 36 St to Hwy 7	None
Cedar Lake Rd	Rhode Island Ave to Louisiana Ave	Approved for construction in 2026
Minnetonka Blvd	US 169 interchange to Louisiana Ave	Hennepin County planned in 2028/2031
Minnetonka Blvd	Dakota Ave to Vernon Ave	Hennepin County planned construction in 2028
Minnetonka Blvd	TH 100 Interchange to Inglewood Ave	Hennepin County construction completed 2025
W 26 St ⁸	Natchez Ave to Joppa Ave	None
W 36 St	Boone Ave to Texas Ave	None
Hwy 7	Aquila Ave/Blake Rd to Wooddale Ave	Roadway lowering in 2028 between Texas Ave and Louisiana Ave to reduce vertical curve
Excelsior Blvd	Meadowbrook Ln to Kipling Ave	None
CSAH 25	Hwy 100 to Beltline Blvd	None

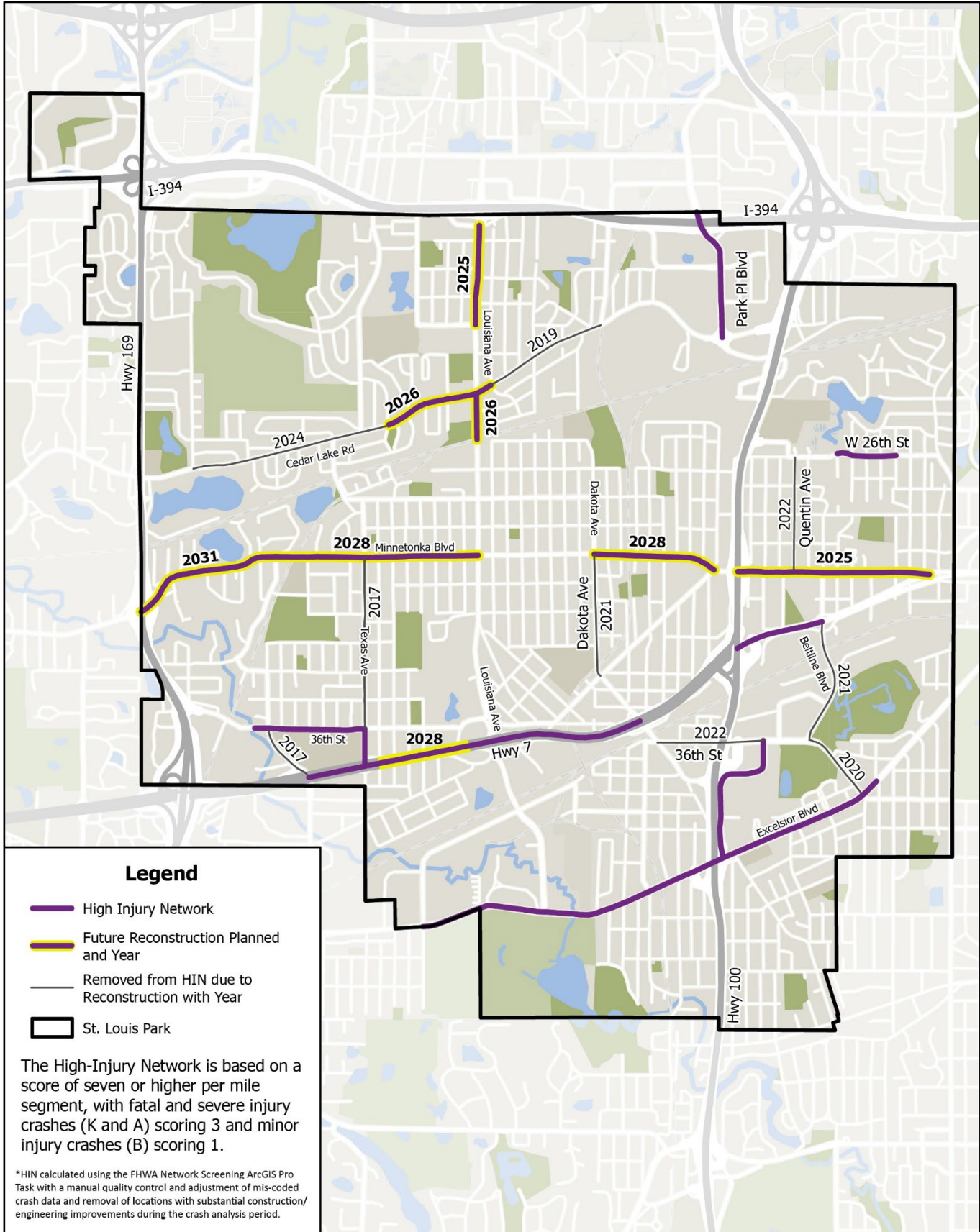
Notable in the analysis is that most of the locations included in the HIN are considered high-volume roads, many of which are county or state-owned roads. While the HIN can show important information about where the majority of injury severe crashes are occurring, it is unsurprising that they are occurring at high volume locations.

⁶ Measured in linear roadway miles

⁷ In addition to the HIN segments, eight additional segments were flagged by the crash analysis as part of the original High-Injury Network, but these locations were removed due to substantive reconstruction that occurred during the crash analysis period.

⁸ While W 26th Street met the criteria for the HIN, a review of crashes shows abnormal driver behavior as contributing factors in multiple crashes. In these situations, engineering solutions may not solve for the crash type, however it remains part of the HIN for methodological consistency and further review.

Figure 6 - High-Injury Network for City of St. Louis Park, MN (2014-2023)



Top Injury Intersections

To understand where fatal and severe injury crashes are occurring more frequently than expected based on volume and road type, a top injury intersection analysis was completed to highlight intersections with a higher fatal and severe injury rate or with other risk factors. This approach helped identify intersections that might otherwise be overlooked in the HIN due to lower traffic volumes⁹. Figure 7 shows the results of the top injury intersections, rated by injury risk. Only five intersections were found to be over the critical injury rate¹⁰, resulting in a ranking of higher risk. Of the five, three of these locations are scheduled for reconstruction in the next few years. Another 37 intersections were identified with medium risk¹¹, with about half scheduled for safety updates in the next 2 to 10 years. The remaining intersections were identified as lower risk¹². These locations were still in the top 100 list for number of crashes for both local and non-local roads but did not have fatal or severe injury crashes or vulnerable road user crashes.

Additional detail on the safety analysis and methodology can be found in the Safety Analysis Technical Memorandum found in Appendix B.

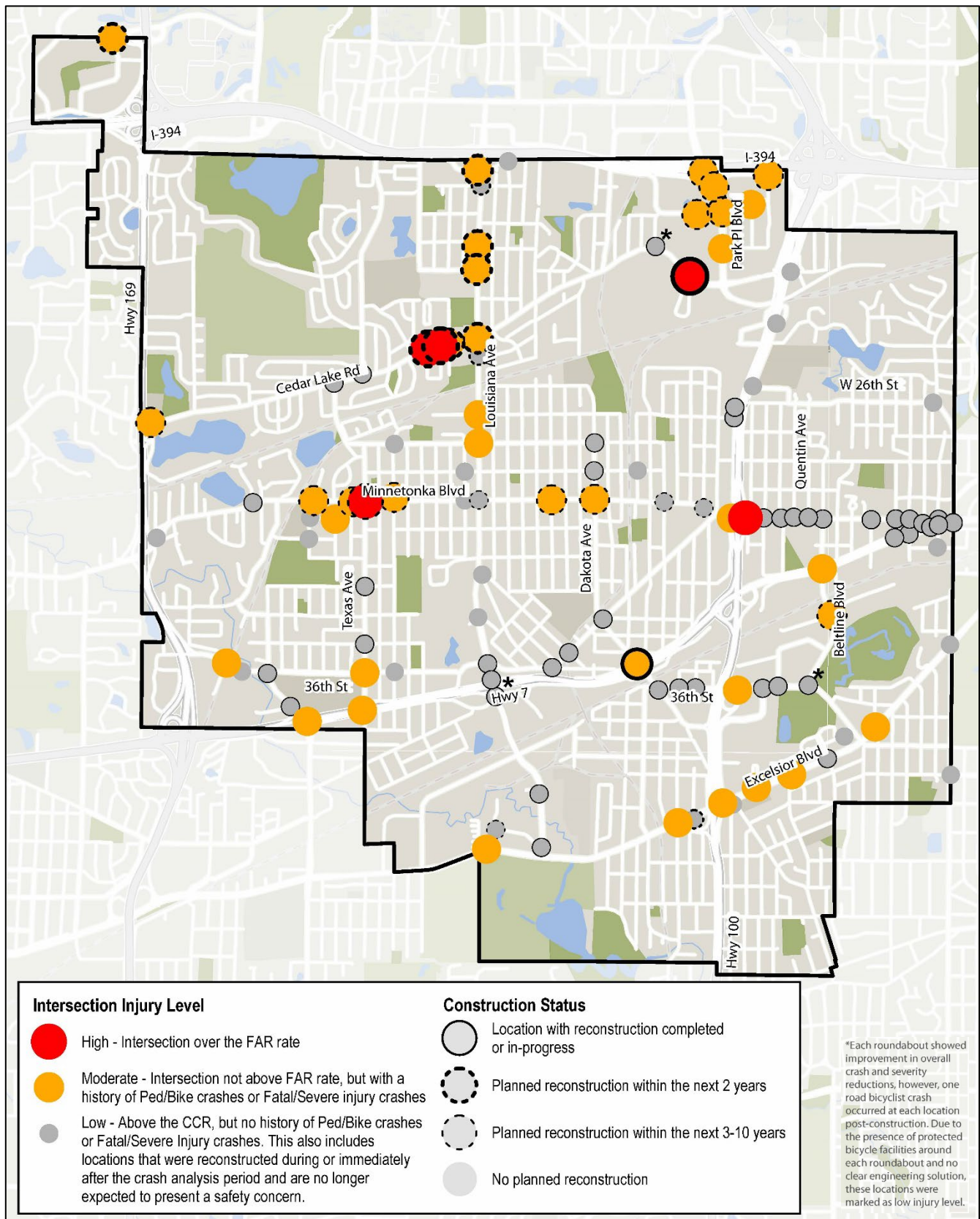
⁹ The top injury intersections analysis pulled the top 100 crash locations for all roads, as well as the top 100 crash locations for

¹⁰ Intersection Fatal and Severe Injury Crash Rate (FAR) are based on the number of fatal and severe injury crashes per 100 million entering vehicles.

¹¹ Moderate to low rate of injury crashes, but with a high rate of total crashes¹¹ and at least one pedestrians or bicyclist crash.

¹² Lower risk intersections had moderate to low rate of injury crashes, a high rate of total crashes, and no pedestrians or bicyclist crashes.

Figure 7 - Top Injury Intersections for the City of St. Louis Park, MN (2014-2023)



EQUITY ANALYSIS

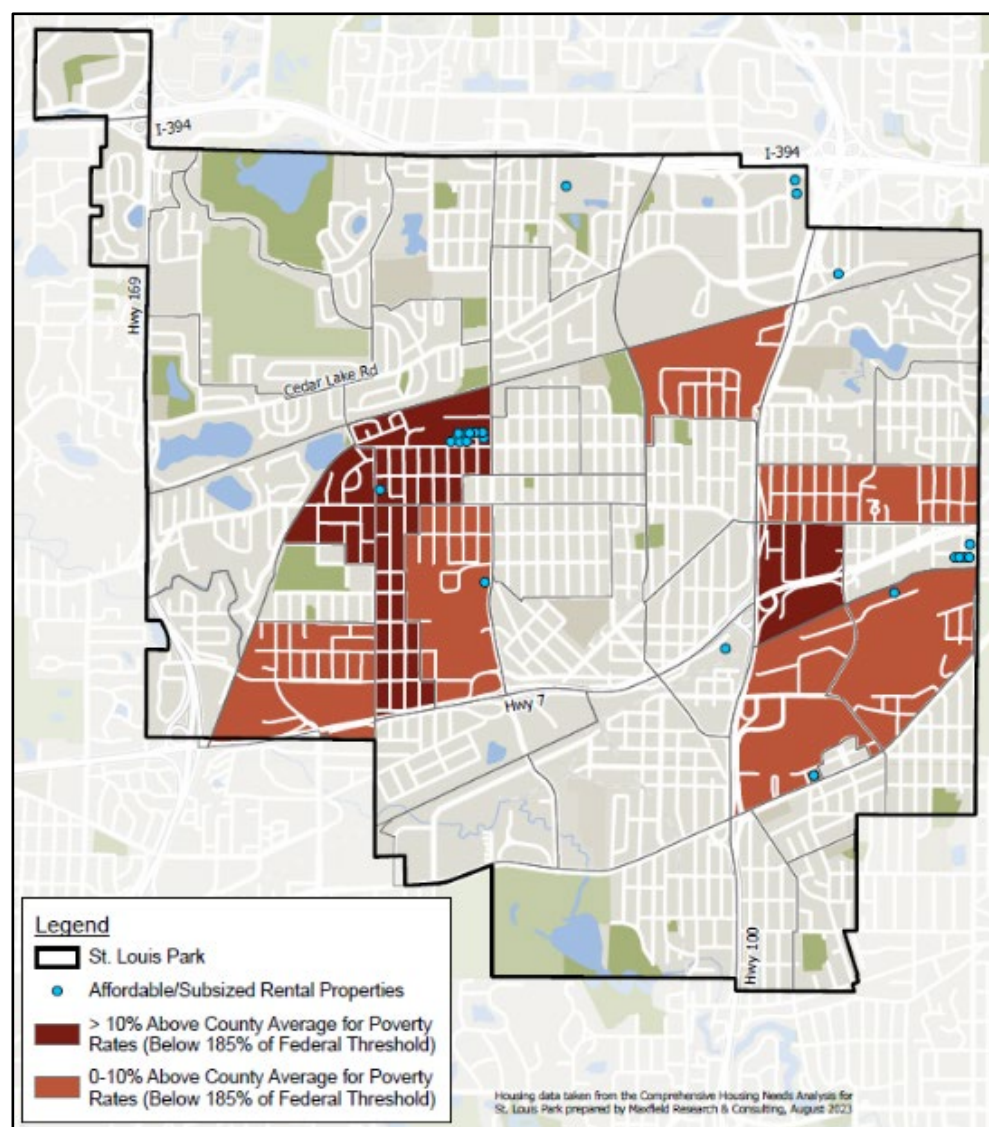


Figure 8 - Affordable Housing Locations and Areas above the county average for poverty rate

Because low-income residents and residents who identify as a person of color are historically more likely to be victims of a fatal or severe injury crash¹³, and because transportation needs vary by neighborhood, an equity analysis was conducted to inform higher need areas for walking, biking and access to transit. This included a review of 13 different equity indicators such as housing density, job density, median household income, and number of people with a disability.

The Technical Advisory Committee (TAC) and stakeholder committee were involved in the selection of the equity considerations and weighting that was incorporated into the project prioritization process. Based on the feedback, poverty rate, race, affordable or senior housing, population density, residents under the age of 18 and pedestrian generators including low-wage worker job concentrations and transit stops were included as scoring criteria.¹⁴

¹³ [MnDOT's Vulnerable Road User Safety Assessment](#)

¹⁴ The residents with disabilities dataset was considered for inclusion, but due to significant overlap with affordable housing/senior housing data, it was removed. Grocery stores were also considered for inclusion by the stakeholder committee, but due to significant overlap with the low wage worker job concentrations, grocery store locations were not added to the scoring criteria.

Schools were not selected because they were already included in the High-Risk dataset which received a higher weighting for the prioritization score. ysis of Traffic Fatalities by Race and Ethnicity. Governors Highway Safety Administration. June 2021.

PUBLIC ENGAGEMENT

To inform the development of the Safe Streets Action Plan, the city and project team conducted a multi-phase community engagement process to better understand local transportation safety concerns, priorities, and lived experiences. The outreach strategy was designed to reach a diverse group of residents, workers, and stakeholders,



including those who are often underrepresented in planning processes. Input gathered through this engagement helped shape the goals of the plan, identify key areas of concern, and guide the selection of strategies to improve safety for all road users in St. Louis Park.

Engagement Activities

The following activities helped reach people where they were, to reduce barriers to engagement.

- **Yard Signs and Flier Campaign** with QR codes to the project website were placed at key locations with high pedestrian and bicycle traffic.
- **Pop-up Events** brought the project directly to the public. Five events at community spaces and city-sponsored activities reached over 460 in-person participants, offering accessible opportunities for feedback.
 - St Louis Park Art Fair at the Recreation Outdoor Center (August 7, 2024)
 - Movies in the Park (August 7, 2024)
 - Fire Department Open House (August 18, 2024)
 - Aquila Park (October 21, 2024)
 - Hennepin County-St. Louis Park Library (October 29, 2024)
- **Community Workshop** held at the Westwood Nature Center (Oct 15, 2024), engaging in hands-on mapping activities and discussions.



- **Online Survey** conducted during the first phase (Fall 2024) gathering insight on travel modes, safety concerns, and investment priorities.
- **Interactive Mapping Tool** (Fall 2024) allowed stakeholders to provide comments on specific locations, routes, and areas of interest. Comments identified specific safety concerns across the city, specifically on major roads such as Excelsior Blvd, Minnetonka Blvd, and Louisiana Ave.
- **Technical Advisory Committee (TAC) and Stakeholder Committee** reviewed technical data and guided the development of strategies and project locations to ensure recommendations reflect community needs. The TAC members included city staff from various departments such as police, fire and planning as well as MnDOT and Hennepin County representatives. The 10-member Stakeholder Committee represented diverse backgrounds and modes of transportation, including residents, advocacy groups and a representative from the school district.
- **Pop-up Workshop at Parktacular** on June 14, 2025, introduced the planning process, top priority projects, and upcoming Action Plan to the public.



Key Themes

The following key takeaways are based on public feedback gathered through the engagement activities outlined previously.



Traffic Management and Speed Control

Speeding and unsafe driving behaviors along busy streets were top concerns. Feedback also mentioned that vehicles drive too fast along residential roads.

Survey respondents ranked calming vehicle traffic (selected by 64% of participants) as the top transportation priority, while traffic enforcement was ranked third (selected by 47%). Public input emphasized the need for traffic calming measures to reduce vehicle speeds, especially near school zone areas, parks, and commercial areas.

Pedestrian and Bicycle Safety at Intersections

The public highlighted safety concerns at intersections throughout the city, specifically along roads with high traffic, multiple lanes, faster speeds, or near commercial areas. Based on survey input, improving safety conditions at intersections (selected by 57% of participants) ranked second as a top priority for the city's future transportation priorities. Many engagement participants shared that they do not feel safe walking or biking across busy streets with children, even at intersections with controlled crossings.





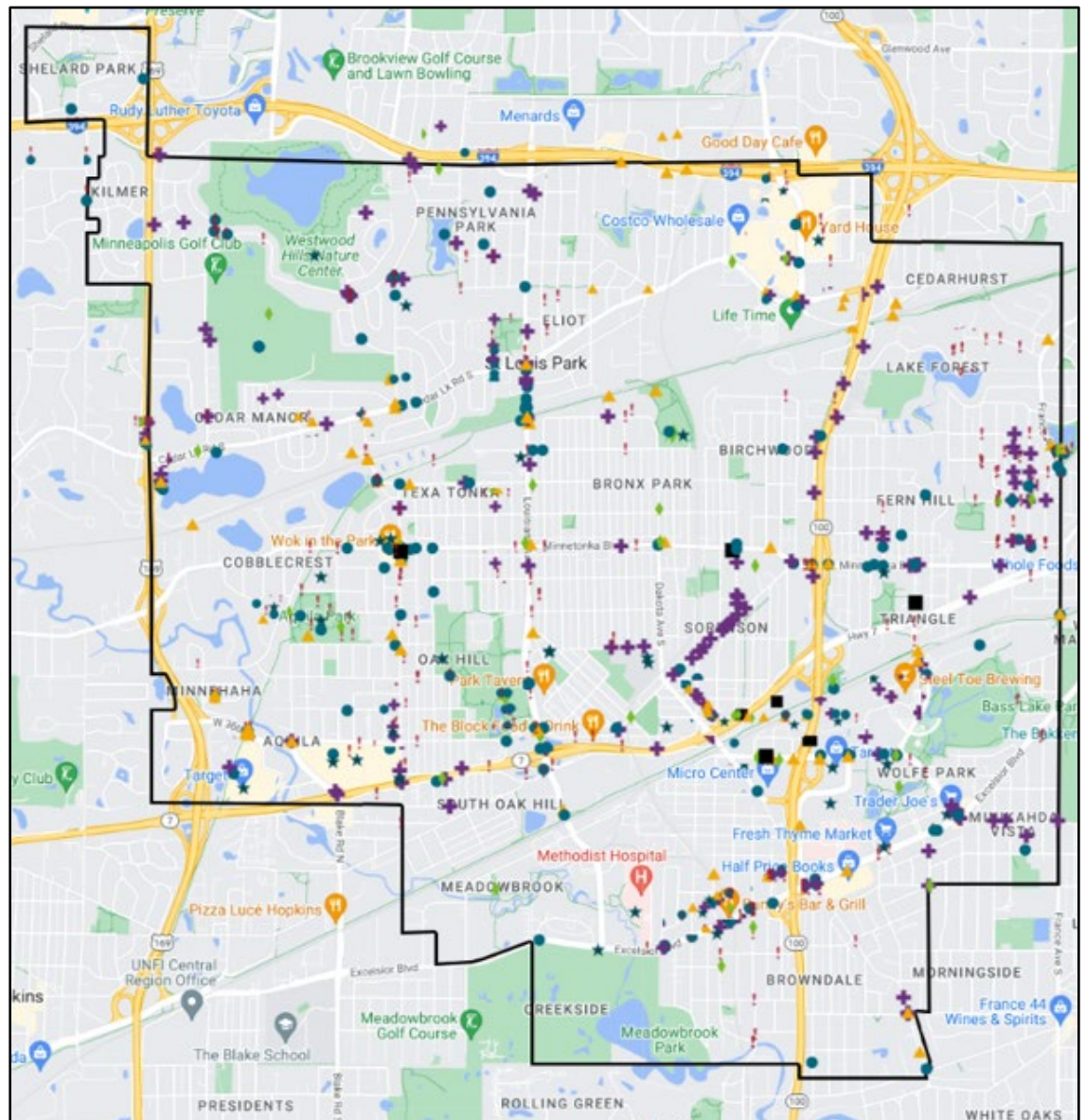
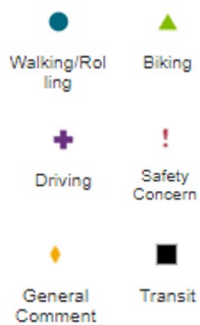
Positive Feedback regarding City's Multimodal Investments

Throughout engagement events, many stakeholders shared their general support for the city's continuous efforts to expand and improve the multimodal network. The pedestrian and bicycle infrastructure was highlighted as a key community asset in St. Louis Park.

Top areas of concern

Through the online comment map, community members were able to share locations where they felt unsafe walking, biking or driving. Figure 9 shows these locations are spread throughout the city, with higher concentration of safety related comments near Texas and Minnetonka Blvd, Wooddale Ave and 26th Street, Excelsior Blvd and Hwy 100, and the Fern Hill Neighborhood. Additional areas of moderate comment density include locations along Louisiana Ave, West Lake Street, Knollwood Mall, and areas in close proximity to schools.

Figure 9 - Online Comment Map (Fall 2024)



PRIORITY AREAS

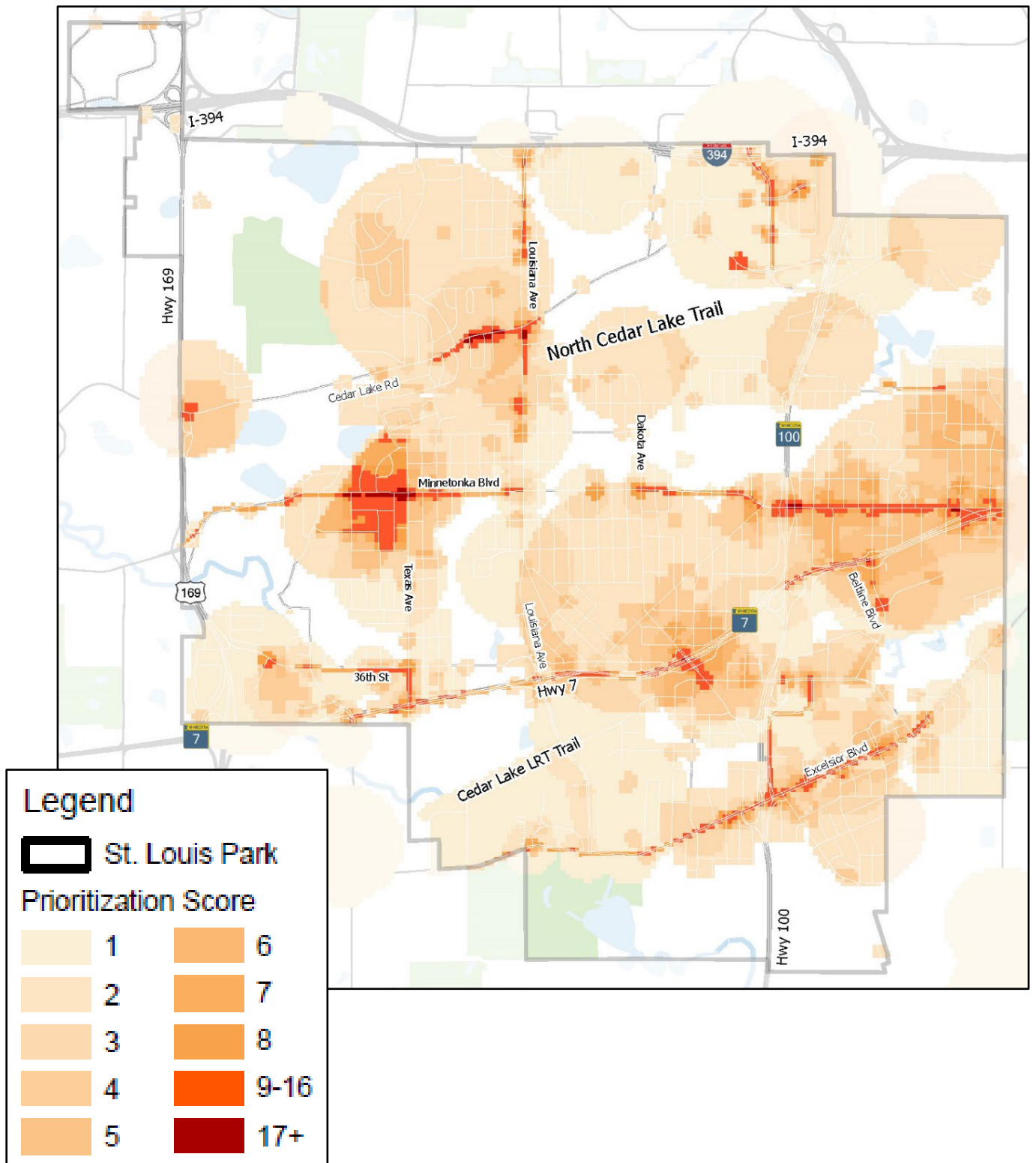
Information from the safety analysis, as well as equity analysis and public feedback were used to develop a data driven method for prioritizing future safety improvements. The method was created with input from the TAC, the Stakeholder Committee, review of public survey comments, and a review of national best practices. Locations were scored and weighed using four main categories, with a maximum possible score of 30 points. The high-injury network and high-risk locations made up 70% of the scoring criteria with equity considerations and public feedback comprising 30%. Table 3 shows the criteria and scores included in the location prioritization.

Table 3 - Prioritization Criteria

Criteria	Total Points (30)	Scoring Categories (Points)
High-Injury Locations	12	• High-Injury Network (HIN)(6pts) • High-Injury Intersections (6pts)
High-Risk Locations	9	• Vulnerable Road Users Crashes (2pts) • Proximity to Schools (2pts) • At-grade Regional Trail Crossings (2pts) • Roadways with 4 or more lanes (2pt) • Crashes occurring more frequently in the dark (1pt)
Equity Considerations	6	• Poverty Rate (1pt) • Percentage of residents identifying as a person of color (1pt) • Affordable/senior Housing (1pt) • Population Density (1pt) • Residents Under the Age of 18 (1pt) • Pedestrian Generators (Low-wage worker jobs, transit stops) (1pt)
Public Feedback	3	• Density of Public Comments (2-3pts)

When the criteria were applied across the city, the highest scoring locations had a total of 23 points out of 30. No locations scored for all 14 categories. Figure 10 shows the scoring throughout the city while the Prioritization Technical Memorandum, included in Appendix D provides a full methodology for the analysis. Areas highlighted show locations with the greatest need for safety investment, based on documented crash history, other risk factors and public feedback. A total of 28 locations score either moderate (9-16) or high (17-23) on the prioritization map.

Figure 10 - Priority Scoring for Safety Improvements



Top locations were then identified based on reasonable construction extents and grouped into tiers based on their score and future construction status for the roadways. Table 4 provides a summary of the priority tiers and considerations for action items based on planned and programmed projects.

Tier 0 projects were high scoring (23-17) and moderate scoring (16-9) locations with reconstruction in progress or to be completed by the end of 2026. Since these projects are already underway, recommendations revolve around the post-construction review process to ensure safety concerns were sufficiently addressed in the reconstruction.

Tier 1 locations represent the highest priority locations. These are all part of the High-Injury Network and will require significant coordination with county and state partners since these locations are mostly under county and state jurisdiction. Throughout this process, both the county and state were engaged to evaluate and identify safety concerns and recommended solutions.

Tier 2 locations represent the moderate scoring locations. These are a mix of roads under the city, county and state jurisdictions. Many of these locations provide greater opportunities for quick build or demonstration projects, which are less expensive and have fewer barriers to implementation.

Table 4 - Prioritization Tiers

Tier	Criteria	Action Items
Tier 0	High scoring (23-17) and moderate scoring (16-9) with planned reconstruction in progress or planned by 2026	- Consider temporary safety improvements and/or additional construction management precautions before and during reconstruction - Review existing construction plans to ensure identified safety concerns and needs were accounted for in reconstruction plans - Post construction evaluation
Tier 1	High scoring (23-17) with no planned reconstruction	- Identify key safety concerns - Assess short-term quick build solutions - Assess medium- and long-term solutions - Identify grant applications and/or future CIP funding
Tier 1	High scoring (23-17) with planned reconstruction in the next 3-10 years	- Identify key safety concerns and propose countermeasures - Assess short-term quick build solutions to inform long-term design
Tier 2	Moderate scoring (16-9) with no planned reconstruction	- Identify key safety concerns and propose countermeasures - Assess short-term quick build solutions - Assess medium- and long-term solutions - Identify grant applications and/or future CIP funding
Tier 2	Moderate scoring (16-9) with planned reconstruction in the next 3-10 years	- Identify key safety concerns and propose countermeasures - Assess short-term quick build solutions to inform long-term design
Tier 3	All other low scoring (1-8) locations	- Monitor locations and conduct follow-up evaluation next time a crash analysis is completed. - Complete a post-fatal/severe crash review for all new fatalities or pedestrian/bicyclist crashes that occurred after the December 2023 collection period. - Identify system wide strategies such as education and enforcement to improve safety systemwide.

Figure 11 and Table 5 provide a summary of the Tier 0, 1 and 2 locations. These include roads and intersections owned by the city, county, or state. Many of the Tier 1 locations involve county/state roads and will require significant coordination to advocate for safety improvements outside the city's jurisdiction.

Figure 11 – Top 28 Priority Areas (St. Louis Park Safe Streets Action Plan, 2025)

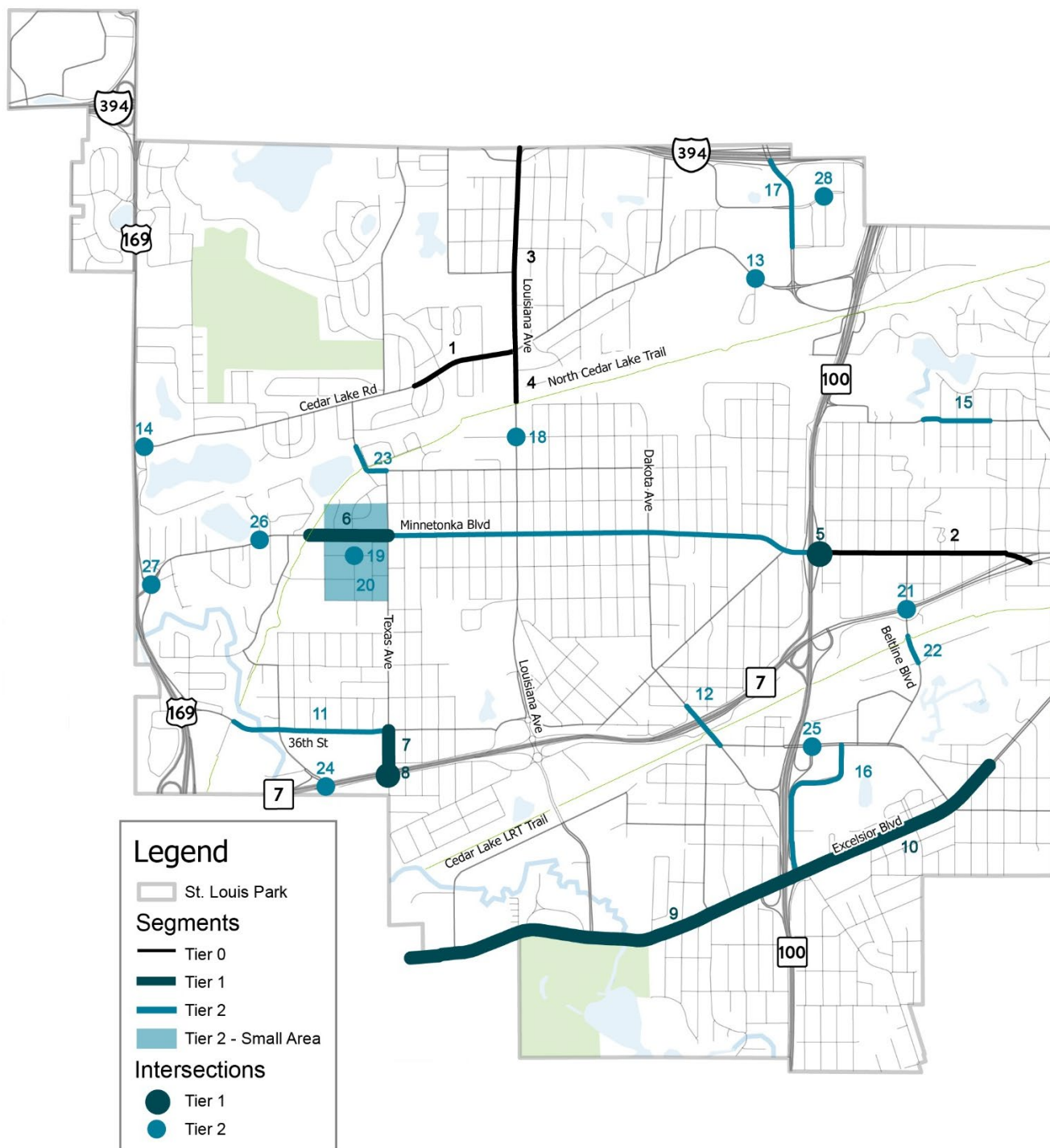


Table 5 - Top 28 Priority Areas (St. Louis Park Safe Streets Action Plan, 2025)

Tier	Map #	Project Locations (Road Owner)	Funded Projects	Key Safety Concerns
0	1	Cedar Lake Rd (Rhode Island Ave S to Louisiana Ave (City (MSA))	2026	Pedestrian and bicyclist safety at crossings along Cedar Lake Rd (Particularly at Nevada Ave)
0	2	Minnetonka Blvd - Hwy 100 to Lake St (County)	2025	Project is currently under construction, so a safety review was not completed.
0	3	Louisiana Ave - I-394 to W 22nd St (City (MSA))	2025	North/south traveling bicyclist safety at crosswalks.
0	4	Louisiana Ave - W 22nd St to BNSF RR bridge (City (MSA))	2026	North/south traveling pedestrian and bicyclist safety at crosswalks/driveways
1	5	Minnetonka Blvd and Hwy 100 NB entrance ramp (MnDOT/ County)	2025 pavement only	Turning conflicts
1	6	Minnetonka Blvd - Cedar Lake Trail Bridge to Texas Ave (County)	2028	- Segment wide: Vehicle speeds, Pedestrian crossing concerns, particularly at Utah Ave, Xylon Ave intersections, Bicyclist crossing concerns along Minnetonka Blvd. - Minnetonka Blvd at Texas Ave Intersection: Red light running, visibility due to vertical curve, and ADA opportunities
1	7	Texas Ave - 36th Ave S to Hwy 7 (City-MSA)	None	- Pedestrian crossing/facility concerns near a high pedestrian generator - Public Comments: Unsignalized intersection at Cub Foods feels unsafe for both drivers and pedestrians - Visibility concerns in the SE corner of 36th St and Texas Ave
1	8	Texas Ave and Hwy 7 (MnDOT)	2028 vertical curve lowering	- High vehicle speeds, visibility due to vertical curve - Pedestrian/ Bicyclist safety concerns in high pedestrian generator area
1	9	Excelsior Blvd West Segment - Powell Rd to Hwy 100 (County)	None	Varies, Part of the HIN
1	10	Excelsior Blvd East Segment - Hwy 100 to W 36th 1/2 St (County)	2028 (west 100 interchange)	Varies, Part of the HIN
2	11	36th St - Regional Trail Crossing to Texas Ave (City-MSA)	None	- Vehicle speeds - Trail crossing concerns (Cedar Lake Trail) - Bicyclist crossing concerns along 36th St - Intersection signal timing and pedestrian concerns (Aquilla and Texas intersections) - Visibility concerns (36th St and Texas)
2	12	Wooddale Ave S - W 35th St to W 36th St (City-MSA)	None	- Pedestrian crossing safety at 35th and 36th - Visibility concerns for westbound off ramp

				• Future CP Rail Regional Trail by Three Rivers Park District
2	13	Cedar Lake Rd and Ridge Dr (City-MSA)	None	• Visibility concerns likely contributing to bicyclist safety issues on south leg
2	14	Cedar Lake Rd and Hwy 169 Ramp (MnDOT)	Signal replacement project 2026, sidewalk on east side of Jordan, Bridge reconstruction in 2035.	• Pedestrian and bicyclist crossing safety • Motorist speeds • Visibility concerns
2	15	26th St - Natchez Ave S to Joppa Ave S (City-MSA)	None	• Visibility concerns at Natchez Ave with pedestrian generators • Stop sign compliance concerns
2	16	Park Center Blvd - W36th St to Excelsior Blvd (City-MSA)	None	• Bicyclist crossing safety at 36th St • Pedestrian and bicyclist crossing safety at Target signal • Motorist safety issues at Excelsior Blvd and Park Center Blvd
2	17	Park Place Blvd - I-394 to Gamble Dr (City-MSA)	None	• Bicyclist safety along high volume roadway (street bicyclists) • Pedestrian crossing safety at intersections
2	18	Louisiana Ave at W 27th St (City-MSA)	None	• High vehicle speeds • Pedestrian/ bicyclist crossing safety • Potential visibility issues for westbound movements
2	19	W 30th 1/2 St and Virginia Ave (City)	None	• Pedestrian safety / Safe Routes to School • Visibility issues due to parking • Uncontrolled intersection
2	20	Aquila Neighborhood (City)	None	• Pedestrian crossing safety / Safe Routes to School • Vehicle speeds on Xylon Ave • Visibility issues due to street parking
2	21	Hwy 25 (Hwy 7) and Beltline Blvd (County and City-MSA)	None	• Long crossing distances at intersection with high pedestrian generators • ADA improvement opportunities • Potential signal timing concerns with high percentage of rear-end crashes
2	22	Beltline Blvd – Hwy 7 service road to Park Glen Rd (City-MSA)	2032	• Vehicle speeds • Missing connection from on street trail to regional trail and pedestrian bridge over Hwy 25 (Hwy 7) • Pedestrian/ bicyclist crossing concerns at Park Glen and future light rail station
2	23	Virginia Ave S - North Cedar Lake Regional Trail Crossing to Texas Ave (City-MSA)	None	• Trail crossing visibility issues with horizontal curve • Connection under rail bridge

2	24	Hwy 7 and Blake Rd (MnDOT, City, City of Hopkins)	None	See MnDOT report ¹⁵ for more information
2	25	W 36th St and Hwy 100 Ramp Interchange (MnDOT)	2029 signal replacement	• Pedestrian/ bicyclist crossing safety at south crosswalk
2	26	Minnetonka Blvd (Cavell Ave to Boone Ave) (County)	2031	• Vehicle speeds • Horizontal curve
2	27	Hwy 169 ramps at Minnetonka Blvd (MnDOT/ County)	2030	• Pedestrian/ bicyclist crossing safety
2	28	W 16th St and Duke Dr City (local)	None	• Pedestrian safety at west crosswalk with left turning vehicle conflict • 4-lane undivided cross-section with all-way stop and possible visual clutter concerns

RECOMMENDED TREATMENTS

For each of the top 28 locations, an in-depth safety review was conducted to provide recommended treatments. Treatments range from short to long term and include quick-build solutions¹⁶ and demonstrations projects¹⁷ where possible, to efficiently address safety needs. Solutions were based on the safety treatments identified in the comprehensive Safety Toolkit, as well as engineering judgement based on site review.

Additional details on the recommended short-, medium- and long-term¹⁸ recommendations can be found in Appendix B (Recommendations for top 28 project locations) and Appendix D (Prioritization Technical Memorandum).

Safety Toolkit (Appendix A)

Specific engineering treatments that can be applied to the top safety projects, as well as infrastructure citywide, must be based on research and best practices to ensure that treatments are not only safe, but an effective and efficient use of resources. MnDOT has developed the *Local Road Traffic Safety Infrastructure Strategies (2024)* which provided the basis for the treatment toolkit included in Appendix A. The toolkit outlines various treatments that can be used to improve road safety, as well as the estimated crash reduction when treatments are applied, and a rough estimate of cost.

¹⁵ In 2022, MnDOT completed a full corridor study of Hwy 7 from Hwy 100 in St. Louis Park to Co. Rd. 33 in Hollywood Twp. Additional MnDOT study of treatment for Hwy 7 through St. Louis Park is underway at the time of this report.

¹⁶ **Quick build solutions** are small actions that can be taken that require less cost to implement permanent solutions, such as signal timing changes or signage.

¹⁷ **Demonstration projects** are temporary installations, typically applied with temporary paint and barriers, to change the character of a roadway before a more permanent solution can be built. These projects allow a concept to be tested in the real world before being made permanent.

¹⁸ While timing of recommendations are subject to funding availability, **short-term** typically refers to actions that can be taken within two years or less, **medium-term** is generally two to five years, and **long-term** is greater than five years.

ONGOING CITY EFFORTS

While the Safe System Approach was only adopted by the Federal Department of Transportation in 2022, the city has been using the approach for decades to address road safety. These include initiatives such as:

- Multidisciplinary traffic committee meetings (monthly)
- Neighborhood traffic control audits¹⁹ (twice a year)
- Citywide speed limit reduction (2022)
- Fatal and severe injury crash reviews
- Comprehensive speed data collection
- Targeted reconstruction of high-injury network

The city's efforts have led to reconstruction of 20% of the city's High-Injury Network between 2014 and 2023, with **over ¼ of the remaining HIN funded for reconstruction** in the next one to four years. While the city has made significant progress, this planning process allowed a unique opportunity to take a proactive, citywide approach to planning the next ten plus years of improvements. The following section provides an action plan rooted in the Safe System Approach to work towards eliminating fatal and severe injury crashes throughout the city.

THE ACTION PLAN

The goal of the Safe Streets Action Plan is not only to identify safety needs throughout the community, but to develop a roadmap for the city to follow to efficiently implement the recommendations. This includes a combination of strategies and projects designed to work towards the goal of eliminating fatal and severe injury crashes throughout the city.

These recommendations are grounded in the data driven process outlined in this document to identify where needs are greatest and applies action items rooted in proven safety best practices.

Using the Safe System Approach

While building **safer roads** is typically the first thing people think of when identifying ways to improve road safety, it does not fully address the other elements of the Safe System Approach: **Safer Users, Safer Vehicles, Safer Speeds, Post Crash Care**. To work towards Vision Zero, all Safe System elements must be employed. The focus areas and action items in this section take a holistic approach to road safety, acknowledge the shared responsibility across departments and agencies, and includes timelines and direct actions that can be taken to work towards reducing fatal and severe injury crashes.

The focus areas and their corresponding action items were developed with input the Technical Advisory Committee (TAC) and a Stakeholder Committee, ensuring that the action items reflect local priorities and lived experiences. Feedback from engagement activities was critical in identifying problem areas and shaping appropriate actions. After a review of the systemic safety issues, precedent plans, the Safe System Approach, and feedback from the community, seven key focus areas were identified.

¹⁹ Neighborhood traffic control audits have been used by the city to comprehensively review up to two neighborhoods per year. This includes review of 50-60 intersections to understand what safety changes can be made during upcoming street reconstruction projects.

7 Focus Areas

1. **Infrastructure investments** to work towards safer transportation facilities
2. **Exploring new technologies** to more efficiently address road safety
3. **Reviewing city policies and practices** to ensure decisions are rooted in safety
4. **Education initiatives** to promote safer user behavior
5. **Safe Routes to Schools programming** to enhance safety for the most vulnerable road users
6. **Incentive programs** to reduce barriers and promote action around safety improvements for residents and businesses
7. **Additional safety evaluation** to better understand best practices and needs in key areas and inform future actions

Effort vs. Impact

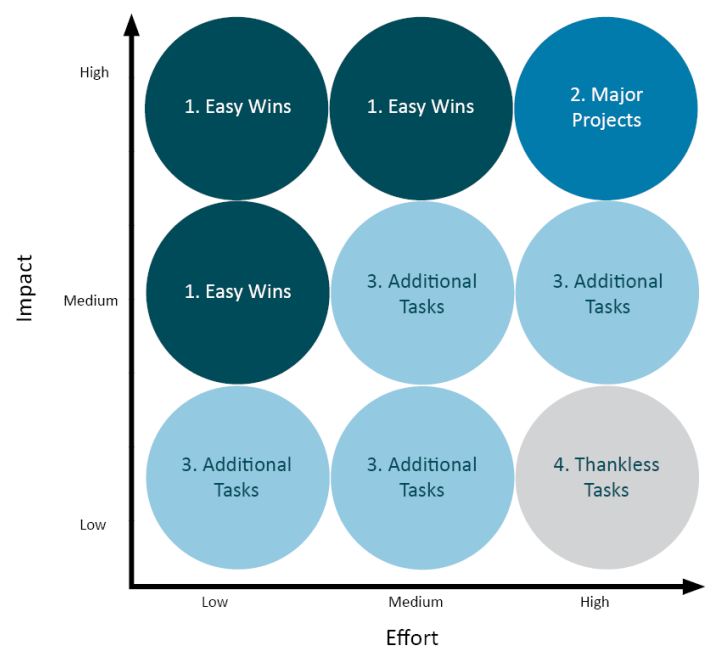
For each focus area, action items were developed and evaluated on an Effort vs. Impact scale to understand:

1. Where easy wins could be found (lower effort/higher impact)
2. Major projects that could have the greatest impact (higher effort/higher impact)
3. Additional or “fill in” tasks (lower effort/lower impact)
4. And actions that required a high amount of effort with limited ability to provide meaningful impacts (higher effort/lower impact), i.e., thankless tasks.

Figure 12 provides a visual representation of the effort to impact scale. Actions that were estimated to be high effort and low impact were removed with high impact initiatives prioritized.

The following page provides details about each action item, such as key safety concerns, which departments are responsible for leading and supporting the initiatives, and a timeframe goal for completing the action item.

Figure 12 - Effort vs. Impact Scale



Funding and Timeline Goals

While the action items provide a path for the city to work towards its Vision Zero goal, each item comes with a cost. The speed at which many of the items can be completed is depended on funding availability at the city, regional, state and national levels. The “Easy Wins” such as quick-build and demonstration projects will be the initial focus for implementation while funding for “Major Projects” and “Fill In” actions are pursued. As funding becomes available, this document helps prioritize projects based on the safety needs and provides documentation for future funding applications. The timeline goal is as estimate that is strongly influenced by external funding availability.

Action Items

Focus Area 1: Infrastructure Investments

Physically changing the character of the roadway, sidewalks and trails is broadly accepted as the most effective way to improve user safety. Over the past decade, the city has made substantial road improvements, with 4-to-3 lane conversions, roundabouts, pedestrian refuge islands and other proven safety countermeasures, resulting in significant reduction in the High-Injury Network.

These investments, however, come with tradeoffs. Projects are expensive, time consuming, and don't address all elements of the safe system approach (i.e. safer vehicles and post-crash care). For this reason, infrastructure investments need to be based on available funding and balanced to mitigate construction impacts to the community.

Action Item 1A - One to two high priority projects per year



Details: Complete one road or intersection reconstruction project or two demonstration projects annually.

Effort vs. Impact: High Effort, High Impact

Safe System Elements: Safe Roads, Safe Speeds

Timeframe Goal: Ongoing

Lead Department (Support Departments): Engineering (Public Works, Fire/Police)

The top project lists provides data driven prioritization for future safety improvements, including mid-term solutions at the highest risk locations. As with all projects, the ability to implement these changes is dependent on funding. Beyond the city's funding process, federal, regional and state grant programs are often available to supplement city efforts. For roadways outside the city's jurisdictions, this may include advocating for and supporting funding applications for the agency that owns the roadway.

The safety analysis and treatment recommendations detailed in the prioritization memorandum provides a starting point for city staff to understand basic costs and feasibility before applying for funding. The Safety Toolkit, provided in Appendix A, provides additional proven safety countermeasures for consideration at these locations, and citywide.

Action Item 1B - Bicycle and pedestrian network development



Details: Continue working towards completion of the city's planned bicycle network and reducing pedestrian facility gaps.

Effort vs. Impact: High Effort, High Impact

Safe System Elements: Safe Roads

Timeframe Goal: Ongoing

Lead Department (Support Departments): Engineering (Public Works)

In alignment with the city's goal of enhancing safety for all travel modes, continuing to build out the network for non-motorized users can provide a greater level of separation between modes, enhancing safety while also supporting additional city goals such as equity, environmental stewardship, and neighborhood strength. In addition to the top safety needs highlighted in this document, the Active Living Sidewalks and Trails Plan and the Arrive and Thrive Plan highlight additional opportunities to improve protected facilities for non-motorized users.

Upcoming projects such as the CP regional trail extension offer improved north/south bicyclist connections through the middle of the city, a desire that was echoed by many during the public engagement process. Other opportunities include improved north/south connection from Cedar Lake Rd to Cedar Lake Trail for walking and biking, connections over Hwy 7 near Texas Ave. to facilitate safer pedestrian and bicyclist crossing between Knollwood Mall and the future SW Light Rail Transit (LRT) station at Blake Rd., and a north/south connection near Park Place Blvd. to connect bicyclists to the regional trail system.

Focus Area 2: Explore New Technology to Enhance Road Safety

Action Item 2A - Explore automated enforcement



Details: Explore the use of automated enforcement, such as speed safety cameras and red light cameras (as legislation allows), for their use on the High-Injury Network or at High-Injury Intersections where other safety countermeasures are not easily applied.

Effort vs. Impact: High Effort, High Impact

Safe System Elements: Safe Speeds, Safe Users

Timeframe Goal: 3+ years

Lead Department (Support Departments): Police (Public Works, Engineering)

Automated enforcement uses traffic safety cameras (i.e. speed and red light cameras) to collect the license plate of vehicles and issue a fee to the owner of the vehicle when a speed or red light violation is recorded. While the use of automated enforcement is widely accepted throughout the country, it is not currently allowed under state law. At the time of this plan, a pilot program is underway to evaluate the long-term use and application of traffic safety cameras, and this option may be available to the city in the next few years. These programs have been shown to reduce fatal and severe injury crashes by up to 56%²⁰ and are an FHWA proven safety countermeasure. While effective, the implementation of programs can be complex and require considerable political support.

Action Item 2B - Use technology to identify high-speed corridors



Details: Utilize subscription to data analytics provider, such as Streetlight, to determine where and when high rates of speeding occur throughout the city.

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Speeds, Safe Users

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Engineering (Public Works, Police/Fire)

The city already uses data analytics software which aggregates cell phone data (without personally identifiable information) to provide information on user behavior for people walking, biking and driving. It can, relatively efficiently, identify speeding hot spots, including times of day and days of the week when high rates of speeding occurs. This helps the city identify traffic calming solutions (such as those listed in the safety toolbox and future neighborhood traffic calming guidance) or target enforcement effort.

²⁰ MnDOT TRS2203

Speeding has become the leading cause of traffic deaths in the state²¹, and even at lower speeds (i.e. 35 mph), speeding can have devastating consequences for vulnerable road users. The city has taken substantial action in the past few years through the adoption of the citywide speed limit reductions and the “20 is Plenty” education campaign. Through this, the city has seen a reduction in speed on locally owned roadways²², but more can be done to target locations and times for where speeds put vulnerable road users and drivers at higher risk. By using existing software to identify these high speed locations, the city can better allocate resources to the highest need areas.

Action Item 2C - Safety technology for city-owned equipment



Details: Pursue opportunities for safety technology on city owned fleet, such as intelligent speed assistance devices, backup cameras, etc. and explore other technology upgrades to city owned or leased equipment (i.e. signal, asset management tools, etc.)

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Speeds, Safe Users, Safer Vehicles

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Fleet (Engineering, Public Works)

Intelligent speed assistance devices²³, backup cameras, and other [safety features that support safe driving](#), have the opportunity to provide lifesaving benefits for all road users. The city owned fleet is a small percentage of the vehicles on the roadway, but safety technology can help improve safety outcomes, set an example for the community, and has the potential to provide cost saving benefits or offsets in the form of insurance premium reductions.

Focus Area 3: Updates to City Policies and Practices

Action Item 3A – Review the city’s 2014 Crosswalk Guidance



Details: Review the Crosswalk Guidance to reflect updates in national and international best practices for prioritizing pedestrian safety near high-density pedestrian generators.

Effort vs. Impact: Moderate Effort, High Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Engineering (Public Works)

Over the past 12 years since the Crosswalk Guidance document was published, many changes in pedestrian safety best practices and [FHWA’s Proven Safety Countermeasures](#) have occurred. The city has also adopted the Complete Streets and Green, Living Streets Policy with a modal priority framework to guide decisions along the county’s transportation network. An update to the Crosswalk Guidance provides the opportunity to work towards these policy objectives. It also provides an opportunity to expand the current guidance and treatment recommendations at intersections (both signalized and unsignalized), an area that was identified as a top systemic issue through the safety analysis as well as through public feedback.

²¹ [Minnesota Motor Vehicle Crash Facts, 2022](#)

²² 2024 St. Louis Park Citywide Speed Limit Review

²³ [Intelligent Speed Assistance | NHTSA](#)

More robust guidance for signalized and unsignalized intersections could include countermeasures such as [Leading Pedestrian Intervals](#) (LPIs) at signals near high pedestrian generators and geometric changes to the roadway such as curb extensions, which have both been shown to improve visibility and, therefore the safety, of people walking and biking.

Action Item 3B – Explore Neighborhood traffic calming guide



Details: Pursue funding for the development of a neighborhood traffic calming guide to outline procedures for prioritizing locations and providing design best practices for neighborhood streets. This includes exploring funding sources to implement solutions on locally owned corridors.

Effort vs. Impact: High Effort, Moderate Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years/ Ongoing

Lead Department (Support Departments): Engineering (Public Works, Fire/Police)

A neighborhood traffic calming guide provides the opportunity to utilize the excessive speed data information developed through Action Item 2B, to implement a data driven process for prioritizing and implementing traffic calming solutions on local roadways. This includes the development of treatment guidance in coordination with the fire department to ensure treatment measures don't hinder their ability to respond to emergencies and public works, who provides overall maintenance. It also includes the pursuit of dedicated funding and identification of prioritization criteria to implement both quick-build and long-term solutions where the needs are greatest.

Action Item 3C – Continue interagency safety working group



Details: Continue meeting with the interagency safety working group developed through this process to evaluate citywide opportunities for safety improvements beyond the city's jurisdiction. Continue meetings with the TAC to continue inter-departmental collaboration.

Effort vs. Impact: Low Effort, Moderate Impact

Safe System Elements: Safe Roads

Timeframe Goal: Ongoing

Lead Department (Support Departments): Engineering (All)

This planning process brought together city staff from various departments, agency partners, and stakeholders to work collaboratively across disciplines to address road safety. This action calls for the continued collaboration with annual Safe Streets Action Plan TAC meetings and bi-annual County and State coordination meetings, to provide updates on the action items, discuss any necessary changes, and continue the momentum to move projects and actions forward. This action also includes coordination with Metro Transit for LRT station area planning and communication.

Action Item 3D – Post safety improvement evaluation



Details: Develop guidance to define projects evaluation process and work with council to develop a funding source for post-project evaluation.

Effort vs. Impact: Moderate Effort, High Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Engineering (Public Works)

Develop guidance to inform what metrics projects should be evaluated by, based on the type and scale of the project. Work with council to develop a funding source for post-project evaluation. Explore automated tools and dashboards for assessing post-countermeasure effectiveness.

Action Item 3E – Update development review process



Details: Review land use and development projects review processes to ensure that urban design for security principles are considered for all projects.

Effort vs. Impact: Low Effort, Moderate Impact

Safe System Elements: Safe Roads

Timeframe Goal: Less than 1 year

Lead Department (Support Departments): Community Development (Engineering)

Fatal and severe injury crashes on private property were not evaluated through this report, however, parking lots and other pedestrian facilities such as plazas remain susceptible to fatal and severe injury crashes, whether unintentional or intentional. FEMA's Site and Urban Design for Security encourages cities to adopt design best practices which consider potential security concerns. By incorporating best practices review into the development process, private property owners could better protect their property, particularly for high pedestrian traffic areas such as outdoor restaurants, plazas, and parks.

Focus Area 4: Education

Action Item 4A – Develop senior education program



Details: Review and expand senior education programs focusing on safe driving, walking and biking behaviors and alternatives to driving.

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Users

Timeframe Goal: 3+ years

Lead Department (Support Departments): Communications Department (Police)

We heard from the community that education about newer infrastructure, technology and resources was a desire, particularly for older residents. Minnesota's Towards Zero Deaths (TZD) office and other organizations provide a variety of resources, videos, and training targeted towards older road users. This action will involve working with the TZD office to assess resources that best fit the needs of the community and help to disseminate those resources to seniors. This may include roundabout education and training resources, share the road education about pedestrian, bicyclist and

motorcyclist rights, ADA resources, and alternate transportation options. While targeted education for youth was considered, it was not pursued as an action item due to new, robust legislative requirements for pedestrian and bicyclist safety education in schools and existing drivers education programs.

Action Item 4B – Conduct Safe System training for city staff and elected officials



Details: Training/educating city staff and elected officials on Safe System concepts and Toward Zero Deaths initiatives to raise awareness and promote road safety awareness across departments.

Effort vs. Impact: Low Effort, Moderate Impact

Safe System Elements: All

Timeframe Goal: Ongoing

Lead Department (Support Departments): Administration (Engineering, Fire/Police)

Promoting safety education across agencies is part of the Safe System acknowledgement that safety is a shared responsibility. Yearly training for city staff and elected officials can continue the education around the need for road safety action, so that every person has the opportunity to walk away from a crash.

Action Item 4C – Implement a citywide traffic safety advertising campaign



Details: Create a traffic safety campaign aimed at reducing severe injuries and fatalities by addressing speeding and dangerous driving behaviors.

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Users

Timeframe Goal: Ongoing

Lead Department (Support Departments): Communications (Engineering, Fire/Police)

Create a culturally relevant traffic safety campaign aimed at reducing severe injuries and fatalities by addressing speeding and dangerous driving behaviors such as running red lights, failing to yield to pedestrians/bicyclists and intoxicated driving. May include a website with resources and education around road safety (i.e. Roundabouts and demonstration projects, pedestrian safety, ADA resources and more.)

Focus Area 5: Safe Routes to Schools (SRTS) Programming

Action Item 5A – Pursue SRTS implementation grant funding



Details: Seek state Safe Routes to School (SRTS) Implementation grants for safety enhancements identified within the plan.

Effort vs. Impact: Low Effort, Moderate Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Administration (Engineering)

Aquila Elementary was identified in the plan as a top priority project. Recommendations for roadways adjacent to the school include curb extensions to improve student visibility and provide traffic calming, along with a variety of other crossing and facility improvements. Intersections near the St. Louis Park High School and Central Community Center

were also included. These locations and the safety analysis provided in this report will support state SRTS grant applications when the next funding round becomes available.

Action Item 5B – Pursue SRTS planning grant funding



Details: Explore a partnership with schools to evaluate and pursue planning grant applications.

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Administration (Engineering)

The Minnesota Department of Transportation (MnDOT) supports SRTS plans for K-12 schools across Minnesota through planning assistance awards. These plans include student and parent/caregiver engagement, analysis of existing conditions and local data, prioritize potential infrastructure improvements and school-based education and encouragement strategies, and identify school-based education and encouragement strategies. The city will work with private and public schools throughout the city to educate and provide support for planning grant applications.

Focus Area 6: Incentive Programs

Action Item 6A – Evaluate business and/or private property owners incentives program



Details: Evaluate incentives program for businesses to take proactive steps to train staff on DWI reduction best practices and for private property owners to make improvements to private property to reduce vehicle conflicts with Vulnerable Road Users.

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Building and Energy (Administration)

Driving while intoxicated (DWI) or under the influence made up 20% of the fatal and severe injury crashes in the city from 2014-2023. Incentive programs can help encourage businesses that serve alcohol or are selling THC products take advantage of training programs for staff to reduce the opportunity of DWI crashes. They can also provide resources to businesses to provide safe rides for people who do become intoxicated. This action calls for the evaluation of an incentive program in collaboration with staff who oversee liquor and dispensary licensing for future programming and funding consideration.

Action Item 6B – Equitable access to safe vehicles program



Details: Evaluate existing educational resources, incentives and/or loan programs for residents to upgrade, repair or retire personal vehicles that do not have basic safety technology or present other safety risks.

Effort vs. Impact: Moderate Effort, Moderate Impact

Safe System Elements: Safe Vehicles

Timeframe Goal: 1-3 years

Lead Department (Support Departments): Engineering (Administration)

Research existing educational resources, incentives and/or loan programs for residents to upgrade or retire personal vehicles that do not have basic safety technology such as autobraking and rear cameras, and received free services to make safety related repairs such as break lights and headlights. Consider the inclusion of non-motorized safety equipment as well such as bike lights, helmets, and high visibility vests. Evaluate the viability of programs that are not actively available to the community and pursue funding based on the evaluation results. Educate low-income residents and user groups on existing and new safe vehicle incentives such as advertising campaigns and/or pop-up events.

Focus Area 7: Additional Safety Evaluation

Action Item 7A – Conduct lighting review



Details: Pursue funding for a lighting analysis of the top locations identified as having higher percentage of crashes occurring at night and pursue additional funding for lighting upgrades based on results of analysis.

Effort vs. Impact: High Effort, High Impact

Safe System Elements: Safe Roads

Timeframe Goal: 1-3 years

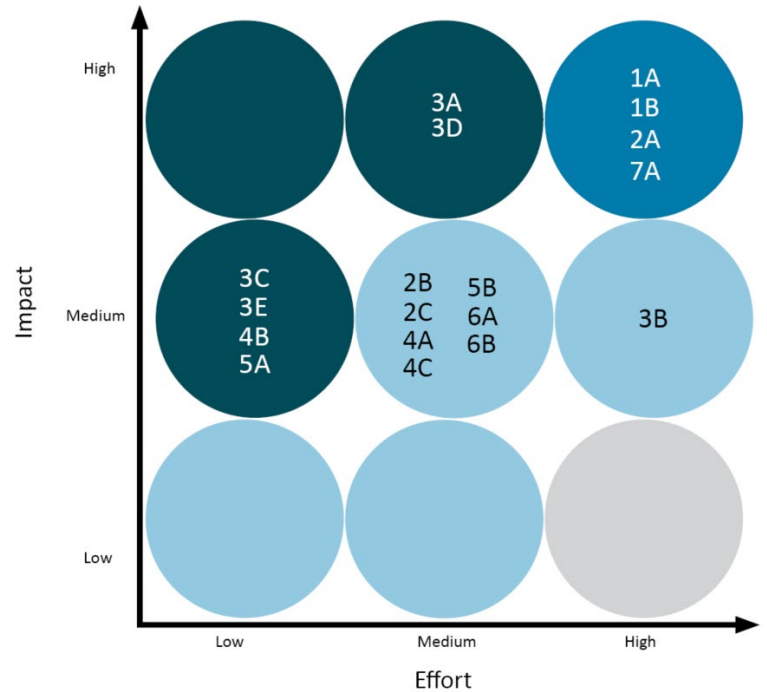
Lead Department (Support Departments): Public Works (Engineering)

Complete a lighting review at 3-5 locations per year identified as having higher percentage of crashes occurring at night. Pursue funding for lighting upgrades based on findings and demonstrated need of the lighting analysis.

Action items vary in level of effort to ensure that, regardless of funding availability in any particular year, actions are still able to be taken to continue to work towards the vision zero goal. Action items 1A, 1B, 2A and 7A are the highest effort with the highest perceived benefit to user safety. These are considered Major Projects and require significant time, funding and effort to implement. Action items that have moderate level of effort with high impact and low effort with medium impact are considered quick wins and are easier to initiate and fund.

As stated previously, funding opportunities change, and providing a diversity of efforts can help the city continue to take smaller actions while pursuing funding for larger projects.

Figure 13 - Effort vs. Impact for Action Items



Action Item Legend

- 1A- One to two high priority projects per year
- 1B- Bicycle and pedestrian network development
- 2A- Explore automated enforcement
- 2B- Use technology to identify high-speed corridors
- 2C- Safety technology for city-owned equipment
- 3A – Review the city’s 2014 Crosswalk Guidance
- 3B – Explore Neighborhood traffic calming program
- 3C – Continue interagency safety working group
- 3D – Post safety improvement evaluation
- 3E – Update development review process
- 4A – Develop senior education program
- 4B – Conduct Safe System training for city staff and elected officials
- 4C – Implement a citywide traffic safety advertising campaign
- 5A – Pursue SRTS implementation grant funding
- 5B – Pursue SRTS planning grant funding
- 6A – Evaluate business and/or private property owners incentives program
- 6B – Equitable access to safe vehicles program
- 7A – Conduct lighting review

TRANSPARENCY AND ACCOUNTABILITY

The City of St. Louis Park developed this Safe Streets Action Plan with a strong commitment to public transparency. To ensure the plan reflects the experiences and priorities of residents using the city's transportation system, the city and project team implemented a multi-phase public engagement strategy design to reach a wide range of community members. Through community events, public surveys, an interactive mapping tool, and stakeholder advisory group, the city gathered meaningful input that informed the plan's goals, strategies, and project locations. These efforts focused on concerns around traffic speeds, intersection safety, and multimodal access.

To maintain ongoing transparency, the Safe Streets Action Plan will:

- Undergo a public comment period for this report
- The final study report will be posted on the city's webpage
- A tracking dashboard will be created to allow for real-time updates on projects and strategies
- and a yearly report will provide progress on action items and crash trends

The City of St. Louis Park is committed to continuing this transparent and responsive approach, adapting strategies as needed based on emerging data and feedback. For more information, visit the city's website to view the progress tracker dashboard.

CONCLUSION

The city is committed to eliminating fatal and severe injury crashes by the year 2050. While this goal is ambitious and will require significant collaboration across departments and with other agencies, this Safe Streets Action Plan provides a road map to work towards the goal and document progress along the way.

As a member of the community, there are actions you can take to help the city achieve its goal. Advocacy for road safety initiatives at the local, state and federal levels is one way members of the community can help fund improvements. Checking out the [Toward Zero Deaths safe roads program](#) and sharing it with your friends and family can help spread the word about common sense traffic safety strategies. And most of all, you can practice safe driving, walking, biking and rolling behaviors to slow speeds and improve awareness of your surroundings so that everyone has a chance to make it home safely at the end of the day.

APPENDICES

Appendix A – Safety Treatment Toolkit

Appendix B – Recommendations for top 28 project locations

Appendix C – Safety Analysis Technical Memorandum

Appendix D – Prioritization Technical Memorandum

Appendix E – Engagement Summary

Appendix F – Annual Reporting Requirements