

Appendix B – Recommendations for top 28 priority locations

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 solutions and demonstrations projects 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.

- **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.
- **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.
- **Major projects:** Most construction projects that require geometric changes to the roadway or significant infrastructure investment such as new signals and lighting are considered long-term recommendations due to the amount of time needed for project design and funding.

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. Figure 1 identifies top 28 priority locations while tables B1 through B3 detail key safety concerns and short, medium, and long-term recommendations.

Figure 1 – Top 28 Priority Areas (St. Louis Park Safe Streets Action Plan, 2026)

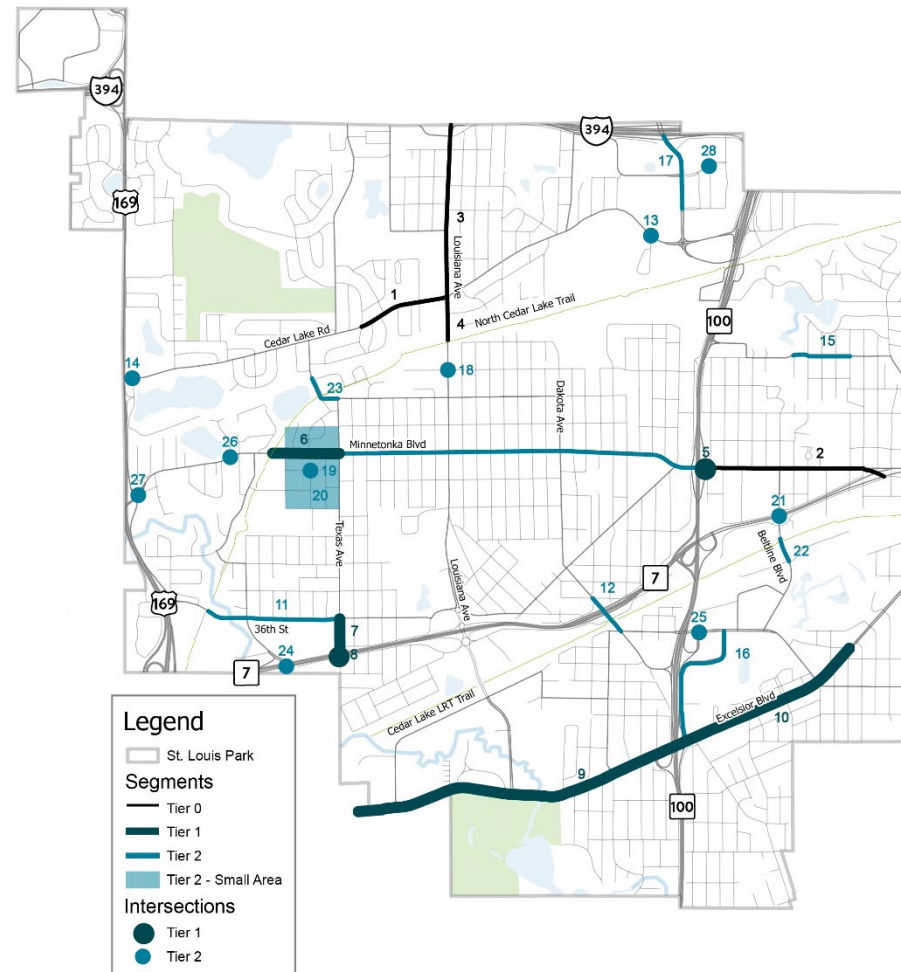


Table B1 – Tier 0 Projects for the St. Louis Park Safe Streets Action Plan and Recommended Treatments

Map #	Tier 0 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Medium- to Long-Term Recommendations
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)	Post-construction evaluation of speed and crash history to confirm effectiveness of safety measures.
2	Minnetonka Blvd - Hwy 100 to Lake St (County)	2025	Project is currently under construction, so a safety review was not completed.	Post-construction evaluation of speed and crash history to confirm effectiveness of safety measures.
3	Louisiana Ave - I-394 to W 22nd St (City (MSA))	2025	North/south traveling bicyclist safety at crosswalks.	Post-construction evaluation of speed and crash history to confirm effectiveness of safety measures.
4	Louisiana Ave - W 22nd St to BNSF RR bridge (City (MSA))	2026	North/south traveling pedestrian and bicyclist safety at crosswalks/driveways	Post-construction evaluation of speed and crash history to confirm effectiveness of safety measures.

Table B2- Tier 1 Projects for the St. Louis Park Safe Streets Action Plan and Recommended Treatments

Map #	Tier 1 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
5	Minnetonka Blvd and Hwy 100 NB entrance ramp intersection (MnDOT/ County)	2025 Pavement only	- EB left turning movement conflict (flashing yellow arrow with dual left turns) - WB right conflict with pedestrians	Work with MnDOT to evaluate signal phasing opportunities to provide protected movements and reduce the risk of conflict for both motorists and vulnerable road users	N/A	Work with MnDOT to consider geometric changes to the intersection to increase pedestrian safety and comfort

Map #	Tier 1 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
6	Minnetonka Blvd - Cedar Lake Trail Bridge to Texas Ave Segment (County)	2028	- Vehicle speeds - Pedestrian crossing concerns, particularly at Utah Ave, Xylon Ave intersections - Bicyclist crossing concerns along Minnetonka Blvd - Red light running, visibility due to vertical curve, and ADA opportunities at Minnetonka Blvd at Texas Ave	Work with the county to implement quick-build solutions from Cedar Lake Trail Bridge to Texas Ave to slow vehicle speeds, improve safety for students walking and biking to school and people accessing the Texa-tonka shopping center.	Work with the county to ensure complete streets principals and high comfort pedestrian crossings are prioritized in the upcoming corridor reconstruction	N/A
7	Texas Ave - 36th Ave S to Hwy 7 segment (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 (36th St and Texas, in the SE and SW corners)	Demonstration project to reduce curb radii at 36th and Texas as well as Cub/Knollwood Mall shopping center entrance Consider lane reduction in the SB direction Evaluate visual obstructions at SE and SW corner of 36th and Texas		Geometric changes to the mall entrances to reduce vehicle conflicts, make the pedestrian more visible to motorists, and reduce pedestrian crossing distances. Evaluate intersection control or access changes at mall entrance
8	Texas Ave and Hwy 7 intersection (MnDOT)	2028 Roadway Lowering	- High vehicle speeds, visibility due to vertical curve - Pedestrian/ Bicyclist safety concerns in high pedestrian generator area	Queue warning system installed in the WB direction in 2025 Coordinate with MnDOT to pursue the lowering of the vertical curve to improve sight distance (Project planned for 2028)	Work with MnDOT to evaluate alternate interchange options that improve pedestrian safety , including a grade separated option for pedestrians and bicyclists to reduce existing gap in comfortable crossing opportunities	To be determined based on MnDOT coordination efforts

Map #	Tier 1 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
9	Excelsior Blvd West segment - Powell Rd to Hwy 100 (County)	None	Varies, Part of the HIN	Work with Hennepin County to evaluate RRFBs or other pedestrian crossing enhancements at key pedestrian crossing locations	Work with Hennepin County to complete a corridor study to evaluate long term solutions and identify project funding	N/A
10	Excelsior Blvd East segment - Hwy 100 to W 36th 1/2 St (County)	2028 (west 100 interchange)	Varies, Part of the HIN	Work with Hennepin County to evaluate RRFBs or other pedestrian crossing enhancements at key pedestrian crossing locations Evaluate signal timing and signing improvements at Hwy 100 east interchange	N/A	Work with County to complete a corridor study to evaluate long term solutions and identify funding

Table B3 - Tier 2 Projects for the St. Louis Park Safe Streets Action Plan and Recommended Treatments

Map #	Tier 2 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
11	36th St segment - 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, in the SE and SW corners)	Corridor Study of 36th St from Regional Trail Crossing to Texas Ave	Work with Three Rivers Park District to consider quick-build solutions or a demonstration project for North Cedar Lake Trail crossing, bike lane treatments along 36 th , and temporary speed reductions treatments Apply for funding for safety improvements based on corridor study recommendations	Geometric changes to the roadway to slow traffic and support safety pedestrian and bicyclist crossings

Map #	Tier 2 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
12	Wooddale Ave S segment - W 35th St to W 36th St (City-MSA)	None	• Pedestrian crossing safety at 35th and 36th • Visibility concerns for westbound off ramp • Future Three Rivers Park District CP Rail Regional Trail	Request MnDOT to evaluate leading pedestrian intervals at Hwy 7 ramp signals and implement signal timing improvements Request MnDOT to evaluate signage and turning restrictions on Hwy 7 westbound off ramp	Demonstration project at 35th St to change roadway geometry and improve pedestrian crossing safety Post-construction traffic study and safety evaluation at 36th St	Continue to work with Three Rivers Park District on CP Rail Regional Trail funding and design Consider long-term geometric changes to improve crossing safety at 35th St intersection, depending on CP rail funding and timeline as well as demonstration project results
13	Cedar Lake Rd and Ridge Dr intersection (City-MSA)	None	• Visibility concerns likely contributing to bicyclist safety issues on south leg	Conduct a sight distance review to confirm visual obstruction, and if necessary, work with property owners to remove obstructions	Conduct an evaluation for 2-years post safety improvement to verify effectiveness	N/A
14	Cedar Lake Rd and Hwy 169 Ramp intersection (MnDOT)	Signal replacement project 2026, sidewalk on the east side of Jordan, Bridge reconstruction in 2035.	• Pedestrian and bicyclist crossing safety • Motorist speeds • Visibility	Work with MnDOT to implement a demonstration project at Jordan Ave and evaluate and remove visibility concerns if appropriate Explore a School Zone Speed Limit (SZSL)	N/A	Work with MnDOT to implement geometric changes to the intersection and bridge to reduce vehicle speeds, shorten crossing distances, and accommodate a trail crossing

Map #	Tier 2 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
15	26th St segment - Natchez Ave S to Joppa Ave S (City-MSA)	None	• Visibility concerns at Natchez Ave with pedestrian generators • Stop sign compliance concerns	N/A	Evaluate uncontrolled crossing opportunity to improve crossing safety for pedestrians Evaluate signage and marking opportunities to improve stopping compliance	Implement improvements based on evaluation recommendations , (i.e. markings and signage) based on evaluation results
16	Park Center Blvd segment – W 36th 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	Evaluate pedestrian/ bicyclist improvements at 36th St and Target signal intersections such as protected signal phasing, LPIs and striping upgrades	Implement short term pedestrian/ bicyclist improvements at 36th St and Target Evaluate road diet (4- to 3-lane conversion)	Geometric changes to the corridor to improve pedestrian/bicyclist safety
17	Park Place Blvd segment - I-394 to Gamble Dr (City-MSA)	None	• Bicyclist safety along high volume roadway (street bicyclists) • Pedestrian crossing safety at intersections	Evaluate corridor signals for opportunities to improve pedestrian crossing safety	Pursue implementation funding for pedestrian crossing upgrades based on evaluation findings	Improve bicyclist connectivity and wayfinding through the corridor to connect to the Cedar Lake Rd multiuse trail and Cedar Lake Regional Trail to key destinations

Map #	Tier 2 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
18	Louisiana Ave at W 27th St intersection (City-MSA)	None	• High vehicle speeds • Pedestrian/ bicyclist crossing safety • Potential visibility issues for westbound movements • Potential red light running issues	Demonstration project to reduce crossing distance and discourage southbound weaving by motorists Evaluate LPIs	Consider lane reduction Signal upgrades to improve pedestrian safety	Geometric changes to the intersection to improve pedestrian crossing safety Bicycle facilities along Louisiana Ave to provide north/south connection Road narrowing to facilitate complete streets design principles
19	W 30th 1/2 St and Virginia Ave (City) intersection	None	• Pedestrian safety / Safe Routes to School • Visibility issues due to parking • Uncontrolled intersection	Evaluated existing parking restrictions Evaluate stop controlled northbound approach	Demonstration project to enforce parking restrictions and improve intersection visibility	Geometric changes to the roadway to reduce crossing distance based on evaluation and demonstration project findings
20	Aquila Neighborhood area (City)	None	• Pedestrian crossing safety / Safe Routes to School • Vehicle speeds on Xylon Ave • Visibility issues due to street parking	Explore School Zone Speed Limits Apply for Safe Routes to School (SRTS) demonstration grant funding	Implement SRTS demonstration project to shorten crossing distances and reinforce parking restrictions on Xylon Ave Pursue funding for a small area study to further evaluate the transportation and safety needs in the neighborhood	SRTS implementation and geometric changes to the roadways to complete sidewalk connections, encourage slower speeds and improve pedestrian and motorist visibility

Map #	Tier 2 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
21	Hwy 25 (Hwy 7) and Beltline Blvd intersection (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	Work with County to develop a long term solution to pedestrian exposure at intersection and identify funding	N/A	Geometric changes to the intersection to improve pedestrian crossings Evaluate and pursue (if appropriate) a road diet south on Beltline Blvd to remove 4 lane cross-section
22	Beltline Blvd segment – 32nd St to Park Glen Rd (City-MSA)	2032	- Vehicle speeds - Missing connection from on street trail to regional trail and pedestrian bridge over CSAH 25 - Pedestrian/ bicyclist crossing concerns at Park Glen	Work with Three Rivers to develop temporary bicyclist and pedestrian wayfinding for interim facilities and a long term wayfinding plan for connections to key destinations	Implement long-term crossing improvements at Park Glen such as geometric changes to Beltline Blvd, signalized crossing opportunity, and improved trail connectivity Work with Three Rivers to implement permanent pedestrian and bicyclist wayfinding	N/A
23	Virginia Ave S segment - North Cedar Lake Regional Trail Crossing to Texas Ave (City-MSA)	None	- Trail crossing visibility issues with horizontal curve - Connection under rail bridge	Evaluate signage and striping improvements to improve trail crossing visibility	Implement quick build recommendations based on evaluation Support Three Rivers Park District's to identify regional trail crossing improvements	Identify long term strategy to fill bicycle facility gap under rail bridge or identify alternate route for north/south access to Cedar Lake Rd Support the implementation of regional trail crossing improvements as identified by Three Rivers

Map #	Tier 2 Project Locations (Road Owner)	Funded Projects	Key Safety Concerns	Short-Term Recommendations	Medium-Term Recommendations	Long-Term Recommendations
24	Hwy 7 and Blake Rd intersection (MnDOT, City-MSA, City of Hopkins)	None	See MnDOT report for more information		Work with MnDOT to evaluate grade separation for pedestrians and bicyclists between Blake Rd. and Texas Ave	N/A
25	W 36th St and Hwy 100 Ramp Intersection (MnDOT)	2029 signal replacement	Pedestrian/ bicyclist crossing safety at south crosswalk	Evaluate turning restrictions and pedestrian signal improvements	Consider geometric changes to improve pedestrian/ bicyclist crossing safety	N/A
26	Minnetonka Blvd segment - Cavell Ave to Boone Ave (County)	2031	- Vehicle speeds - Horizontal curve	Work with county to evaluate short-term speed reduction measures, advance warning signs and lighting at horizontal curve	Protected bicycle facility along Minnetonka Blvd in addition to corridor wide pedestrian and bicyclist crossing safety improvements	N/A
27	Hwy 169 ramps intersections at Minnetonka Blvd (MnDOT/ County)	2030	Pedestrian/ bicyclist crossing safety	None	Work with MnDOT and County to pursue safety improvements at ramp interchanges in alignment with the broader Minnetonka Blvd corridor plans	N/A
28	W 16th St and Duke Dr intersection 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	Conduct a study to explore intersection safety opportunities for pedestrians and bicyclists	Consider a demonstration project based on study findings, to provide short term improvements for pedestrian safety	Consider long-term geometric changes and signal options based on study findings and demonstration project result