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## MEMORANDUM

TO: Jack Sullivan (PE)  
FROM: Chelsea Moore-Ritchie (AICP)  
DATE: April 3, 2025  
RE: St. Louis Park Safe Streets Action Plan - Summary of Public Engagement  
SEH No. STLOU 179709 14.00

### Purpose

In 2023, the City of St. Louis Park obtained a grant through the federal Safe Street and Roads for All (SS4A) program to develop an action plan to improve road safety. In June of 2024, the city launched the Safe Streets Action Plan to develop a plan to work towards reducing or eliminating serious injury and deadly accidents for everyone using the roads. Public engagement is a key component of developing recommendations and strategies, as well as identifying prioritization locations. Public input helped reinforce the safety and crash data findings.

A public engagement campaign was designed to engage a wide range of stakeholders, including those who may not attend a traditional open house or participate in the decision-making process. The project team worked directly with the public throughout the process to ensure that their concerns were heard, understood, and considered. Objectives of the outreach included:

- Creating awareness of the Safe Streets Action Plan and how safety impacts all road users.
- Better understanding of ways people travel and their priorities and concerns.
- Providing interactive, accessible, and approachable engagement opportunities throughout the project.
- Reporting back to the community to ensure recommendations reflect public input.
- Developing a Safe Streets Action Plan that will help guide future transportation investments.

This document summarizes all the engagement activities and the key themes as part of the Safe Streets Action Plan.

Engineers | Architects | Planners | Scientists

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## Phases of Engagement

The public engagement campaign included three phases throughout the entirety of the project.

- **Phase 1** - The initial phase focused on creating community-wide awareness of the project and understand key concerns and priorities. An equity analysis was conducted to identify areas with higher percentage of higher-risk and disadvantaged populations (i.e., low wage workers, low-income households, residents with a disability, people of color, youth, seniors, households with zero vehicles). Engagement events were held at locations and events easily accessible to these groups.
  - **Approximately 690 engagement interactions were made during this phase.**
- **Phase 2** – The second phase worked with a Stakeholder Committee and Technical Advisory Committee to review public input and begin developing strategies and identifying prioritization locations.
- **Phase 3** – The third phase presented draft strategies and prioritization locations to the public. Public input during this phase to further refine recommendations and implementation strategies.

## Engagement Opportunities

The City offered several engagement opportunities to engage the community in guiding recommendations and prioritization locations. Each of the outlined engagement activities provided an interactive experience to provide input, voice concerns, and identify future transportation priorities.

### Project Webpage

The city hosted a dedicated webpage to serve as a central hub for the Safe Streets Action Plan. The site featured up-to-date project information, upcoming engagement events, and resources, allowing stakeholders to stay informed and engaged with the planning process.

### Yard Signs

Yard signs with QR codes to the project website were placed at key locations with high pedestrian and bicycle traffic. These helped promote the project and online survey.

### Pop-up Workshops

These casual and fun workshops brought the project directly to the public. Pop-up workshops were held during the first and third phases of the project. These workshops were held at popular community locations that attract a diverse audience, including local events and areas with heavy pedestrian and bicycle activity.

During Phase 1, participants were able to learn about the project, share their top transportation priorities, and identify issues at specific locations. Phase 3 focused on presenting the process for selecting project locations and strategies, as well as gathering community input. Feedback from the community was used to further refine the project recommendations.

The project hosted five pop-up workshops throughout the city:

- **Phase 1 Workshops**
  - St Louis Park Art Fair at the Recreation Outdoor Center (August 7, 2024): 225 participants
  - Fire Department Open House (August 18, 2024): 53 participants
  - Aquila Park (October 21, 2024): 19 participants
  - Hennepin County-St. Louis Park Library (October 29, 2024): 49 participants
- **Phase 3 Workshop**
  - Parktacular Festival (June 14, 2025): 148 participants

### Community Workshop

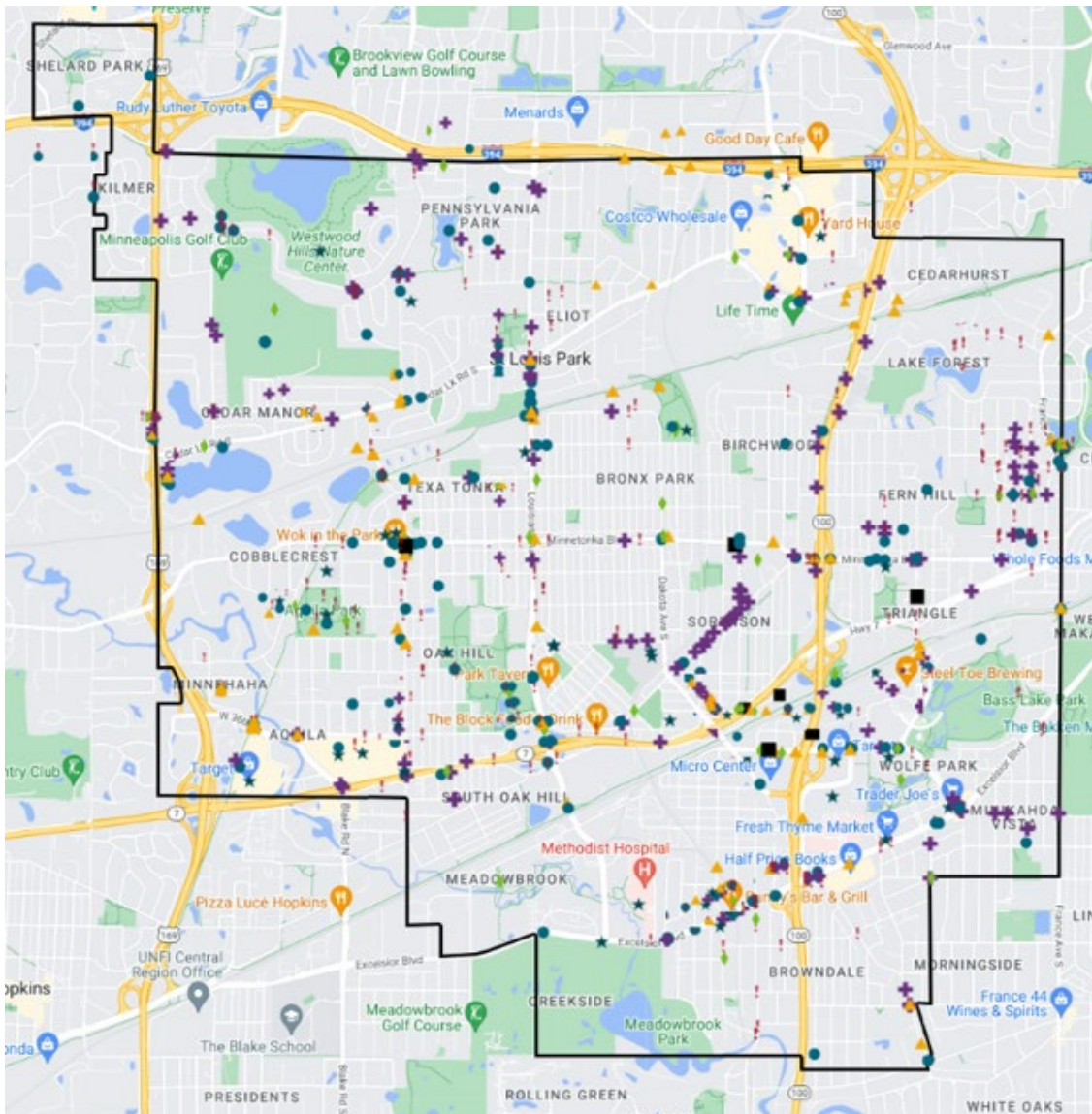
A community workshop was held at the Westwood Nature Center on October 15, 2024. Approximately 19 people attended. The workshop had a variety of interactive stations and was an opportunity for stakeholders to learn about the project, ask questions, and share their feedback regarding transportation safety issues.

## Online Survey

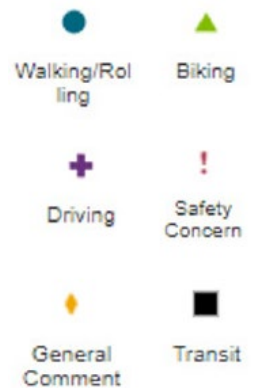
An online survey was conducted during the first phase (August 2024) with 133 participants taking the online survey. Participants were able to identify 1) their preferred travel modes, 2) improvements that would encourage them to walk, roll, bike, or use transit more, 3) their experience using transportation facilities, 4) the city's future transportation priorities, and 5) factors that determine how transportation investments are made. The online survey summary can be found at the end of this document.

## Interactive Mapping Tool

An online mapping tool allowed stakeholders to provide comments on specific locations, routes, and areas of interest. The mapping input helped identify popular destinations, areas with safety concerns, opportunities for improvements, and gaps in the pedestrian and bicycle network. 833 comments were submitted on the interactive map during phase one. Most common concerns were about unsafe or uncomfortable crossings, gaps in pedestrian and bicycle facilities, high speed traffic, and unsafe driving behavior. Mapping comments were concentrated along busier roads, including Excelsior Boulevard, Minnetonka Boulevard, Lake Street, Louisiana Avenue, Wooddale Avenue, and Cedar Lake Road.



**Figure 1 - Online Map Comments**



## **Stakeholder Advisory Committee**

A Stakeholder Advisory Committee (SAC) was established to guide the development of strategies and project locations to ensure that recommendations reflect community needs. Ten community members were selected using criteria designed to capture diverse backgrounds and perspectives. Selection factors included geographic representation (neighborhoods and wards), prior involvement in city commissions, primary modes of transportation, and a broad range of transportation-related insights. The Committee met three times during the second phase of engagement. The Committee also commented on the final report and was also influential in ensuring that the project team was engaging an audience that reflected the community's demographic profile.

## **Technical Advisory Committee**

A Technical Advisory Committee (TAC) was established to provide comprehensive technical guidance throughout the development of project strategies and recommendations. The Committee included city staff from the Engineering, Communications, Public Works, Public Safety (Fire and Police), and Community Development departments, as well as representatives from partner agencies, including the Minnesota Department of Transportation (MnDOT), Hennepin County, and the Federal Highway Administration (FHWA). The TAC's role was to provide technical insight on transportation needs, ensure alignment with existing plans and policies, and review proposed recommendations for feasibility and effectiveness. The Committee met regularly during the planning process and played a key role in refining strategies to ensure they were both technically sound and responsive to community goals.

## **Report Comment Period**

A public comment period in coordination with a media advertising campaign was used to get the word out about the draft report and solicit comments for consideration.

## **Key Takeaways**

The following key takeaways are based on public feedback gathered through the engagement activities outlined previously. This input reflects community concerns and priorities regarding transportation safety and infrastructure improvements, highlighting key areas such as pedestrian and bicycle safety, traffic calming measures, and public education. The following themes summarize the most frequently mentioned issues by stakeholders.

### **Traffic Management and Speed Control**

The public highlighted frustrations about speeding and unsafe driving behaviors along busy streets, particularly along Excelsior Boulevard, Minnetonka Boulevard, Lake Street, Louisiana Avenue, Wooddale Avenue, and Cedar Lake Road. Feedback also mentioned that vehicles drive too fast along residential roads, especially those used as cut through streets.

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.

Public input highlighted the need to continue to provide education programs to improve driver behavior and safer pedestrian and bicycle practices.

### **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.

### **How this information was used**

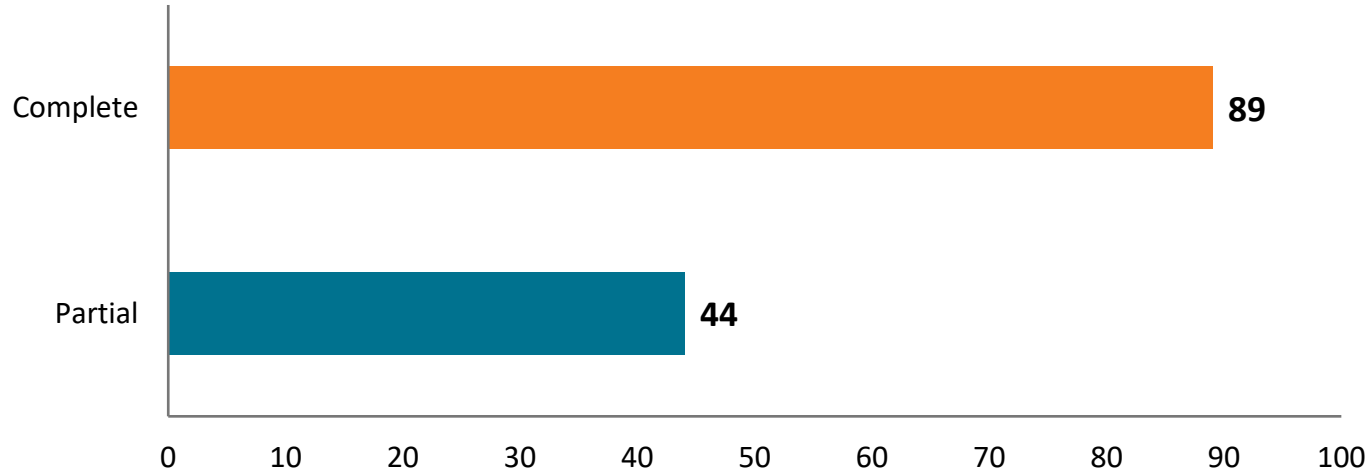
Feedback from the online map was used directly in identifying top locations to help identify areas that may not have a strong crash history but may have near misses or other safety concerns not captured by the data analysis. The online survey also helped to inform the development of the equity indicators used in the prioritization methodology. And finally, public comments were reviewed during the Safety Analysis of the top priority locations, to inform treatment recommendations. For more information on how the public feedback was incorporated, see the Safety Analysis Technical Memorandum and the Prioritization Methodology Technical Memorandum.



# Phase 1 Community Survey

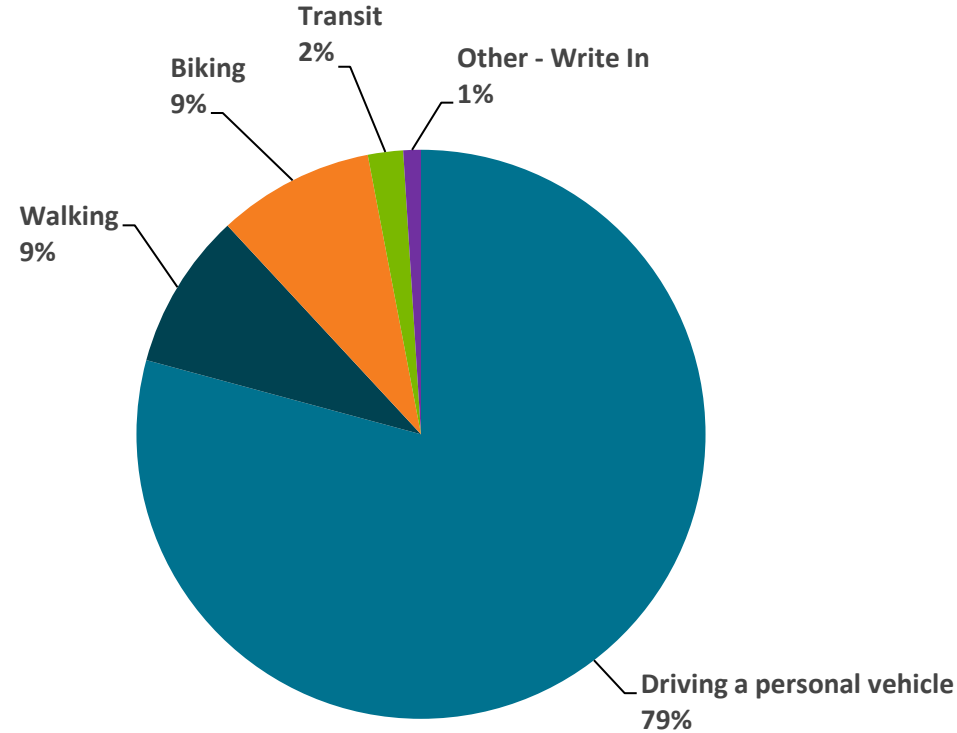
## Engagement Summary

# Participants

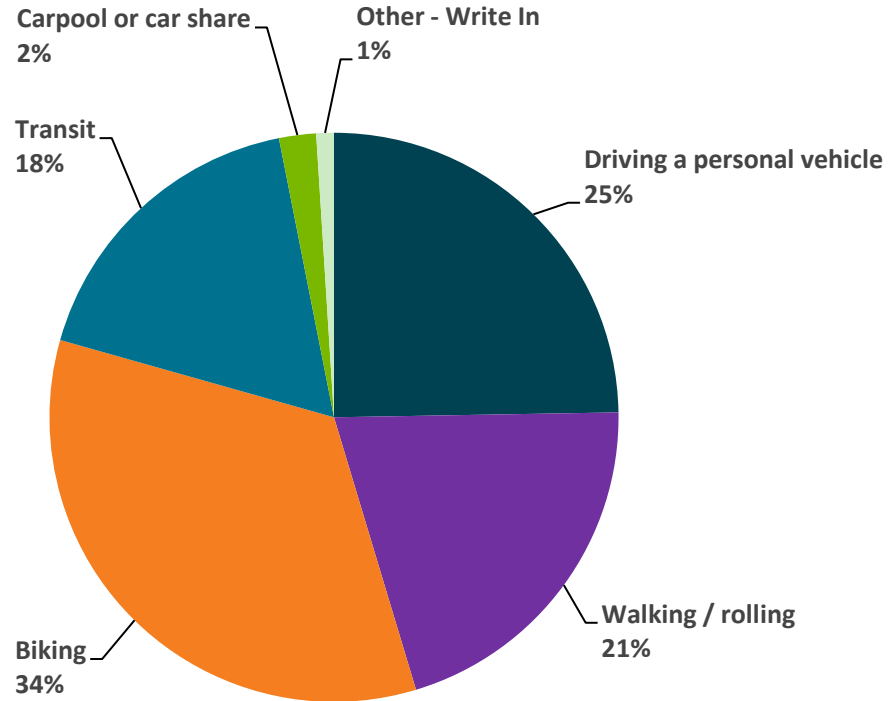


**Total: 133 participants**

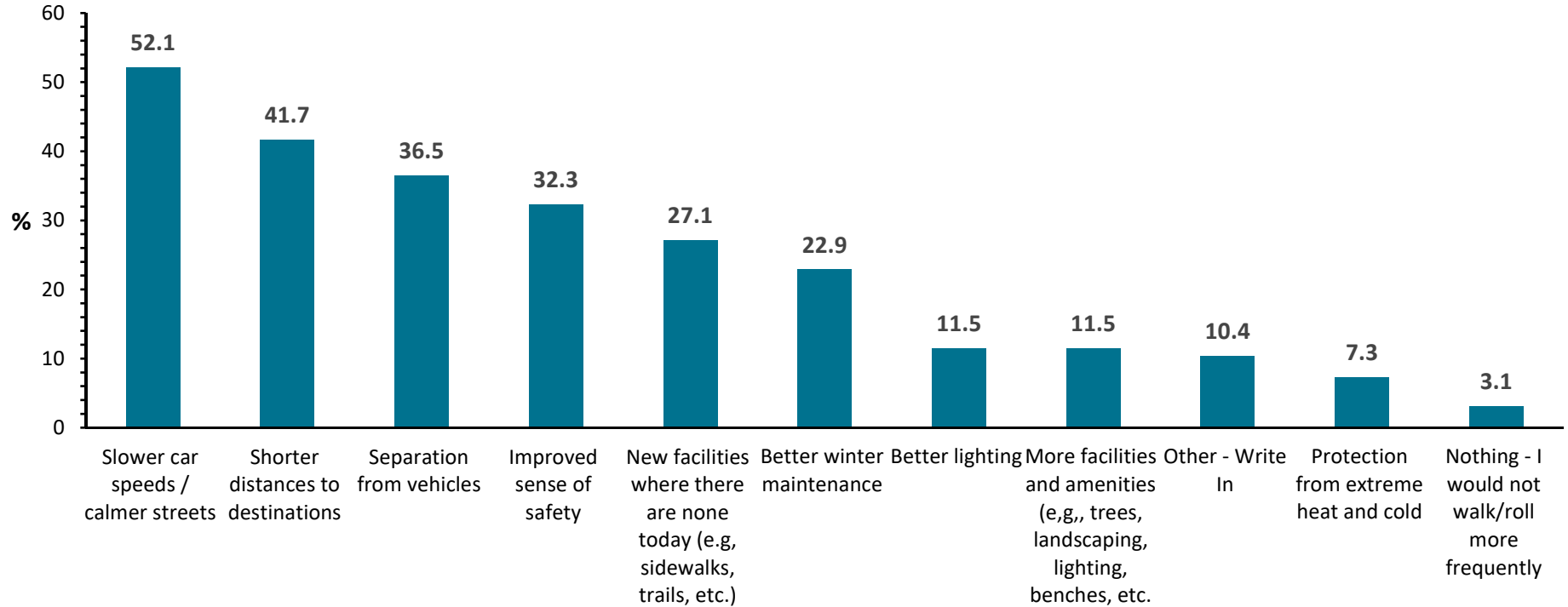
# 1. What is your most frequently used mode of transportation?



## 2. If conditions were ideal, what would be your preferred mode of transportation?



### 3. What would encourage you to walk more than you currently do? Select your top three (3) choices.



### 3. What would encourage you to walk more than you currently do? Select your top three (3) choices. Other responses

A pedestrian light at bus stop behind knollwood

Ability to safely and conveniently cross major roads: Minnetonka Blvd and Hwy 7/ CSAH25

Drivers who obey the laws

I am 89 years old

Improved crosswalks where walkers automatically get a walk sign instead of always having to request a walk.

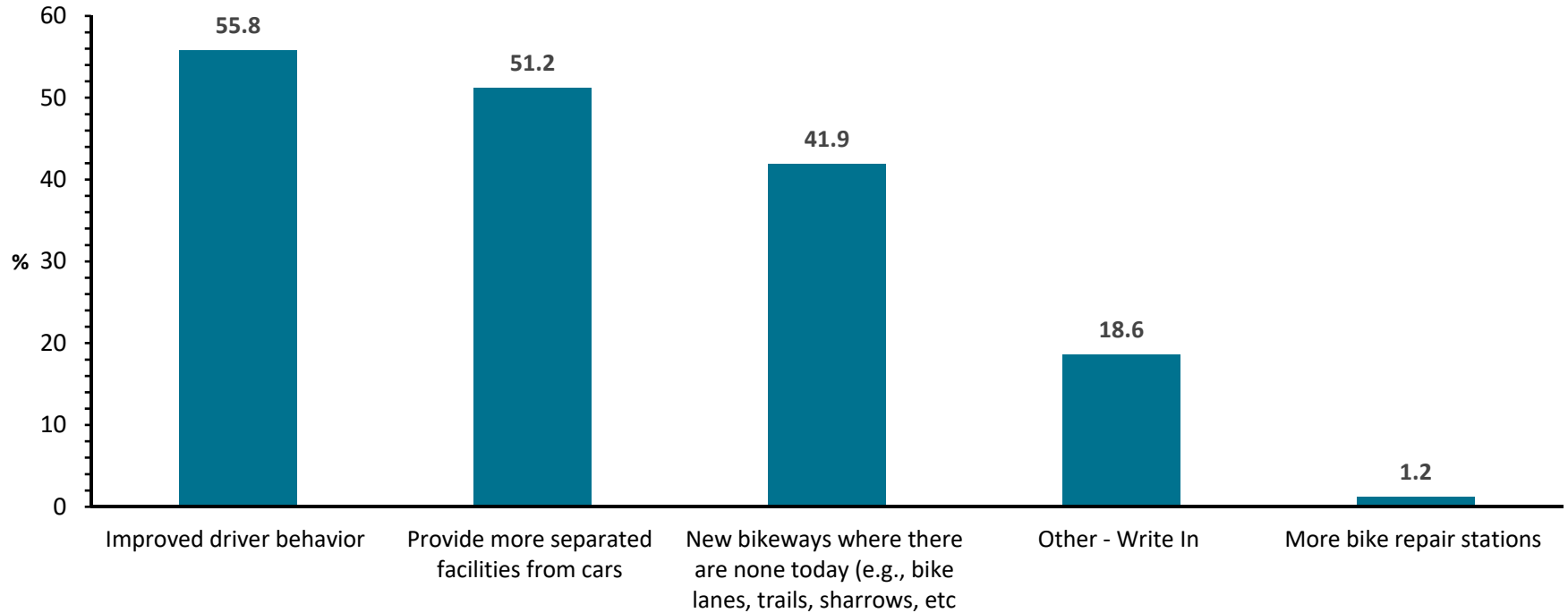
More crosswalks with caution lights across Minnetonka west of 100

Stop signs need to be placed at the roundabouts instead of yields for traffic that is coming from highway 7. I frequently walk for exercise in this area and the roundabouts terrify me as a pedestrian

fewer bicyclists unwilling to allow pedestrian access

the vehicles in SLP speed excessively and nothing is done about it, the last project to reduce speed did nothing, and the police do absolutely nothing to stop it

#### 4. What would encourage you or allow you to bike more frequently? Select your top two (2) responses.



#### 4. What would encourage you or allow you to bike more frequently? Select your top two (2) responses. Other responses

Nothing. At 69 I cannot use a bicycle.

Better weather

Having children who are able to bike on their own and feeling more safe with them doing so

I am 89 years old

I do not bike

I don't bike

I won't bike on streets. Only trails. Too dangerous on streets. Also I don't bike for transportation but for recreation

Improve ride share access for the last mile to public trans

Owning a bike and wider paths on the trails since bikers and walkers share the path. Sometimes there are large groups of bikers.

Roundabout solutions, treacherous for cars much less bikes... signaling with arms WHILE " curving " the bike is harder!

The new trail tunnels under Dakota and Blake have encouraged me to bike more

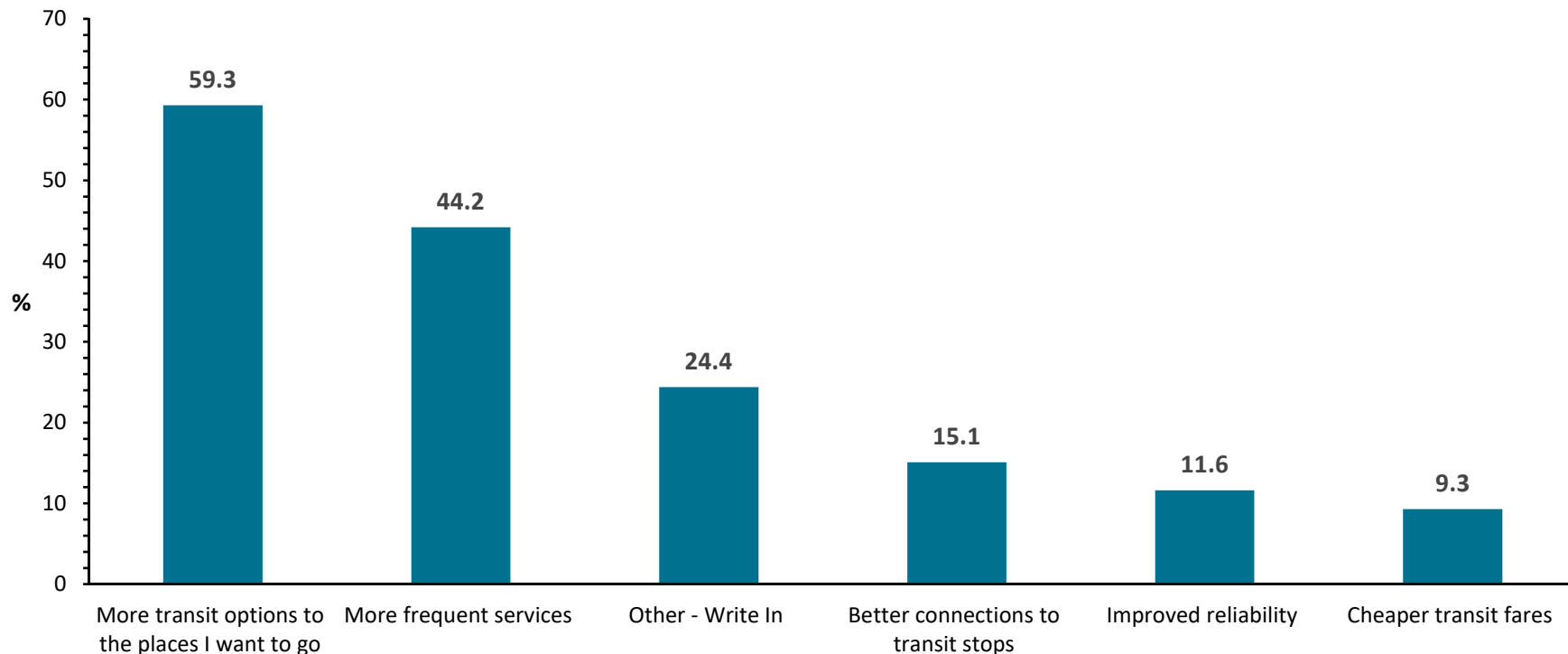
bicyclists with an understanding of shared responsibility

features that show me as a pedestrian or cyclist that the drivers are going to be forced to slow down

infrastructure that prioritizes people, not cars

locations to store bike once arrived

## 5. What would encourage you to take transit more frequently? Select your top two (2) responses.



## 5. What would encourage you to take transit more frequently? Select your top two (2) responses. Other responses

Safety

A bus on France Avenue!!!!

Free Fare. Figuring out the payment system is a hurdle

I ride the bus to work multiple times a week. I used to love the bus, but now it's not fun due to the behavior of people on the buses and at bus stops while waiting (often far too long) for connections.

I won't use public transit.

I would not be likely to take public transit

Improved safety on public transit

Improved sense of safety/crime reduction

More Police presence throughout the city.

More ride share for the last mile.

NA- traveling with multiple young children

Nothing. Too dangerous

Safety on transit and in transit stations

Taking transit is challenging with a young child who needs a stroller.

frequent to the point where I don't need to be a slave to a schedule

n/a

none, public transport is dirty and takes forever to get where you are going

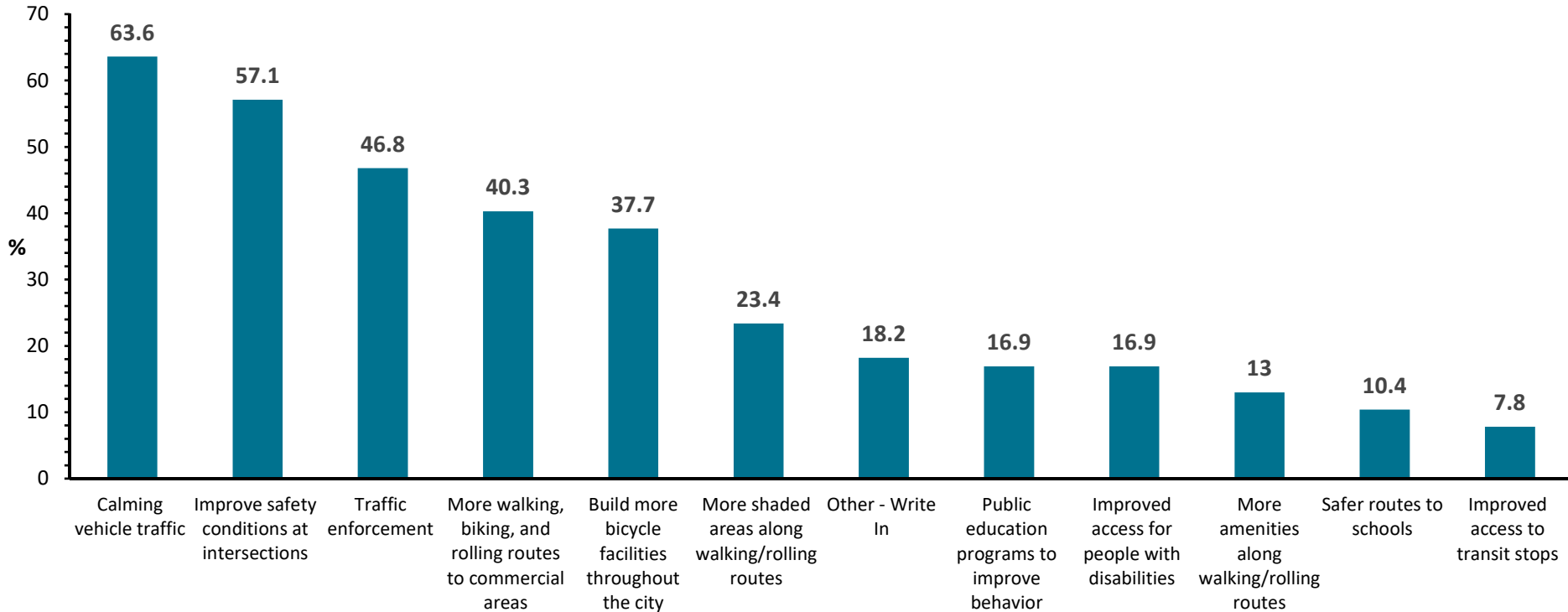
safety

safety issues

**6. Please indicate to what extent you agree or disagree with each of the following statements about transportation in the City of St. Louis Park?**

|                                                                                         | Strongly disagree | Somewhat disagree | Neutral - I am not sure | Somewhat agree | Strongly agree |
|-----------------------------------------------------------------------------------------|-------------------|-------------------|-------------------------|----------------|----------------|
| I feel safe WALKING and ROLLING in most places throughout the city.                     | 9.4%              | 21.2%             | 7.1%                    | 40.0%          | 22.4%          |
| I feel that the sidewalks and trails in the city connect me to the places I want to go. | 7.2%              | 16.9%             | 13.3%                   | 42.2%          | 20.5%          |
| I feel safe BIKING in most places throughout the city.                                  | 10.1%             | 25.3%             | 25.3%                   | 32.9%          | 6.3%           |
| I feel that the bikeways in the city connect me to the places I want to go.             | 6.4%              | 15.4%             | 25.6%                   | 41.0%          | 11.5%          |
| I feel safe DRIVING in most streets throughout the city.                                | 6.5%              | 7.8%              | 9.1%                    | 31.2%          | 45.5%          |
| If there were more sidewalks, trails and bikeways in the city I would be more active.   | 7.8%              | 9.1%              | 16.9%                   | 31.2%          | 35.1%          |
| I would like to see more trees, plantings, benches, etc. along the streets in the city. | 1.3%              | 7.8%              | 16.9%                   | 23.4%          | 50.6%          |

## 7. What should be the city's top transportation priorities for the future? Please select your top four (4) responses.



## 7. What should be the city's top transportation priorities for the future? Please select your top four (4) responses. Other responses

Bring back the three parking spots Southeast of Hwy 100 and Cedar Lake Trail. It's hard to find a place to get on that trail.

Coming up with an idea of how it wants Louisiana—its only continuous north-south artery—to look/feel/function, from 394 to Excelsior.

How about a water bottle filling stations along the bike trail.

I want speed bumps in my neighborhood. Delivery trucks and individuals are driving too fast. Kids play outside. People walk their dogs. My neighborhood doesn't have sidewalks.

I would like to have sidewalks on Cambridge St.

Improve signage for pedestrian crosswalks

Limiting oversized trucks and SUVs on streets

Make intersections and crossings safer for pedestrians. Drivers ignore walk signs, ignore crosswalks, and are so focused on turning right on red lights that they don't see or look for pedestrians with the right of way. Sidewalks become meaningless when you can't safely cross the street. Every time I walk by the roundabout by the Rec Center around rush hour, someone is having a fit because the car in front of them yielded (as required) to incoming traffic or a pedestrian. It's not safe

STOP BUILDING ROUNDABOUTS!

Sidewalks throughout!!!!

Speedbumps for High speed highschoolers in residential neighborhoods

more roundabouts where appropriate

there is no bike lane on Louisiana Ave, WHY? Traffic is out of control on this road and nothing is done, most bikers use the sidewalk then, police do nothing to control traffic in this city!

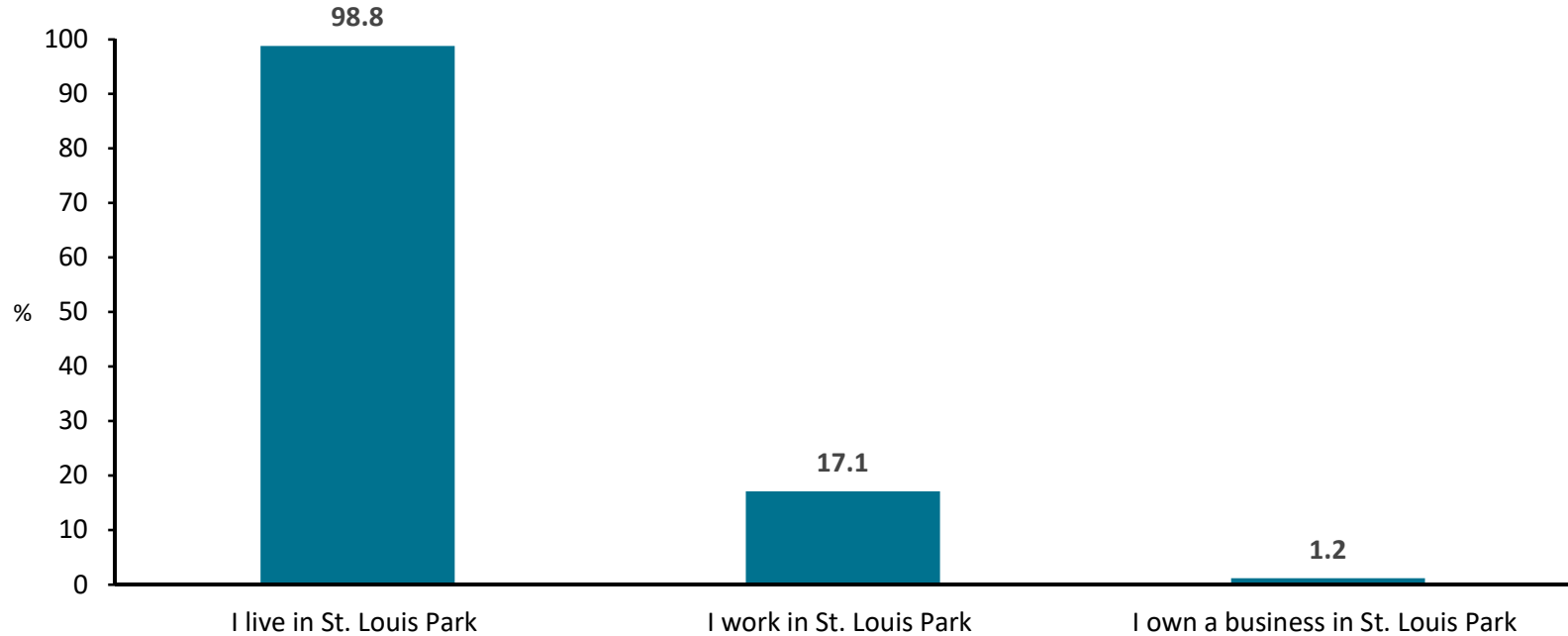
**8. If you had \$10 to invest into making transportation facilities safer and more accessible, how would you distribute funds? Please include the amount you would invest in each transportation facility type. The max amount should equal to \$10.00.**

| Type of Facilities                                                            | Average Score |
|-------------------------------------------------------------------------------|---------------|
| Pedestrian facilities (e.g., sidewalks, trails, etc.)                         | 3.9           |
| Roadway improvements                                                          | 3.6           |
| Biking facilities (e.g., bike lanes, trails, bike repair stations, etc.)      | 3.1           |
| Transit facilities and services (e.g., bus stops, frequency of service, etc.) | 2.8           |

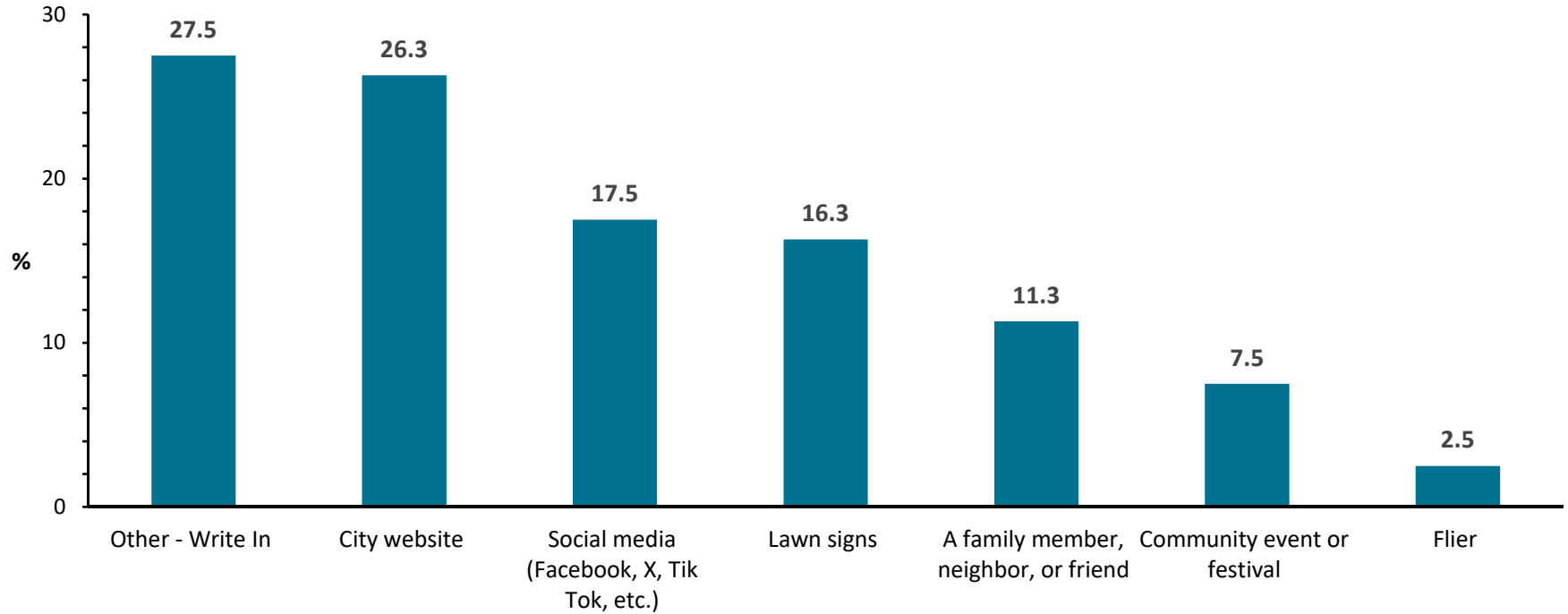
**9. What should be most important when the city is selecting safety improvements? Rate each item with 1 = not important and 5 = very important.**

|                                                                                                         | 1 (Not important) | 2     | 3 (Neutral) | 4     | 5 (Very important) |
|---------------------------------------------------------------------------------------------------------|-------------------|-------|-------------|-------|--------------------|
| Minimizing impacts to adjacent properties                                                               | 15.3%             | 16.7% | 31.9%       | 19.4% | 16.7%              |
| Protecting people most at risk for severe and fatal injuries (i.e., people walking, biking and rolling) | 0%                | 0%    | 1.4%        | 16.4% | 82.2%              |
| Taking advantage of upcoming projects to minimize construction impacts and cost                         | 2.8%              | 5.6%  | 23.9%       | 35.2% | 32.4%              |
| Prioritizing mobility needs for underserved populations                                                 | 4.2%              | 7.0%  | 14.1%       | 42.3% | 32.4%              |
| Providing the highest safety benefit                                                                    | 0%                | 1.4%  | 9.7%        | 34.7% | 54.2%              |
| Proximity to schools and senior centers                                                                 | 1.4%              | 13.9% | 20.8%       | 36.1% | 27.8%              |
| Locations near transit stops                                                                            | 4.2%              | 6.9%  | 27.8%       | 36.1% | 25.0%              |
| Locations near trail crossings                                                                          | 2.8%              | 8.3%  | 20.8%       | 43.1% | 25.0%              |
| High traffic areas                                                                                      | 0%                | 2.8%  | 12.5%       | 27.8% | 56.9%              |
| Locations with excessive speeding                                                                       | 0%                | 2.7%  | 13.7%       | 15.1% | 68.5%              |

**10. What is your relation to the City of St. Louis Park?  
Please select all that apply.**



# 11. How did you hear about this survey? Please select all that apply



**11. How did you hear about this survey? Please select all that apply. Other responses**

Email

Email

Email from city

Council member email

Email

Email from the city

Fall sustainability news newsletter

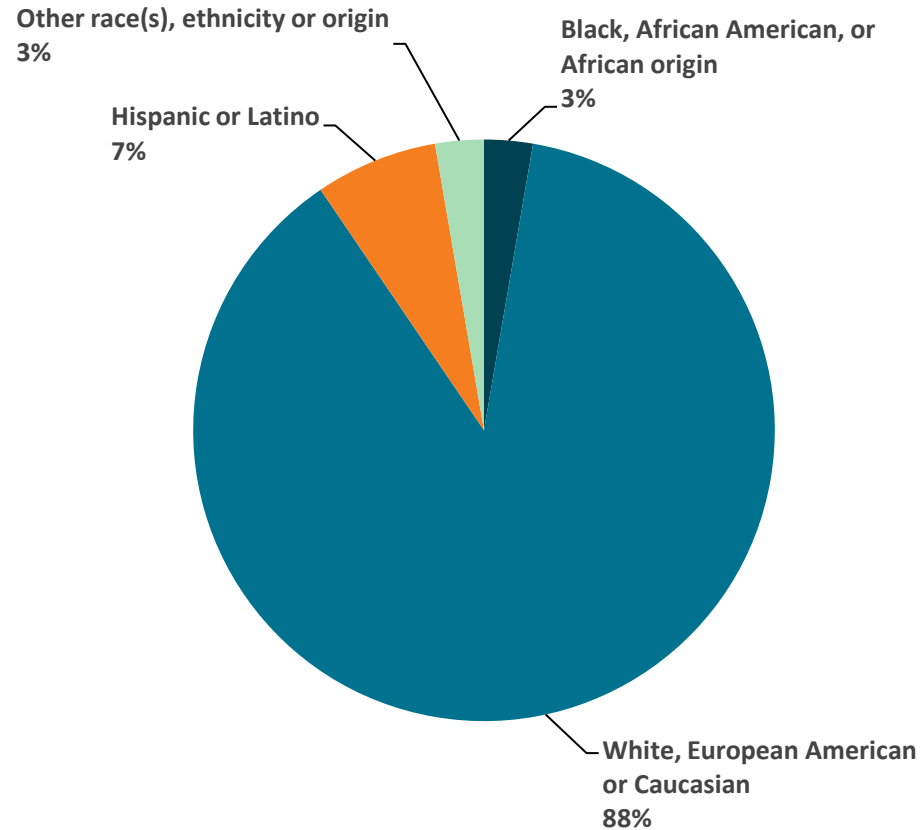
email from SLP

email from you

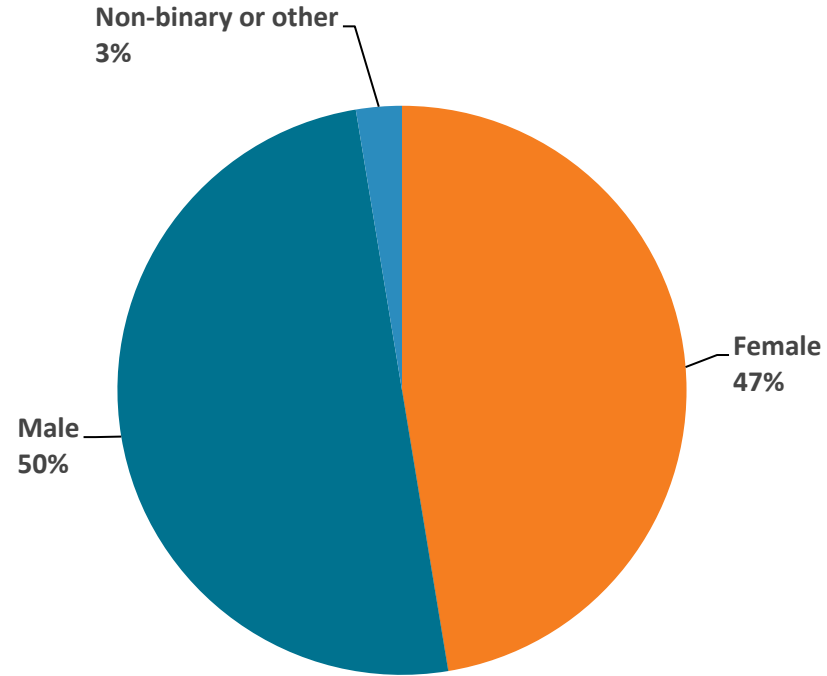
sustainability newsletter

walking in the park

## 12. How would you identify your race or ethnicity?



### 13. How would you identify yourself?



## 14. What is your age?

