



CITY OF SAINT ANTHONY VILLAGE

CITY COUNCIL MEETING AGENDA

Tuesday, February 10, 2026 at 7:00PM

Members of the public who wish to attend the meeting may do so in person.

I. Call To Order

II. Pledge Of Allegiance

III. Roll Call

IV. Approval Of Agenda

V. Proclamations And Recognitions

VI. Consent Agenda

A. Approval Of CC Meeting Minutes

Documents:

[CC 01-27-2026 REG.PDF](#)

B. License And Permits

Documents:

[LICENSE AND PERMITS.PDF](#)

C. Claims

Documents:

[02-10-2026 CHECK REGISTER WITH NO CHECK NUMBER.PDF](#)

D. Resolution 26-018 - Accepting And Approving The Grant Agreement Between The City Of Saint Anthony Village And Metropolitan Council Environmental Services For The Improvement Of Privately Owned Infrastructure (MCES Agreement No. SG-26117)

Documents:

MEMO MET COUNCIL 2025 PPII GRANT.PDF
2026 PPII GA ST ANTHONY VILLAGE.PDF
2026 PPII-PROGRAM-GUIDELINES.PDF
RESOLUTION 26-018.PDF

VII. Public Hearing

A. 2027 Budget Calendar And Budget Calendar Process

Deborah Maloney, Finance Director, presenting.

Documents:

COVER MEMO BUDGET CALENDAR.PDF
POWERPOINT PRESENTATION FOR BUDGET HEARING.PDF
PH NOTICE - 2027 BUDGET CALENDAR.PDF

VIII. Reports From Commission And Staff

A. 2026 Planning Commission Work Plan (Motion Only)

Charlie Yunker, City Manager, presenting.

Documents:

2026 PC WORK PLAN.PDF

B. 2026 Parks & Environmental Commission Work Plan (Motion Only)

Charlie Yunker, City Manager, presenting.

Documents:

2026 PEC WORK PLAN.PDF

IX. General Business Of Council

A. Resolution 26-019 - Affirming Council Stance On Community Safety, Inclusion And Immigration

Charlie Yunker, City Manager, presenting.

Documents:

RESOLUTION 26-019.PDF

B. Resolution 26-020 - Authorizing Use Of Funds To Respond To Impacts From Federal Immigration Enforcement During Operation Metro Surge

Charlie Yunker, City Manager, presenting.

Documents:

COVER MEMO.PDF

RESOLUTION 26-020.PDF

C. Active Transportation Plan

Minette Saulog, Sustainability Coordinator, presenting.

Documents:

[MEMO - AT PLAN ADOPTION.PDF](#)
[PRESENTATION.PDF](#)
[FINAL SAV_ATACTIONPLAN_20260204.PDF](#)

D. 2026 Strategic Plan

Charlie Yunker, City Manager, presenting.

Documents:

[COVER MEMO.PDF](#)
[STRATEGIC PLAN PRESENTATION.PDF](#)
[SAV STRATEGIC PLAN 2026.PDF](#)
[2026 SAINT ANTHONY VILLAGE PYRAMID.PDF](#)

X. Reports From City Manager And Council Members

XI. Community Forum

Individuals may address the City Council about any City business item not included on the regular agenda. Speakers are requested to come to the podium, sign their name and address on the form at the podium, state their name and address for the Clerk's record, and limit their remarks to three minutes. Generally, the City Council will not take official action on items discussed at this time, but may typically refer the matter to staff for a future report or direct the matter to be scheduled on an upcoming agenda. Those unable to attend the meeting in person may submit comments via the City's [PUBLIC COMMENTS FORM](#).

A. Public Comment - Immigration Special Work Session Follow-Up

Documents:

[PUBLIC COMMENT - IMMIGRATION SPECIAL WORK SESSION FOLLOW-UP.PDF](#)

B. Public Comment - 02-10-2026 Agenda Items

Documents:

[PUBLIC COMMENT - 02-10-2026 AGENDA ITEMS.PDF](#)

XII. Information And Announcements

A. Future Agenda Items

Documents:

FUTURE AGENDA ITEMS.PDF

XIII. Adjournment

If you would like to request special accommodations or alternative formats, please contact the City Clerk at 612-782-3334 or email city@savmn.com. People who are deaf or hard of hearing can contact us by using 711 Relay.

Our Mission is to promote a high quality of life to those we serve through outstanding city services.

**CITY OF ST. ANTHONY
CITY COUNCIL REGULAR MEETING MINUTES
JANUARY 27, 2026**

I. CALL TO ORDER.

Mayor Webster called the meeting to order at 7:01 p.m.

II. PLEDGE OF ALLEGIANCE.

Mayor Webster invited the Council and audience to join her in the Pledge of Allegiance.

The Council observed a moment of silence in honor of Renee Good and Alex Peretti.

III. ROLL CALL.

Present: Mayor Webster, Doolan, Jenson, and Elnagdy.

Absent: Randle

Also Present: City Manager Charlie Yunker, Assistant City Manager Ashley Morello, Police Chief Jeff Spiess, Public Works Superintendent Josh Moellman, and City Engineer Justin Messner

CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON ALL OF THE FOLLOWING ITEMS.

IV. APPROVAL OF JANUARY 27, 2026, CITY COUNCIL MEETING AGENDA.

Motion by Councilmember Doolan, seconded by Councilmember Elnagdy, to approve the City Council Meeting Agenda of January 27, 2026.

Motion carried 4-0.

IV. PROCLAMATIONS AND RECOGNITIONS.

A. **Council Statement on Community Safety, Inclusion, And Immigration Enforcement.**

Mayor Webster noted that the Council first discussed this item at a worksession on January 13th after the Council directed staff to create a webpage focused on immigration, safety, and resources. She welcomed any additional comments from the Council on the statement as it is drafted.

Councilmember Elnagdy stated that she presented this proposal at the last meeting. She referenced input received, which stated that this is a statement of policy, and asked what this would look like in practice. She was unsure if that would be specified in the statement or whether the information would be found somewhere else.

City Council Regular Meeting Minutes

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1 Councilmember Jenson stated that the Council is going to have a detailed discussion on that with
2 the appropriate members of City staff, legal counsel, and the Council, noting that it was decided
3 to hold that meeting the following week.

4
5 Councilmember Doolan referenced comments that were received earlier today in the listening
6 session and commented on the need for increased engagement and communications. She
7 recognized that these are principles and agreed that they will need to further discuss what that
8 looks like in practice. She suggested that the City Attorney engage in conversations with
9 Minnesota Attorney General Ellison, suspension of on-street parking towing, and consideration
10 of an eviction moratorium. She would like to continue to explore different avenues that could
11 help.

12
13 Councilmember Elnagdy also suggested that a review of City Ordinances be done to determine
14 amendments that could limit Federal involvement. Councilmember Jenson agreed.

15
16 Councilmember Doolan had questions about the different levels of authority between local,
17 State, and Federal and what could or could not be done at each level.

18
19 Mayor Webster recapped the comments made by the Council. She recognized that while some
20 items are at the State level, the impact is felt throughout the metro.

21
22 Councilmember Elnagdy provided examples of different ordinances that she believed could be
23 reviewed to effectively limit Federal involvement.

24
25 Mayor Webster thanked staff for creating the requested webpage and making it live the next day,
26 following the direction from the City Council. She asked the Police Chief to provide additional
27 information on Policy 413.

28
29 Police Chief Spiess acknowledged that many people in the community are fearful in this time of
30 uncertainty, noting that they are all trying to navigate the waters as best they can. He stated that
31 they have worked hard to build relationships in the community to ensure that members of the
32 community feel safe. He stated that Policy 413 is not a new policy and is something that has
33 been followed for many years. He provided an overview of the policy and how it works in
34 practice. He stated that the Police Department is committed to public safety and keeping the
35 community safe.

36
37 Mayor Webster commented that the Police Department has never asked members of the
38 community about their immigration status. She provided an example of an encounter that she
39 had a few years ago with someone who was under the influence and attempting to get into her
40 home, noting that she called 911, and Officers provided assistance. She explained that if the
41 person banging on her door was ICE and if she were to call 911, if she were detained when
42 Officers arrived, they would not be able to intervene because the Police Department is not aware
43 of her immigration status and cannot interfere with Federal actions. She recognized that the
44 tactics being used by ICE violate rights, and that creates fear and uncertainty.

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1 Police Chief Spiess commented that although the department cannot interfere with Federal
2 activity, if people are in fear for their safety, they should still call 911. He noted meetings that
3 have been held with local police departments and Ramsey County to discuss the best way to
4 ensure public safety while not obstructing Federal law enforcement.

5
6 Councilmember Doolan asked if ICE would have access to public data information, recognizing
7 that the Police Department does not ask or keep records of immigration status. Police Chief
8 Spiess confirmed that the department still has to follow the Public Data Practices Act, but
9 because they do not collect data on immigration, they would not have that information to share.
10 He stated that if someone were to voluntarily tell an Officer they were having immigration
11 issues, the department would not document that information.

12
13 Councilmember Elnagdy used the example where a resident is being detained, and the Police
14 Department does know their immigration status, either because they know the person or the
15 person has their passport, and asked if the department could intervene in that situation. Police
16 Chief Spiess recognized that every situation will be different and, therefore, it is hard to speak to
17 hypotheticals. He stated that the department would do its best to document the situation, identify
18 the agents involved, and work with local and State partners. He noted that Federal agents are
19 under no obligation to share information with local police.

20
21 Councilmember Doolan appreciated the effort of the Police Department, but recognized that
22 some community members have lived experiences that cause distrust in the police. She was
23 unsure how they could build trust with those members of the community or explain what to
24 expect if they call 911 for this type of issue. She noted a recent discussion she had with a State
25 Representative related to constitutional observers and the need for that documentation to be sent
26 to Attorney General Ellison. She asked if the observations and documentation from the police
27 were also sent to the Attorney General. Police Chief Spiess replied that they do not send
28 bodycam videos to the Attorney General and explained how they provide that footage to the City
29 Attorney's office or the County Attorney's office.

30
31 Councilmember Doolan stated that all traffic laws and signals should be obeyed when acting as a
32 constitutional observer. She asked for more information on the role of the Police Department to
33 execute and watch for local/State law violations versus not impeding a peaceful protest. Police
34 Chief Spiess commented that there was a situation where a member of the community, who was
35 mistaken for ICE and was being followed aggressively, noting that this cannot happen. He stated
36 that traffic complaints are one of the main complaints they receive. He cautioned against telling
37 people what they can or cannot do in those situations. He noted that there have been recent
38 demonstrations in the community that have been peaceful, and they have been happy and
39 impressed that there have been zero issues with those. He stated that when people are not
40 peaceful, they need to find ways to mitigate that, and it takes resources away from addressing
41 other things in the community.

42
43 Councilmember Doolan encouraged those interested to go through the constitutional observer
44 training, as it provides good information. Councilmember Elnagdy suggested that the City host a
45 town hall where established organizations can provide constitutional observer training.

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1 Councilmember Jenson thanked Police Chief Spiess for answering tough questions. He
2 recognized the role of the Police, if called to an incident, to document what is happening.
3

4 Mayor Webster commented that during the past two weeks, students have chosen to walk out of
5 school in protest. She appreciated that with notice, the Police were able to ensure traffic safety
6 during those times. She acknowledged that the students are doing a phenomenal job of modeling
7 peaceful protesting.
8

9 Councilmember Doolan asked if the Police Department is present at school drop-off and pick-
10 ups. Police Chief Spiess commented that the department has been in contact with all the schools,
11 and while they do not want a visible presence, they do drive by and continue to be in regular
12 communication to address any issues.
13

14 Mayor Webster read aloud the draft statement, acknowledging that they will continue to research
15 additional actions that could be considered and noted that a follow-up worksession will be
16 scheduled for the following week.
17

18 Motion by Councilmember Doolan, seconded by Councilmember Elnagdy, to approve the St.
19 Anthony Village Statement on Community Safety, Inclusion, and Immigration Enforcement.
20

21 Further discussion: Mayor Webster stated that although Councilmember Randle is absent
22 tonight, he did voice his full support for this item.
23

24 **Motion carried 4-0.**
25

26 **VI. CONSENT AGENDA.**

27
28 A. Approve January 13, 2026, Council meeting minutes.
29 B. Licenses and permits.
30 C. Claims.
31

32 Motion by Councilmember Jenson, seconded by Councilmember Elnagdy, to approve the
33 Consent Agenda items.
34

35 **Motion carried 4-0.**
36

37 **VII. PUBLIC HEARING – NONE.**

38 **VIII. REPORTS FROM COMMISSION AND STAFF – NONE.**

39 **IX. GENERAL BUSINESS OF COUNCIL.**

40
41 A. Public Works Snow Plowing Operations Presentation.
42
43
44

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1 Public Works Superintendent Moellman provided a presentation on the snowplowing operations
2 for the community. He provided information on decision-making, public notification, pre-
3 wetting with salt brine, plowing, and community outreach.

4
5 Councilmember Doolan thanked Mr. Moellman and his staff for the excellent job they do,
6 recognizing the need for their schedules to adjust to snow events as they do not work 24/7. She
7 also appreciated the cooperation with MWMO related to the use of salt, noting that the City is
8 always recognized as a star example by the MWMO.

9
10 Councilmember Elnagdy recognized the great job the department has done to respond to all the
11 snow events this winter and acknowledged the remarkable timeline the department follows. She
12 believed that this information would help to counter some of the complaints.

13
14 Councilmember Jenson also appreciated the attention the streets receive and commented on the
15 great service that continues to be provided to the community.

16
17 Mayor Webster appreciated the presentation and the effort of staff. She noted that she enjoys
18 knowing which driver handles each segment of the community and the ability for residents to
19 know who their driver is. She also recognized the great leadership that Mr. Moellman provides
20 and the great work his team does.

21
22 B. Resolution 26-016 – Water Meter Upgrades.

23
24 City Engineer Messner presented information on the proposed city-wide water meter
25 replacement project. He provided background information on the previous water meter
26 replacement project that occurred in 2006, noting that those meters are reaching the end of their
27 useful life and replacement is again necessary. He provided information on the proposed project
28 and project cost.

29
30 Councilmember Doolan asked for more information on the ability for live reading and whether
31 that requires internet within the home. Mr. Messner explained that the meter has a radio signal
32 built into it and sends the information. Councilmember Doolan asked and received confirmation
33 that a licensed contractor will be replacing the water meters rather than public works staff. She
34 asked when the work would begin. Mr. Messner provided the proposed timeline if the action is
35 approved tonight, estimating that water meter replacement would likely begin near the end of
36 summer.

37
38 Councilmember Jenson asked if residents would receive a text ahead of time to alert them of
39 when the replacement would occur. Mr. Messner commented that he does not have those details
40 as of yet, as a contractor has not yet been selected. He noted that typically, a resident could
41 schedule an appointment based on their availability and would receive a notification prior to the
42 appointment.

43
44 Mayor Webster welcomed public input.

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1 Dr. Bebe Neumann documented a resident impact concern related to the water meter replacement
2 project. She explained that this replacement would occur for all residential and commercial
3 properties. She appreciated the information found within the staff report about the potential
4 project, but believed that additional information was needed related to interior installation in
5 private homes, consent protocols, accessibility and disability accommodations, safety
6 considerations, and the long-term sustainability of requiring interior access for every technology
7 cycle.

8
9 Motion by Councilmember Doolan, seconded by Councilmember Jenson, to approve Resolution
10 26-016 – Resolution Authorizing WSB to prepare plans and specifications and Authorizing the
11 advertisement for bids for the CityWide Water Meter Replacement Project.

12
13 **Motion carried 4-0.**
14

15 C. **Resolution 26-017 – Water Treatment Valve Automation.**
16

17 Mr. Messner presented information on the proposed water treatment plant valve replacement
18 project. He provided background information and additional information on the need for the
19 project and the potential to automate the valves. He stated that the request is to solicit bids and
20 reviewed the estimated project cost and the elements within.

21 Councilmember Jenson asked about the frequency within one year that the valves are opened and
22 closed. Mr. Messner replied that it would depend on water usage and the water supply. He
23 stated that currently it is being done monthly. Councilmember Jenson asked for more
24 information on how a malfunction is detected. Mr. Messner provided details on how a valve
25 malfunction is manually detected currently and noted that if automated, the system would alert to
26 any malfunctions. He explained how the backwash water is reused.
27

28 Councilmember Doolan recognized that another benefit of the upgrade will be that more people
29 will be qualified to maintain the system. She asked if this upgrade would provide more
30 resilience and less risk of service disruption. Ms. Messner replied that this project would not be
31 related to service disruption, but it does ensure that the City will be able to complete the
32 necessary backwash process. Councilmember Doolan asked if there would be any risk to
33 residents during the change in infrastructure. Ms. Messner replied that there would be no
34 resident risk related to the valve replacement.
35

36 Councilmember Elnagdy asked for information on the public versus private bid system. Mr.
37 Messner commented that if the estimated cost of the project exceeds \$175,000, a public bid
38 process is required. He stated that even through that process, the City is aware of who will most
39 likely bid on the project, as there are contractors for water-related projects. He commented that
40 the City will reach out to those vendors to solicit quotes for the project and provided additional
41 information on the other benefits that the process provides to the City in terms of a shorter
42 timeline and less time and money spent on developing additional plans and bid documents for
43 the process.
44

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1 Dr. Neumann stated that this project appears to be confined to internal City operations and
2 suggested making a clear distinction between internal infrastructure upgrades and projects that
3 require entry into private residences.

4
5 Motion by Councilmember Elnagdy, seconded by Councilmember Jenson, to approve Resolution
6 26-017 – Resolution Authorizing staff to solicit quotes for the Water Treatment Plant Valve
7 Replacements.

8
9 **Motion carried 4-0.**
10

11 **X. COMMUNITY FORUM.**

12
13 Mayor Webster invited residents to come forward at this time and address the Council on items
14 that are not on the regular agenda.

15
16 A. Public Comment – Council Statement On Community Safety, Inclusion, And
17 Immigration Enforcement.
18

19 Mayor Webster invited residents to come forward at this time and address the Council on the
20 Council Statement on Community Safety, Inclusion, and Immigration Enforcement.

21 Jessica Swiontek, 2704 Marie Avenue, commented that because of the way she looks, she is able
22 to leave her home without fear, although she still has fear sharing her address. She commented
23 on observations that she has noticed and that her camera has picked up in the alley, and different
24 observations of masked individuals driving in the community. She stated that a person wearing a
25 mask to complete their job is someone who is not proud to do their job. She asked that St.
26 Anthony ask all Federal agents to be unmasked and identified when working in the community.
27 She commented that she works in food safety and has experience with chemicals, and therefore
28 has received calls from people wanting to know how to get tear gas off of them. She commented
29 on a friend who had a gun pulled on them while in their vehicle, instructing them to move their
30 vehicle. She commented that the government is beating people, taking them, and releasing them
31 without shoes or phones. She stated that her friend with a PHD is afraid to leave their home
32 without their white husband. She commented on the differences between the tactics being used
33 by ICE compared to the whistles being used by protestors. She asked the City to take action
34 now.
35

36 Noah Oien-Rochat, 2916 31st Avenue NE, commented that he was flabbergasted at the
37 comments by the Police Chief. He noted that on the surface, the comments seem normal, in that
38 local Officers cannot obstruct Federal agents, but noted that these are not normal circumstances.
39 He noted that anyone can purchase flack jackets off Temu and use small arms, so how would the
40 Police know whether the people doing a kidnapping are Federal agents. He commented that it
41 seems that the Police Chief has abdicated the job of public safety. He asked the Council to
42 dissolve the Police if they would not do their job and use that money to equip a citizens' militia
43 group to respond to violent kidnappings. He stated that the additional funds could be used to
44 fund a typical police force that does not carry weapons and can respond to emergencies. He
45

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1 stated that it is not normal to live under a constant threat of losing one's life to one's own police
2 force.

3
4 Dr. Neumann acknowledged the statement of the Council and stated that it is important for local
5 government to name its values. She commented that value statements are most effective when
6 paired with procedural clarity. She explained that residents want to know the information that is
7 not shared, how requests are denied, and what information is tracked in the system. She asked
8 that the statement be treated as a starting point with future work to identify guardrails,
9 transparency, and a process for review.

10
11 James Levoir, 2612 Pahl Avenue, acknowledged the harm that the ongoing occupation of ICE
12 has had on the communities. He asked that the City formally denounce all unlawful ICE
13 activities, ask the Governor to implement an eviction moratorium, adopt a separation ordinance
14 that prevents City employees from working with Federal immigration officers, and require ICE
15 agents to remove their masks. He took a moment to remember Renee Good, Alex Peretti, and all
16 others who have experienced violence from interactions with ICE.

17
18 B. Public Comment – Water Meter Upgrades.

19
20 Mayor Webster invited residents to come forward at this time and address the Council on the
21 Water Meter Upgrades.

22
23 C. Public Comment – Water Treatment Plant Valve Automation.

24
25 Mayor Webster invited residents to come forward at this time and address the Council on the
26 Water Treatment Plant Valve Automation.

27
28 **XI. REPORTS FROM CITY MANAGER AND COUNCIL MEMBERS.**

29
30 City Manager Yunker had no report.

31
32 Councilmember Elnagdy had no report.

33
34 Councilmember Jenson reported that he attended a Zoom meeting for Meeting in the Middle to
35 discuss ICE actions and potential responses. He stated that he also attended meetings for
36 Northeast Youth and Family Services and the earlier town hall meeting.

37
38 Councilmember Doolan commented on the recent goal-setting meetings the Council and staff
39 participated in and appreciated the opportunity to have discussions with department leaders. She
40 also attended meetings for the Metropolitan Council Land Use Advisory Commission, a League
41 of Women Voters-sponsored discussion with local leaders, and the Minnesota Cities Climate
42 Coalition.

43
44 Mayor Webster stated she attended the local leader support group related to the challenges with
45 immigration enforcement, the annual goal-setting sessions, and had a phone call with the auditor
46 ahead of the annual audit process. She also spoke at the badge ceremony for the Fire Department

and recognized the new rookies who completed one year of training to serve as part-time firefighters. She appreciated the on-duty Police Officers who attended the ceremony. She advised of a recent meeting to discuss ongoing community engagement during this time of misinformation.

XII. INFORMATION AND ANNOUNCEMENTS.

A. Future Agenda Items.

No comments.

XIII. ADJOURNMENT.

Mayor Webster adjourned the meeting at 8:43 p.m.

Respectfully submitted,
Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Mayor

ATTEST: _____
City Clerk



LICENSE AND PERMITS FOR APPROVAL

DATE: February 10, 2026

APPROVED:

TO: Mayor and Councilmembers

FROM: License Clerk

GENERAL CONTRACTOR LICENSES:

Central Minnesota Tree Service LLC, Fridley, MN

CIGARETTE AND TOBACCO LICENSE:

Applicant: JSC Corporation (Marathon)

Location: 3259 Stinson Blvd. NE

Applicant: St. Anthony Village Wine & Spirits

Location: 2602 39th Ave NE

Location: 2700 Hwy 88

GARBAGE HAULER LICENSES:

Walters Recycling & refuse Inc. Blaine, MN

SERVICE STATION LICENSE:

Applicant: JSC Corporation (Marathon)

Location: 3259 Stinson Blvd. NE

Applicant: Murphy's Service Center Inc

Location: 3501 29th Ave. NE

RESIDENTIAL RENTAL LICENSES (2025 RENEWALS):

Applicant: Jean J Kenney & Cindy Blair

Location: 3525 Stinson Blvd

Vendor Number	Payee	Check Issue Date	Amount
13037	BUREAU OF CRIMINAL APPREHENSION	01/28/2026	50.00
11029	MINNESOTA DEPT NATURAL RESOURCES-OMB	01/28/2026	3,420.02
11674	VERIZON WIRELESS	01/28/2026	1,257.26
11740	XCEL ENERGY	01/28/2026	16,813.94
11798	CENTRAL PENSION FUND LOCAL #49	01/30/2026	6,240.00
2048	4815 EXCELSIOR LLC	02/10/2026	1,094.40
12293	ACTIVE 911	02/10/2026	567.00
10039	AIRGAS USA LLC	02/10/2026	849.13
1122	AM CRAFTS SPIRITS	02/10/2026	202.35
1100	ARTISIAN BEER COMPANY	02/10/2026	10,538.12
12180	ARVIG CONSTRUCTION	02/10/2026	352.50
10115	ASPEN MILLS	02/10/2026	709.52
2058	BACK CHANNEL BREWING COLLECTIVE LLC	02/10/2026	392.00
10159	BEISSWENGER'S	02/10/2026	35.98
1013	BELLBOY CORPORATION	02/10/2026	12,003.10
1014	BELLBOY CORPORATION	02/10/2026	392.70
10185	BOUND TREE MEDICAL LLC	02/10/2026	170.98
8544	BOURGET IMPORTS	02/10/2026	159.00
1018	BREAKTHRU BEVERAGE MINNESOTA BEER LLC	02/10/2026	38,170.45
1011	BREAKTHRU BEVERAGE MN WINE & SPIRITS LL	02/10/2026	5,532.46
1009	BREAKTHRU BEVERAGE MN WINE & SPIRITS LL	02/10/2026	3,828.65
1017	CAPITOL BEVERAGE SALES	02/10/2026	20,784.34
12596	CINTAS CORPORATION	02/10/2026	1,255.42
13409	COMPASS PEER GROUPS	02/10/2026	1,800.00
10332	COMPTON'S COMMERCIAL CLNG. INC	02/10/2026	4,079.00
12561	CORE & MAIN LP	02/10/2026	4,126.00
1042	CRYSTAL SPRINGS ICE	02/10/2026	231.91
12773	CUMMINS SALES & SERVICE	02/10/2026	250,700.03
10373	DAILEY DATA & ASSOCIATES	02/10/2026	75.00
10393	DELL MARKETING LP	02/10/2026	205.56
13372	DUSK SYSTEMS LLC	02/10/2026	7,743.92
10461	EHLERS & ASSOCIATES INC.	02/10/2026	5,358.75
10468	ELECTRO WATCHMAN INC	02/10/2026	550.58
10508	FERGUSON WATERWORKS	02/10/2026	790.49
10526	FLEETPRIDE	02/10/2026	79.14
11775	FREEDOM MAILING SERVICES	02/10/2026	57.71
2055	GLOBAL RESERVE LLC	02/10/2026	1,896.00
10578	GOPHER STATE ONE CALL	02/10/2026	93.20
13451	GUARDIAN FLEET SAFETY	02/10/2026	534.27
13232	HENNEPIN COUNTY FIRE CHIEFS ASSOCIATION	02/10/2026	850.00
10661	HENNEPIN COUNTY TREASURER	02/10/2026	1,627.46
1019	HOHENSTEIN'S INC	02/10/2026	12,646.65
10684	HOME DEPOT CREDIT SERVICES	02/10/2026	481.47
2044	INSIGHT BREWING COMPANY	02/10/2026	1,670.12
1102	JOHNSON BROTHERS	02/10/2026	8,369.20
1068	JOHNSON BROTHERS LIQUOR CO.	02/10/2026	1,152.83
1004	JOHNSON BROTHERS LIQUOR COMPANY	02/10/2026	4,759.43
1005	JOHNSON BROTHERS LIQUOR COMPANY	02/10/2026	15,508.76
1006	JOHNSON BROTHERS LIQUOR COMPANY	02/10/2026	14,996.38
1044	JOHNSON BROTHERS LIQUOR COMPANY	02/10/2026	9,474.70
12308	KAY PARK RECREATION	02/10/2026	21,211.80
10797	KONICA MINOLTA BUSINESS	02/10/2026	137.50
12894	LEAST SERVICE COUNSELING LLC	02/10/2026	1,980.00

Vendor Number	Payee	Check Issue Date	Amount
2045	LIBATION PROJECT	02/10/2026	977.84
11985	MANSFIELD OIL COMPANY	02/10/2026	2,079.26
1125	MAVERICK (NEGOCE)	02/10/2026	321.00
2029	MEGA BEER	02/10/2026	399.00
10916	MENARDS LUMBER	02/10/2026	16.98
13450	MES SERVICE COMPANY, LLC	02/10/2026	136.00
13241	METRO INET	02/10/2026	28,174.00
10931	METROPOLITAN COUNCIL WASTEWATER	02/10/2026	81,330.47
10939	MIDWAY FORD	02/10/2026	351.08
12940	MINNEHAHA BLDG MAINTENANCE	02/10/2026	76.95
13400	MINNESOTA DEPARTMENT OF HEALTH	02/10/2026	32.00
12699	MINNESOTA EQUIPMENT	02/10/2026	66.48
2006	MODIST BREWING COMPANY	02/10/2026	401.40
1051	NEW FRANCE WINE COMPANY	02/10/2026	620.50
11132	NORTH SUBURBAN COMMUNICATIONS	02/10/2026	5,827.10
13210	ODP BUSINESS SOLUTIONS LLC	02/10/2026	1,582.07
2038	OLIPHANT BREWING	02/10/2026	304.00
12779	OPTION ONE MECHANICAL LLC	02/10/2026	1,618.62
11185	PACE ANALYTICAL SERVICES INC.	02/10/2026	1,851.00
1012	PAUSTIS & SONS	02/10/2026	4,067.24
1001	PHILLIPS WINE & SPIRITS	02/10/2026	9,430.36
1002	PHILLIPS WINE & SPIRITS	02/10/2026	3,721.11
12747	PRECISE MRM LLC	02/10/2026	69.00
2019	PRYES BREWING COMPANY	02/10/2026	1,395.42
12917	QUADIENT FINANCE USA INC	02/10/2026	59.10
11304	RAMSEY COUNTY CHIEFS OF	02/10/2026	400.00
1024	SOUTHERN GLAZER'S OF MN	02/10/2026	5,241.03
1008	SOUTHERN GLAZER'S OF MN	02/10/2026	3,949.77
1026	SOUTHERN GLAZER'S OF MN	02/10/2026	20,493.88
1036	SOUTHERN GLAZER'S OF MN	02/10/2026	1,434.13
11457	ST ANTHONY VILLAGE CENTER LLC	02/10/2026	3,408.52
11478	STAR TRIBUNE	02/10/2026	280.18
11994	STERICYCLE INC	02/10/2026	52.05
13178	STEVEN P CARLSON, ATTORNEY AT LAW PLLC	02/10/2026	5,000.00
11502	STREICHERS	02/10/2026	621.98
12920	SVAP III SILVER LAKE VILLAGE LLC	02/10/2026	5,268.80
12108	TEREX SERVICES	02/10/2026	5,710.92
1098	TRADITION WINE & SPIRITS	02/10/2026	166.00
12194	TROJAN TECHNOLOGIES CORP.	02/10/2026	12,420.86
11819	TRUE NORTH ELECTRIC	02/10/2026	2,367.20
11612	TWIN CITY JANITOR SUPPLY	02/10/2026	31.60
12089	ULINE	02/10/2026	342.54
2023	VENN BREWING CO	02/10/2026	578.00
11674	VERIZON WIRELESS	02/10/2026	645.76
11681	VIKING ELECTRIC SUPPLY INC	02/10/2026	334.08
11682	VIKING INDUSTRIAL CENTER	02/10/2026	331.59
1025	VINOCOPIA	02/10/2026	1,372.75
13185	WEBSTER, WENDY	02/10/2026	164.73
11933	WIMACTEL INC	02/10/2026	75.00
1034	WINE COMPANY THE	02/10/2026	3,068.00
1038	WINE MERCHANTS INC	02/10/2026	3,590.40
1032	WINEBOW	02/10/2026	641.00
11738	WSB & ASSOCIATES INC.	02/10/2026	14,622.41

Vendor Number	Payee	Check Issue Date	Amount
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Grand Totals: 735,528.34



MEMORANDUM

To: Saint Anthony Village City Council
From: Minette Saulog, Sustainability Coordinator
Date: February 10, 2026
Request: Metropolitan Council Private Property I/I Program – 2026 Grant Agreement

BACKGROUND

Attached is a resolution authorizing the City to enter a grant agreement with the Metropolitan Council Environmental Services (MCES) for the 2026 Private Property Inflow and Infiltration (I/I) Grant Program. This effort is related to the ongoing I/I Program between the City of Saint Anthony Village and MCES.

The 2026 Private Property Inflow and Infiltration Grant Program provides \$1.5 million in wastewater revenue for grants to private property owners to help with repairs that will remove and prevent clear water from entering the wastewater treatment system. The Minnesota Legislature amended statute 471.342 in 2022 to allow MCES to provide grant funding to local municipalities to assist private property owners with costs associated with repairing sewer infrastructure on their property.

Excess I/I is removed from the regional interceptor system through repairs of the sewer lateral or foundation drain on the property. With the average cost to repair or replace a private sanitary sewer service lateral at approximately \$9,000 or greater, this grant gives local communities the ability to help property owners in alignment with the grant program guidelines.

The City received the Private Property I/I grant in 2025 and applicants were screened for funding eligibility based on established criteria. At the end of the program year, 9 homeowners received grant awards worth a total of \$35,000 towards their repairs. The City paid the contractor on behalf of the grantee for the total amount of their grant award. Grant dollars were received in the form of reimbursement from MCES on a quarterly basis.

Additional details for the 2026 program are as follows:

- Grants to private property owners shall be for a percentage of actual, reasonable, and verifiable I/I mitigation costs. No costs of studies, engineering, or planning shall be eligible.
- Grant reimbursement shall be 50% of eligible costs, up to \$5,000, for applicants not meeting equity criteria set by the participating municipalities. Eligible work includes:
 - Private lateral repair and/or replacement
 - Foundation drain disconnections and new sump pump, if associated with the foundation drain disconnect
 - Lateral televising and cleaning costs only if:
 - Applicant meets the equity criteria or
 - Televising and cleaning result in repair or replacement of sewer lateral
- Grants of up to \$10,000 may be given to private property owners meeting the municipality's equity criterion.
- The private service line or foundation drain must be active and serving an occupied building.

- All repairs and replacements must be made with materials and methods consistent with local codes and permit requirements.
- Qualified spending on eligible work must occur between January 1, 2026, and December 31, 2026.

The program is administered by eligible cities, which are those that have had a measurable flow rate within 20 percent of the permitted flow limit, and which Saint Anthony is one of those cities. Cities applied for a block of funding and are responsible for determining eligibility of applicants and administration of funds.

SAINT ANTHONY PROGRAM CRITERIA

The City's application was submitted to MCES on November 20, 2025. Staff were notified on December 15, 2025 that St. Anthony was awarded \$38,000 for the 2026 program year. The MCES program guidelines are attached to this memo for reference.

The City will use the following criteria for the 2026 program year:

- City will accept applications online starting on April 1. Applications will be reviewed on a rolling, first-come first-served basis until all funds are allocated.
- Property must be owner-occupied and not used for rental purposes.
- Prioritize applications meeting equity criteria (income verified with 2025 Federal tax return).
- Grant awards may be 50% of eligible costs up to \$5,000. For private property owners meeting their municipality's equity criterion, the grant award may increase up to \$10,000.

To include an equity criterion component for the program, staff used the FY2025 income limits summary utilized by the Metropolitan Council, which are based on the Federal Housing of Urban Development (HUD) limits. Then graduated the maximum assistance based on those limits as presented below:

FY 2025 Income
Limit Area

Minneapolis-St. Paul-Bloomington, MN-WI HUD Metro

Median Family
Income

\$132,400

Persons in Family

FY 2025 Income Limit Category	1	2	3	4	5	6	7	8
Extremely Low Income Limits (\$)	\$ 27,800	\$ 31,800	\$ 35,750	\$ 39,700	\$ 42,900	\$ 46,100	\$ 49,250	\$ 54,150
Very Low (50%) Income Limits (\$)	\$ 46,350	\$ 53,000	\$ 59,600	\$ 66,200	\$ 71,500	\$ 76,800	\$ 82,100	\$ 87,400
Low (80%) Income Limits (\$)	\$ 72,950	\$ 83,400	\$ 93,800	\$ 104,200	\$ 112,550	\$ 120,900	\$ 129,250	\$ 137,550

Reimbursement \$ Max	Persons in Family							
	1	2	3	4	5	6	7	8+
Extremely Low Income	\$ 8,600	\$ 8,800	\$ 9,000	\$ 9,200	\$ 9,400	\$ 9,600	\$ 9,800	\$ 10,000
Very Low (50%) Income	\$ 7,000	\$ 7,200	\$ 7,400	\$ 7,600	\$ 7,800	\$ 8,000	\$ 8,200	\$ 8,400
Low (80%) Income	\$ 5,400	\$ 5,600	\$ 5,800	\$ 6,000	\$ 6,200	\$ 6,400	\$ 6,600	\$ 6,800

RECOMMENDATION

Staff recommends approval of the grant agreement to participate in the 2026 program.

ATTACHMENTS

- Grant Agreement
- Program Guidelines
- Resolution 26-018

METROPOLITAN COUNCIL
2026 PRIVATE PROPERTY INFLOW AND INFILTRATION (I/I)
GRANT AGREEMENT NO. SG-26117

This Metropolitan Council Environmental Services (ES) Funded Grant Agreement ("Grant Agreement") is entered into this [date of signature by both parties] between the Metropolitan Council, a public corporation and political subdivision of the State of Minnesota ("Met Council") and the **City of St. Anthony Village**, a municipal corporation ("Grantee").

RECITALS

1. In 2022, Minnesota Statutes 2020, section 471.342 was amended to authorize towns and political subdivisions to establish inflow and infiltration prevention programs and make loans or grants to property owners.
2. The Metropolitan Council Environmental Services (ES, Council) calculates the peak hourly flow discharge limit (I/I Goal) for each community connected to the metropolitan sanitary sewer disposal system. Wastewater flow that exceeds the respective I/I Goal is considered excessive flow. Communities that have a measured wastewater flow rate greater than 80 percent of the I/I Goal are eligible to apply for the Grant.
3. The Council authorizes its staff to enter into a private property inflow and infiltration grant agreement with local municipalities that are eligible for this grant program.

GRANT AGREEMENT

1. Term of Grant Agreement.

1.1. Effective Date. The effective date of this Grant Agreement is the date on which the Grant Agreement has been duly executed by both parties.

1.2. Grant Activity Period. The first day of the year preceding the Effective Date through and including the expiration date.

1.3. Expiration Date. The latter of (i) 2 years after final distribution of funds to Grantee; or (ii) until all obligations have been satisfactorily fulfilled, whichever occurs first.

1.4. Survival of Terms. The following clauses survive the expiration, termination, or cancellation of this Grant Agreement; 9. Liability and Insurance; 10. Audits; 11. Government Data Practices; 13. Data Availability; 14. Governing Law, Jurisdiction and Venues; 16. Data Disclosure; 18. Future Eligibility.

2. Duties, Representations and Warranties of Grantee and Use of Grant Funds.

2.1. The Grantee agrees to conduct, administer, and complete in a satisfactory manner the program ("Grantee Program") which is described in Grantee's application to Met Council for assistance under the Met Council's Private Inflow and Infiltration grant program, which application is incorporated into this Grant Agreement as **Exhibit A (Grant Application)**, and in accordance with the terms and conditions of

this Grant Agreement. Specifically, the Grantee agrees to perform the “Grant Program” in accordance with a specific timeline, all as described in **Exhibit A (Grant Application)** and to undertake the financial responsibilities described in **Exhibit A (Grant Application)** to this Grant Agreement. The Grantee has the responsibility for and obligation to complete the “Grant Program” as described in **Exhibit A (Grant Application)**. The Met Council makes no representation or warranties with respect to the success and effectiveness of the “Grant Program”. The Met Council acknowledges that “Grant Program” work may be limited to soliciting participation by building owners in the “Grant Program” and requires additional work by the Grantee only to the extent that building owners choose to participate in the “Grant Program”, all as described in the Grantee’s application attached as **Exhibit A (Grant Application)**.

The Grant Funds cannot be used for:

- Normal municipal operating or overhead costs, including such related to the Grant Program;
- Grantee’s own public sewer infrastructure costs;
- The cost of studies;
- Engineering costs;
- Planning costs; and
- For equipment, machinery, supplies or other property to conduct the Grant Program, except for equipment, supplies or other property which is used primarily for the Grant Program and is specifically listed in **Exhibit A (Grant Application)**.

2.2. Grantee Representations and Warranties. The Grantee further covenants with and represents and warrants to Met Council, as follows:

A. It has the legal authority to enter into, execute and deliver this Grant Agreement and all documents referred to herein, has taken all actions necessary to its execution and delivery of such documents and has provided to Met Council a copy of the resolution by its governing body which authorizes Grantee to enter into this Agreement, to undertake the Private Property I/I Grant Program, including the Grantee financial responsibilities as shown in **Exhibit A (Grant Application)** and which also designates an authorized representative for the Grant Program who is authorized to provide certifications required in this Grant Agreement and submit pay claims for reimbursement of Grantee Program costs.

B. It has legal authority to conduct and administer the Grant Program and use the Grant Funds for the purpose or purposes described in this Agreement.

C. This Grant Agreement and all other documents referred to herein are the legal, valid and binding obligations of the Grantee enforceable against the Grantee in accordance with their respective terms.

D. It will comply with all the terms, conditions, provisions, covenants, requirements, and warranties in this Agreement, and all other documents referred to herein.

E. It has made no materially false statement or misstatement of fact in connection with the Grant Funds, and all the information it has submitted or will submit to the Council relating to the Grant Funds or the disbursement of any of the Grant Funds is and will be true and correct. It agrees that all representations contained in its application for the Private I/I Grant are material representations of fact

upon which the Council relied in awarding this Grant and are incorporated into this Agreement by reference.

F. It is not in violation of any provisions of its charter or of the laws of the State of Minnesota, and there are no material actions, suits, or proceedings pending, or to its knowledge threatened, before any judicial body or governmental authority against or affecting it and is not in default with respect to any order, writ, injunction, decree, or demand of any court or any governmental authority which would impair its ability to enter into this Grant Agreement or any document referred to herein, or to perform any of the acts required of it in such documents.

G. Neither the execution and delivery of this Grant Agreement or any document referred to herein nor compliance with any of the terms, conditions, requirements, or provisions contained in any of such documents is prevented by, is a breach of, or will result in a breach of, any term, condition, or provision of any agreement or document to which it is now a party or by which it is bound.

H. The Grantee will not violate any applicable zoning or use statute, ordinance, building code, rule or regulation, or any covenant or agreement of record relating thereto.

J. The Grant Program will be conducted in full compliance with all applicable laws, statutes, rules, ordinances, and regulations issued by any federal, state, or other political subdivisions having jurisdiction over the Grant Program.

K. It has complied with the financial responsibility requirements contained in **Exhibit A (Grant Application)**.

L. The Grant Program will be conducted substantially in accordance with **Exhibit A (Grant Application)** by the Completion Date as stated in **Exhibit A (Grant Application)**.

M. It shall furnish such satisfactory evidence regarding the representations described herein as may be required and requested by the Met Council.

3. Time.

Grantee must comply with all time requirements described in this Grant Agreement.

4. Eligible Costs.

Eligible costs are those costs incurred by parties within the jurisdiction of the Grantee generally only for sewer service lateral repairs or replacements and foundation drain disconnections as described in **Exhibit A (Grant Application)**. The Grantee shall not be reimbursed for non-eligible costs. Any cost not defined as an eligible cost or not included in the Grant Program or approved in writing by the Council is a non-eligible cost.

5. Consideration and Payment.

5.1 The Met Council will reimburse Grantee for eligible costs performed by the Grantee during the Grant Period in an amount of up to the prequalified work's grant amount ("Grant Amount"). The Met Council shall bear no responsibility for any cost overruns that may be incurred by the Grantee or subrecipients of any tier in the performance of the Grantee Program. The initial Grant amount to Grantee under this Grant Agreement is **\$38,000**.

5.2. Advance. The Met Council will make no advance of the Grant Amount to Grantee. The disbursement of the Grant Amount shall be in the form of reimbursement for eligible costs as provided ahead in this Section 5.

5.3. Payment. To obtain payment under this Grant Agreement, the Grantee shall submit a Reimbursement Request/Progress Report on forms provided by or acceptable to the Met Council. Reimbursement Request/Progress Reports may be submitted once per quarter after this grant agreement has been executed. The Grantee shall describe its compliance with its the financial requirements and construction work completed and specific addresses where work was undertaken in connection with the grant and shall provide sufficient documentation of grant eligible expenditures and such other information as the Met Council's staff reasonably requests. The Met Council will promptly pay the Grantee after the Grantee presents to the Met Council a Reimbursement Request/Progress Report and an itemized invoice for all eligible services actually performed and the Met Council's Authorized Representative accepts the invoiced services.

6. Conditions of Payment.

6.1. The Grantee must certify to the Council that work at each site for which payment is requested is done, that Grantee has received receipts for such work, that the work was not performed in violation of federal, Met Council, or local law or regulation and that Grantee has issued the appropriate permits for the work completed in the Grant Program.

6.2. Conditions Precedent to Any Reimbursement Request. The obligation of the Met Council to make reimbursement payments hereunder shall be subject to the following conditions precedent:

A. The Met Council shall have received a Reimbursement Request/Progress Report for such amount of funds being requested for which the amounts for each individual site have been pre-qualified by Met Council.

B. The Met Council shall have received evidence upon request, and in form and substance acceptable to the Met Council, that (i) the Grantee has legal authority to and has taken all actions necessary to enter into this Agreement and (ii) this Agreement is binding on and enforceable against the Grantee.

C. No Event of Default under this Grant Agreement or event which would constitute an Event of Default but for the requirement that notice be given or that a period of grace or time elapse shall have occurred and be continuing.

D. The Grantee has supplied to the Met Council all other items that the Met Council may reasonably require to assure good fiscal oversight of this grant program.

7. Authorized Representative.

The Met Council's Authorized Representative is:

Name: Ward Brown or successor
Title: Principal Financial Analyst, ES Finance
Mailing Address: 390 North Robert Street
St. Paul, MN 55101

Phone: (651) 602-1263
E-Mail Address: ward.brown@metc.state.mn.us

or his successor and has the responsibility to monitor the Grantee's performance and the authority to accept the services provided under this grant contract. If the services are satisfactory, the Met Council's Authorized Representative will certify acceptance on each invoice submitted for payment.

The Grantee's Authorized Representative is:

Name: Minette Saulog
Mailing Address: 3301 Silver Lake Rd NE, St. Anthony, MN 55418
Phone: (612) 782-3312
E-Mail Address: minette.saulog@savmn.com

If the Grantee's Authorized Representative changes at any time during this Grant Agreement, the Grantee must immediately notify the Met Council and within 30 days provide a new City resolution (if such resolution is necessary) specifying the new Representative.

8. Assignment, Amendments, Waiver, and Grant contract Complete.

8.1 Assignment. The Grantee may neither assign nor transfer any rights or obligations under this Grant Agreement without the prior consent of the Met Council and a fully executed Assignment Agreement, executed and approved by the same parties who executed and approved this Grant Agreement, or their successors in office.

8.2 Amendments. Any amendment to this Grant Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Grant Agreement, or their successors, or their delegatee in office.

8.3 Waiver. If the Met Council fails to enforce any provision of this Grant Agreement, that failure does not waive the provision or its right to enforce it.

8.4 Grant Contract Complete. This Grant Agreement contains all negotiations and agreements between the Met Council and the Grantee. No other understanding regarding this Grant Agreement, whether written or oral, may be used to bind either party.

9. Liability and Insurance.

9.1 The Grantee and the Met Council agree that they will, subject to any indemnifications provided herein, be responsible for their own acts and the results thereof to the extent authorized by law, and they shall not be responsible for the acts of the other party and the results thereof. The liability of the Met Council is governed by the provisions contained in Minn. Stat. Chapter 466 as it may be amended, modified or replaced from time to time. The liability of the Grantee, including but not limited to the indemnification provided under Section 9.2 is governed by the provisions contained in such Chapter 466.

9.2 Indemnification by the Grantee. The Grantee shall bear all losses, expenses (including attorneys' fees) and damages in connection with Grantee's administration of the Grant Program and agrees to indemnify and hold harmless the Met Council, its agents, servants and employees from all claims, demands and judgments made or recovered against the Met Council, its agents, servants and employees, because of bodily injuries, including death at any time resulting therefrom, or because of damages to

property, or others (including loss of use) from any cause whatsoever, arising out of, incidental to, or in connection with the Grant Program whether or not due to any act of omission or commission, including negligence of the Grantee or any contractor or their employees, servants or agents, and whether or not due to any act of omission or commission (excluding, however, negligence or breach of statutory duty) of the Met Council, its employees, servants or agents.

Grantee further agrees to indemnify, save and hold the Met Council, its agents and employees, harmless from all claims arising out of, resulting from, or in any manner attributable to any violation by the Grantee, its officers, employees, or agents, or any provision of the Minnesota Government Data Practices Act, including legal fees and disbursements paid or incurred to enforce the provisions contained in Section 11.

The Grantee's liability hereunder shall not be limited to the extent of insurance carried by or provided by the Grantee, or subject to any exclusions from coverage in any insurance policy. For the avoidance of doubt, this provision does not impact the Grantee's liability limits established in Minnesota Statutes Chapter 466.

The Grantee shall maintain or require to be maintained adequate insurance coverage for the Grant Program in such amounts with such limits as it determines in good faith to be reasonable or in such amounts and with such limits as may be reasonably required for participating cities by the Met Council from time to time.

9.3 Relationship of the Parties. Nothing contained in this Grant Agreement is intended or should be construed in any manner as creating or establishing the relationship of co-partners or a joint venture between the Grantee and the Met Council, nor shall the Grantee be considered or deemed to be an agent, representative, or employee of the Met Council in the performance of this Grant Agreement, or the Grant Program.

The Grantee represents that it has already or will secure or cause to be secured all personnel, including any third-party contractor required for the performance of this Grant Agreement and the Grant Program. All personnel of the Grantee or other persons while engaging in the performance of this Grant Agreement the Grant Program shall not have any contractual relationship with the Met Council related to the work of the Grant Program and shall not be considered employees of the Met Council. In addition, all claims that may arise on behalf of said personnel or other persons out of employment or alleged employment including, but not limited to, claims under the Workers' Compensation Act of the State of Minnesota, claims of discrimination against the Grantee, its officers, agents, contractors, or employees shall in no way be the responsibility of the Met Council. Such personnel or other persons shall not require nor be entitled to any compensation, rights or benefits of any kind whatsoever from the Met Council, including but not limited to, tenure rights, medical and hospital care, sick and vacation leave, disability benefits, severance pay and retirement benefits.

10. Audits.

Under Minn. Stat. § 16C.05, subd. 5, the Grantee's books, records, documents, and accounting procedures and practices relevant to this grant contract are subject to examination by the Met Council and/or the State Auditor or Legislative Auditor, as appropriate, for a minimum of six years from the termination date of this Grant Agreement.

11. Government Data Practices.

The Grantee and Met Council must comply with the Minnesota Government Data Practices Act, Minn. Stat. Chapter 13, as it applies to all data provided by the Met Council under this grant contract, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Grantee under this Grant Agreement. The civil remedies of Minn. Stat. § 13.08 apply to the release of the data referred to in this clause by either the Grantee or the Met Council. If the Grantee receives a request to release the data referred to in this Clause, the Grantee must immediately notify the Met Council.

12. Workers' Compensation.

The Grantee certifies that it is in compliance with Minn. Stat. § 176.181, subd. 2, pertaining to workers' compensation insurance coverage. The Grantee's employees and agents will not be considered Met Council employees. Any claims that may arise under the Minnesota Workers Compensation Act on behalf of these employees and any claims made by any third party as a consequence of any act or omission on the part of these employees are in no way the Met Council's obligation or responsibility.

14. Governing Law, Jurisdiction, and Venue.

Minnesota law, without regard to its choice-of-law provisions, governs this Grant Agreement. Venue for all legal proceedings out of this grant contract, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

15. Termination.

Either Party may cancel this Grant Agreement at any time, with or without cause, upon 30 days' written notice to the Grantee. Upon termination, the Grantee will be entitled to payment for services prequalified and satisfactorily performed before the termination notice.

16. Data Disclosure.

Under Minn. Stat. § 270C.65, subd. 3, and other applicable law, the Grantee consents to disclosure of its federal employer tax identification number, and/or Minnesota tax identification number, already provided to the Met Council, to federal and state tax agencies and Met Council personnel involved in the payment of Met Council obligations. Grantee will require compliance with this Section 16 by Grantee's contractor and shall submit evidence of such compliance to Met Council as requested.

17. Notices.

In addition to any notice required under applicable law to be given in another manner, any notices required hereunder must be in writing and shall be sufficient if personally served or sent by prepaid, registered, or certified mail (return receipt requested), to the business address of the party to whom it is directed. Such business address shall be that address specified below, or such different address as may hereafter be specified, by either party by written notice to the other:

To the Grantee at:

City of St. Anthony Village
3301 Silver Lake Road NE
St. Anthony Village, MN 55418

Attention: Minette Saulog

To the Met Council at:

Metropolitan Council
390 Robert Street North
St. Paul, MN 55101
Attention: Ward Brown, Principal Financial Analyst

With copy to:

ES Budget Manager
Metropolitan Council Environmental Services
390 Robert Street North
St. Paul, MN 55101

18. Prevailing Wages

The Grantee agrees to comply with all applicable provisions contained in chapter 177 of the Minnesota Statutes, and specifically those provisions contained in Minn. Stat. §§ 177.41 through 177.435, as they may be amended, modified or replaced from time to time with respect to the Grantee Program. By agreeing to this provision, the Grantee is not acknowledging or agreeing that the cited provisions apply to the Grantee Program.

19. Default and Remedies.

19.1 Defaults. The Grantee's failure to fully comply with all provisions contained in this Grant Agreement shall be an event of default hereunder ("Event of Default").

19.2. Remedies. Upon an event of default, the Met Council may exercise any one or more of the following remedies:

- a. Refrain from disbursing the Grant;
- b. Demand that all or any portion of the Grant already disbursed be repaid to it, and upon such demand the Grantee shall repay such amount to the Met Council.
- c. Enforce any additional remedies the Met Council may have at law or in equity.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed by their duly authorized representatives on or as of the date first above written.

METROPOLITAN COUNCIL

By: _____
Regional Administrator, successor, or delegate

Date: _____

GRANTEE:

The Grantee certifies that the appropriate person(s) have executed the grant contract on behalf of the Grantee as required by applicable articles, bylaws, resolutions, or ordinances.

By: _____

Printed Name and Title

Date: _____



PRIVATE PROPERTY INFLOW & INFILTRATION GRANT PROGRAM

Grant Requirements, Guidelines, and Timeline - 2026

Information

The Metropolitan Council Environmental Services (Met Council) is implementing a private property inflow and infiltration (I/I) grant program beginning January 2026. The goal of the program is to assist private property owners with financial assistance to remove I/I from the regional interceptor system through repairs of the sewer lateral or foundation drain on the property. Environmental Services has committed to assigning funds every year from the PayGo fund for this grant program.

Council Guidelines

Eligible Municipalities

Eligible municipalities include those that have been designated excessive I/I contributors by the Met Council, or that have had a measurable flow rate within 20 percent of the permitted flow limit.

Eligible Work

- Grants to private property owners shall be for a percentage of actual, reasonable, and verifiable I/I mitigation costs. No costs of studies, engineering, or planning shall be eligible.
- Grant reimbursement shall be 50% of eligible costs, up to \$5,000, for applicants not meeting equity criteria set by the participating municipalities. Eligible work includes:
 - Private lateral repair and/or replacement
 - Foundation drain disconnections and new sump pump, if associated with the foundation drain disconnect
 - Lateral televising and cleaning costs if:
 - Applicant meets the equity criteria or
 - Televising and cleaning result in repair or replacement of sewer lateral
- Grants of up to \$10,000 may be given to private property owners meeting the municipality's equity criterion.
- The private service line or foundation drain must be active and serving an occupied building.
- All repairs and replacements must be made with materials and methods consistent with local codes and permit requirements.
- Qualified spending on eligible work must occur between January 1, 2026, and December 31, 2026.

Grant Process

Application

- ES will notify all eligible municipalities and request grant applications.
- Eligible municipalities will apply for the program and request a total grant amount for anticipated grant reimbursement to private property owners.
- Applying municipalities must submit the Application for Participation and a resolution from City Council authorizing application and execution of the grant.

- After all applications are received, ES will review requested grant amounts for proposed work and encumber a grant amount for each participating municipality. It is anticipated that more grant funds will be requested than what is available, meaning applicants may not receive their full request. Grant awards will be encumbered to each municipality by this process:
 - Half of the available grant funds will be divided equally among participants.
 - The remaining half will be distributed to participants based on the size of their grant request.
- Municipalities will be informed of their total grant amount for the program year at the start of the program year.
- ES will send grant agreements to municipalities for signature and, upon return, will sign, and will create purchase orders payable to the applicant municipality.
- Signed agreements and application must be returned to ES prior to participation in the program.

Reporting Requirements and Reimbursement

- Each quarter, municipalities will submit the **PPII Reporting Form** Excel workbook of work completed, invoices, and certificates of completeness to certify the work for each grant was done and records auditable. Only one grant per property may be awarded.
 - ES has provided a list of verified Metropolitan Council Underutilized Business (MCUB) contractors able to perform water and sewer work (attached). It is not required to use the contractors on that list but is provided as an option. More information on the Met Council MCUB program can be found here: <https://metrocouncil.org/About-Us/What-We-Do/DoingBusiness/Small-Business-Programs/mcub.aspx>
- ES will review the **PPII Reporting Form** Excel workbook and supporting documentation and issue grant reimbursement. Municipalities have until January 31 of the following year to submit all paperwork for work performed during the program year.
- Any funds encumbered to a municipality and not spent during the program year will remain in ES's PayGo fund.
- The Met Council reserves the right to change these guidelines, if in its sole discretion the results of the process do not equitably allocate the funds.

Equity Component

Imagine 2050 is the Met Council's vision for the region through the year 2040. It is the region's plan for an equitable and resilient future. In support of Imagine 2050, this program has an opportunity to further equity by providing higher grant awards to residents that meet their city or township's equity need.

Imagine 2050 provides the following definition of equity: "Equity means that historically excluded communities – especially Black communities, American Indian communities, and communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice." (Metropolitan Council, 2025)

The equity component of allowing grant reimbursement up to a \$10,000 cap for private property owners meeting a municipality's equity criterion is one way equity is incorporated into this program. It is acknowledged that each municipality has different equity considerations and knows the needs of their residents the best; therefore, it is up to the municipality to determine if a resident has an equity need and up to the municipality to determine the resident's final grant award, up to \$10,000.

If a repair is higher than the program cap of \$10,000, options, among others, to cover that cost include a municipality match, assessing the property for the remaining amount, or requesting payment from the resident. The means of collection are up to each municipality. Be advised, if grant awards are paid

directly to the private property owner, it is recommended to speak with a tax professional, as the municipality may have to provide a 1099 tax form.

Calendar

Action	Date(s)
Send notice of grant program guidelines to municipalities, requesting applications	November 1, 2025
Grant applications due from municipalities	November 27, 2025
ES notifies municipalities of their grant amount	December 16, 2025
Municipalities submit pay claims for completed work	April 30, August 31, October 31, 2026; January 31, 2027
ES processes reimbursement upon receipt of signed agreement	Quarterly

Links/References

<https://metroCouncil.org/Wastewater-Water/Planning/Wastewater/Inflow-and-Infiltration.aspx>

<https://metroCouncil.org/Wastewater-Water/Funding-Finance/Available-Funding-Grants/Private-Property-Inflow-and-Infiltration-Grants.aspx>

CITY OF SAINT ANTHONY VILLAGE
RESOLUTION 26-018

**A RESOLUTION ACCEPTING AND APPROVING THE GRANT AGREEMENT
BETWEEN THE CITY OF SAINT ANTHONY VILLAGE AND METROPOLITAN
COUNCIL ENVIRONMENTAL SERVICES FOR THE IMPROVEMENT OF
PRIVATELY OWNED INFRASTRUCTURE (MCES AGREEMENT NO. SG-26117)**

WHEREAS, in 2022, Minnesota Statutes 2020, section 471.342 was amended to authorize towns and political subdivisions to establish inflow and infiltration prevent programs and make loans or grants to property owners; and

WHEREAS, The Metropolitan Council Environmental Services (MCES) calculates the peak hourly flow discharge limit (I/I Goal) for each community connected to the metropolitan sanitary sewer disposal system. Wastewater flow that exceeds the respective I/I Goal is considered excessive flow. Communities that have a measured wastewater flow greater than 80 percent of the I/I Goal are eligible to apply for the Grant; and

WHEREAS, The MCES authorizes its staff to enter into a private property inflow and infiltration grant agreement with local municipalities that are eligible for this grant program; and

WHEREAS, The City of Saint Anthony Village submitted an application to the MCES for grant funding for improvements to the privately owned sanity sewer system to reduce inflow and infiltration; and

WHEREAS, The MCES has determined a grant award to the City of Saint Anthony Village in the amount of \$38,000 for the 2026 program period.

NOW THEREFORE BE IT RESOLVED that the City Council of City of Saint Anthony Village, Minnesota:

- 1) The City Council agrees to accept and approve the Grant Agreement between the City of Saint Anthony Village and Metropolitan Council Environmental Services; and
- 2) The City Council hereby authorizes the City Manager and the City Clerk to execute said Agreement for and on behalf of the City of Saint Anthony Village.

Approved this 10th day of February, 2026.

Wendy Webster, Mayor

ATTEST:_____

Nicole DeDeyn, City Clerk

Review for Administration: _____

Charlie Yunker, City Manager



MEMORANDUM

To: Saint Anthony Village City Council
From: Deborah Maloney, Finance Director
Date: February 10, 2026
Request: Public Hearing and review of 2027 Budget Calendar

BACKGROUND

Each year the city of Saint Anthony Village holds a public hearing to present the proposed budget calendar to provide information to the public on the City's budget development process and timeline, and receive public input related to the steps in the budget calendar. The key dates included on the 2027 budget calendar are as follows:

2027 Budget Calendar – Key Dates and Activities

- January 14–16, 2026
Council Goal Setting, Financial Management, and Planning
Council establishes guiding goals to inform policy and budget decisions throughout the year.
- February 10, 2026
Public Hearing – Budget Calendar
Provides residents with information on the proposed budget timeline and an opportunity for public input.
- April–May 2026
Staff Meetings with Department Heads
Staff and department leadership review the 2027 Operating Budget and Capital Budgets.
- June 23, 2026
Council Work Session – Infrastructure and Debt Levy
Review infrastructure improvement schedules and resulting 2027 debt levy requirements.
- August 11, 2026
Council Work Session – Property Tax Levy and General Fund
Review updated proposals for the overall 2027 Property Tax Levy and General Fund Budget.
- August 25, 2026
Presentation of Proposed 2027 Budget and Property Tax Levy
Initial presentation of the proposed budget to the City Council.
- September 8, 2026
Public Hearing – Preliminary Budget and Levy
Council considers resolution setting the Preliminary 2027 Budget and Property Tax Levy.

- October 13, 2026
Council Work Session – Capital Improvement Plan
Review of the Capital Improvement Plan (CIP).
- November 10, 2026
Approval of Capital Improvement Plan
Council approval of the 2027 CIP.
- December 8, 2026
Truth in Taxation Public Hearing and Final Adoption
Public hearing, presentation, and adoption of the 2027 Budget and Property Tax Levy.

Further detail of each of the calendar dates to be provided at the public hearing includes:

2026 Council Goal Setting

Council goals guide decision-making throughout the budget process and focus on:

- Environmental Responsibility
- Thriving Village
- Informed & Engaged Community
- Safe & Secure Community
- Fiscal & Organizational Strength

Public Hearing on the Budget Calendar

The Budget Calendar:

- Promotes transparency by outlining the timeline for budget development and approvals
- Encourages public participation and stakeholder input
- Supports Council goals of an informed and engaged community and fiscal strength
- Sets expectations for public review and comment opportunities

The Mayor opens and closes the public hearing and receives public input.

Staff Meetings with Department Heads

Discussions focus on:

- **Revenues:** Current year estimates and anticipated changes
 - What will continue, end, or change
- **Expenses:** Maintaining current service levels, adjusted for:
 - Known increases or decreases
 - New programs or purchases
 - Union contract negotiations
 - Cost-saving opportunities

Prior-year budget-to-actuals are analyzed to improve accuracy. Long-term capital needs are reviewed for timing, condition, and updated cost estimates.

Infrastructure Improvement Schedule and Debt Levy Review

- Review long-term Street Improvement Program with City Engineers and Public Works Director
- Evaluate pavement and utility conditions and needs
- Consider County improvement project timing and cost-sharing
- Review Debt Service fund balances and payment schedules to identify opportunities to reduce debt levy requirements

Review of Updated Property Tax Levy and General Fund Proposals

Staff presents updated budget proposals, including:

- Anticipated overall levy increase
- Major budget impacts and key drivers
- Known versus unknown revenue and expense changes

Potential changes may include:

- New staffing requests
- Grant funding or one-time revenues/expenses
- New tax or benefit mandates
- Extraordinary inflationary impacts

Staff continues to refine projections and pursue cost savings or alternative funding sources.

Presentation of Proposed 2027 Budget and Property Tax Levy

Staff presents the proposed General Fund Budget and Property Tax Levy, highlighting significant changes and seeking Council feedback. Estimates continue to be refined following Council direction.

Public Hearing – Preliminary Budget and Property Tax Levy

- Presentation of the proposed budget and any updates
- Resolution setting the Preliminary Property Tax Levy for certification to Hennepin and Ramsey Counties by September 30
- The preliminary levy represents a “not-to-exceed” amount

The Mayor opens and closes the public hearing and receives public input.

Capital Improvement Plan Review and Approval

Council reviews:

- Levy-related capital funds and corresponding levies:
 - Capital Equipment
 - Building Improvement
 - Infrastructure Improvement
 - Parks Improvement
 - Debt Service
- Non-levy capital funds:
 - Stormwater
 - Utilities Infrastructure

Council feedback is incorporated prior to final approval.

Truth in Taxation Public Hearing and Final Adoption

- Presentation of the final proposed 2027 Budget and Property Tax Levy
- Resolution setting the Final Property Tax Levy for certification by December 31
- Public input received

Council adopts the 2027 Budget, Property Tax Levy, and associated resolutions.

ATTACHMENTS

- Presentation
- Public Hearing Notice



PUBLIC HEARING 2027 BUDGET CALENDAR

Deborah Maloney
February 10, 2026

1

2027 BUDGET CALENDAR

2026 DATE	STEPS
January 14-16	Council Goal Setting, Financial Management and Planning
February 10	Public Hearing on budget calendar to provide residents with information and opportunity for input
April – May	Staff Meetings with Department Heads – Discussion on 2027 Operating Budget and Capital Budgets
June 23	Council work session to review infrastructure improvement schedule and resulting 2027 Debt levy requirements
August 11	Council work session to review updated proposals for 2027 overall Property Tax Levy and General Fund Budget
August 25	Presentation of Proposed 2027 Budget & Property Tax Levy to the City Council
September 8	Public Hearing to pass resolution setting Preliminary 2027 Budget and Property Tax Levy
October 13	Council work session to review Capital Improvement Plan
November 10	Approval of 2027 Capital Improvement Plan
December 8	Public Hearing and Presentation of 2027 Budget and Levy. Adoption of 2027 Budget and Property Tax Levy



2

2026 COUNCIL GOAL SETTING

Goals help guide Council as they make decisions throughout each year to strive towards:

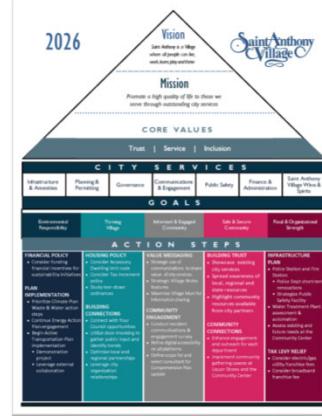
Environmental Responsibility

Thriving Village

Informed & Engaged Community

Safe & Secure Community

Fiscal & Organizational Strength



3

PUBLIC HEARING ON BUDGET CALENDAR

2027 Budget Calendar

Provides Transparency – Allows public to see proposed timeline for budget activities such as when drafts will be available, when departments submit requests, and when final approvals are scheduled.

Encourages Public Participation – Citizens and stakeholders can provide input or raise concerns, helps ensure that community needs are considered in the planning process

Incorporates Council Goals of Informed & Engaged Community, Fiscal & Organizational Strength

Sets Expectations – Helps public understand when they can review budget proposals, attend meetings, or submit comments

Mayor opens Public Hearing and receives input from public

Mayor closes Public Hearing

- Provides Transparency
- Encourages Public Participation
- Incorporates Goals
- Sets Expectations



4

STAFF MEETS WITH DEPARTMENT HEADS

Discussions on 2027 Operating Budget and Capital Budgets

Review Revenues – use current year estimates and research following year expectations;

- What will continue?
- What will end?
- What other changes are anticipated?

Expenses are budgeted at amounts that will maintain the present level of City services and adjusted for:

- known increases or decreases
- any new programs or purchases
- union contract negotiations
- opportunities for cost savings or eliminations

Prior year budget to actual expenses are analyzed for more accurate cost estimates.

Long term capital budgets are reviewed for timing of purchases, condition of items to be replaced, and updated cost estimates and capital needs.



5

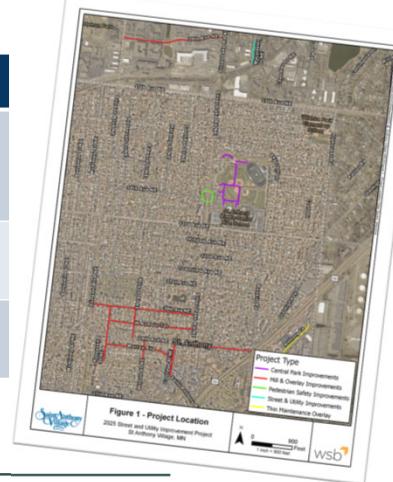
REVIEW INFRASTRUCTURE IMPROVEMENT SCHEDULE AND DEBT LEVY REQUIREMENTS

Street Improvement Program and Debt Service

Review Long term Street Improvement plan with City Engineers and Public Work Director to re-evaluate pavement and underground utilities conditions and needs and review with Council

Consider timing and cost share requirements of County Improvement projects occurring in the city

Review Debt Service fund balances and Debt payment schedules for opportunities to use available funds to reduce debt levy amounts



6

REVIEW UPDATED PROPOSALS FOR OVERALL PROPERTY TAX LEVY AND GENERAL FUND BUDGET

General Fund Budget and overall Property Tax Levy

Present Budget proposal of known and estimated amounts for Council information and feedback on anticipated overall levy increase

Outline largest budget impact amounts and discuss reasons for changes. Discuss known revenue or expense changes and which remain unknown.

- Changes may stem from new staffing requests
- Anticipation of grant funding or other one-time revenues or expenses
- New tax or benefit mandates that have a budget impact
- Extraordinary inflationary impact

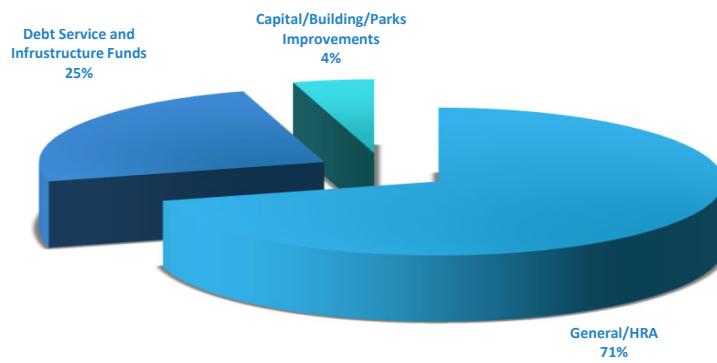
Staff will continue to review accounts for improved accuracy in projections and seek opportunities for cost savings or funding sources

- First presentation of budget
- August Council Work Session



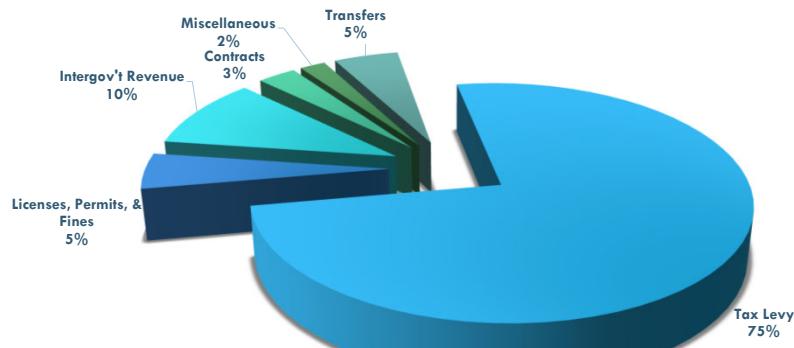
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OVERALL LEVY BY FUND TYPE



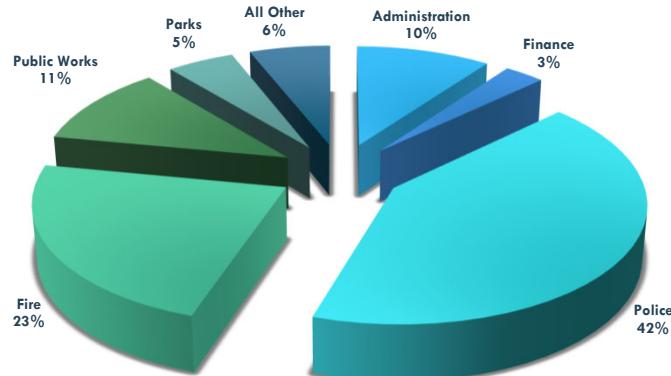
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2026 GENERAL FUND: REVENUES



9

2026 GENERAL FUND: EXPENDITURES



10

PRESENT 2027 PROPOSED BUDGET AND PROPERTY TAX LEVY TO CITY COUNCIL

Proposed General Fund Budget and Property Tax Levy

Present Proposed Budget to Council, highlighting significant changes from previous presentation

Receive Council feedback on anticipated overall levy increase

Staff will continue to refine estimates for improved accuracy of projections and seek opportunities for cost savings or funding sources

- Second Budget presentation to Council
- August Council Meeting



11

PUBLIC HEARING TO PRESENT 2027 PROPOSED BUDGET AND RESOLUTION SETTING PRELIMINARY PROPERTY TAX LEVY

Proposed General Fund Budget and Preliminary Property Tax Levy

Present Proposed Budget to Council, highlighting any changes from previous presentation

Present a resolution setting the Preliminary Property Tax Levy to be certified to Hennepin and Ramsey Counties by September 30 each year

This is a "Not to Exceed" amount; the final property tax levy can be decreased but can not be increased from this amount

Mayor opens Public Hearing and receives input from public

Mayor closes Public Hearing



12

COUNCIL WORK SESSION TO REVIEW CAPITAL IMPROVEMENT PLAN

Review Capital Fund Budgets with Council

Review Levy related Capital funds proposed budgets and corresponding levies with Council

- Capital Equipment fund
- Building Improvement fund
- Infrastructure Improvement fund
- Parks Improvement fund
- Debt Service funds

Non-levy Capital budgets are also reviewed at this time

- Stormwater Fund
- Utilities Infrastructure Fund

Receive Council feedback on Capital Fund Budgets



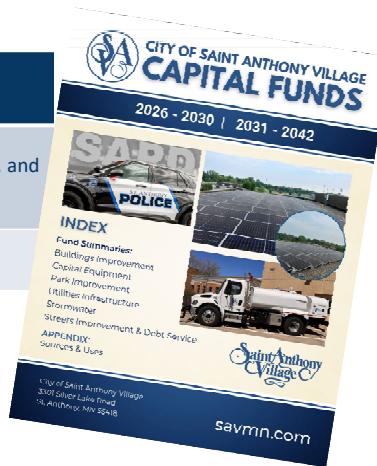
13

APPROVAL OF CAPITAL IMPROVEMENT PLAN

Present Final Capital Fund Budgets to Council

Present Capital Equipment, Building Improvement, Infrastructure Improvement, and Parks Improvement budgets, Debt Service and corresponding levies to Council

Request approval of Final Capital Fund Budgets



14

TRUTH IN TAXATION PUBLIC HEARING PRESENT 2027 PROPOSED BUDGET AND RESOLUTION SETTING FINAL PROPERTY TAX LEVY

Proposed General Fund Budget and Final Property Tax Levy

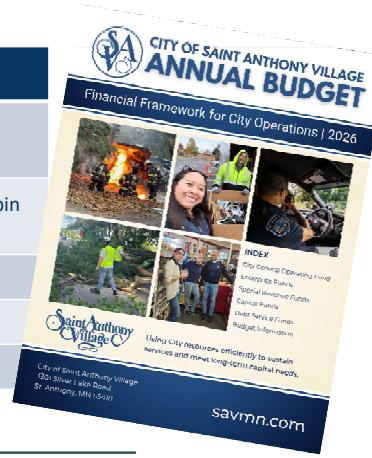
Present Proposed Budget to Council, highlighting any changes from previous presentation

Present a resolution setting the Final Property Tax Levy to be certified to Hennepin and Ramsey Counties by December 31 each year

Mayor opens Public Hearing and receives input from public

Mayor closes Public Hearing

Adoption of the 2027 Budget, Property Tax Levy, and Resolution



15

COUNCIL ACTION REQUESTED

ADOPTION OF RESOLUTION 25-083 SETTING THE FINAL 2026 TAX LEVY AND GENERAL OPERATING BUDGET FOR THE CITY OF ST. ANTHONY VILLAGE

Final 2026 Property Tax Levy is:	
General Operating Levy	\$ 7,158,845
Capital Improvement Levy	308,200
Debt Service Levy	1,840,953
Infrastructure Levy	721,228
Housing and Redevelopment Authority Levy	209,414
Building Improvement Levy	130,500
Park Improvement Levy	40,000
Total Levy	\$10,409,140
Final 2026 General Fund Operating Budget Totals	\$ 9,715,196



16



QUESTIONS?





NOTICE OF A PUBLIC HEARING

February 10, 2026, 7:00 p.m.
City Hall, 3301 Silver Lake Road, Saint Anthony, MN 55418

Notice is hereby given that on February 10, 2026, 7:00 p.m. at City Hall, 3301 Silver Lake Road, the City Council will hold a public hearing to receive public input on the 2027 Budget and the 2027 Budget Calendar process.

The City Council agenda and packet item relating to this item will be made available prior to the meeting online at www.savmn.com.

Ways to Comment:

In Person

The public is welcome to attend in person at the City of Saint Anthony Village City Hall, 3301 Silver Lake Road, in the Council Chambers at 7:00 p.m.

Written

Written comments may be taken at the Saint Anthony Village City Hall, 3301 Silver Lake Road, Saint Anthony Village, Minnesota 55418 or online at www.savmn.com (under I want to -> Submit-> Comment/Question for City Council Meetings) until the date of the public hearing.

Questions?

Questions may be directed to the City Clerk at 612-782-3334.

Nicole DeDeyn
City Clerk



PLANNING COMMISSION 2026 WORK PLAN

GENERAL ITEMS

1. Review and recommend actions on land use and development applications
2. Monitor common planning and zoning issues for follow-up
3. Maintain Training Opportunities on land use issues
4. Maintain communications with City Council as to land use policy

SPECIFIC TASKS FOR 2026

1. Update Zoning Districts and Regulations, where needed, to better address contemporary development patterns and demand.
 - a. Review standards in R-1 Districts to maintain intended neighborhood character, and promote existing residential reinvestment
 - i. Lot Usage, Setbacks, Architectural Design, Others
2. Support affordable housing initiatives
3. Housing: Accessory Dwelling Units – Options and Impacts.
4. Monitor Data Center development impacts and land use impacts for urban locations.
5. 2050 Comprehensive Plan – preliminary preparation tasks.
 - a. Participate in joint work session to identify priorities for a request for proposal (RFP) for the 2050 Comprehensive Plan
6. Coordinate incorporation of Climate Action Plan Goals and Strategies into appropriate Ordinance regulations (**Ongoing, with Sustainability and other staff/departments**).
7. Hemp/Cannabis Businesses (**Ordinances Complete 2024**).
 - a. Explore Odor regulation – monitor other municipal regulations

Monitor Emerging Planning Issues and Address as Needed



PARKS & ENVIRONMENTAL COMMISSION 2026 WORK PLAN

GENERAL ITEMS

1. Support staff with ongoing Climate Plan implementation
2. Provide recommendations to City Council regarding environmental and sustainability-related policy Items
3. Education and outreach with community to promote sustainability and City plans related to climate
4. Attend joint meetings with City Council and/or Planning Commission as scheduled

SPECIFIC TASKS FOR 2026

1. Support Climate Plan implementation (2026: Water & Waste focus).
 - a. Active Transportation Plan anticipated by Spring 2026
 - b. Advising potential ordinances and programs: Sustainable Buildings, waste, curbside compost
 - c. Promote water conservation and waste reduction efforts throughout the community
 - d. Continued support of ongoing Energy & Transportation initiatives as applicable
2. Provide PEC representation in planning or assisting with sustainability and environmental events as requested by staff or community groups.
 - a. May include but not limited to city recycling events, swaps, Rain Barrel workshop, Sustainability Fair, Earth Day cleanups, and other opportunities.
3. Continue collaboration with Citizens for Sustainability to enhance City green space, including parks cleanup and pollinator plantings.
4. Continue education & outreach in conjunction with staff and community and regional organizations to promote Climate Plan initiatives and sustainability.
5. Conduct survey with businesses located in the city to inform waste reduction efforts.
6. 2050 Comprehensive Plan – preliminary preparation tasks.
 - a. Participate in joint work session to identify priorities for a request for proposal (RFP) for the 2050 Comprehensive Plan
7. Review annual Parks Capital Improvement Plan.
8. Attend Annual Parks Summit meeting with City Council, School District and Sports Boosters.

Monitor Emerging Topics and Address as Needed

CITY OF SAINT ANTHONY VILLAGE
RESOLUTION 26-019

**A RESOLUTION AFFIRMING COUNCIL STANCE ON COMMUNITY SAFETY,
INCLUSION AND IMMIGRATION**

WHEREAS, The City of Saint Anthony Village is a diverse and welcoming community whose residents include immigrants, refugees, longtime residents, workers, students, families, and business owners who contribute to the social, cultural, and economic life of the city; and

WHEREAS, the City Council recognizes that the recent, verifiable, visible increase in federal immigration enforcement practices have generated fear and anxiety in the community, and have led to observable community impacts such as decreased school attendance, disruption of daily activities and work attendance, and heightened concern for the personal safety of individuals and families, including children; and

WHEREAS, the City of Saint Anthony Village recognizes that the United States federal government is responsible for enforcing federal civil immigration laws, but also affirms that public safety is best served through transparency, accountability, and trust between residents and those exercising law-enforcement authority; and.

WHEREAS, fear, uncertainty, and the perception of unchecked or unclear federal enforcement activity can undermine public safety, discourage cooperation with public safety and emergency responders, deter residents from accessing critical public services, and erode trust in government institutions; and

WHEREAS, the City has an obligation to safeguard the health, safety, and welfare of all residents and to speak clearly when conditions arise that threaten community stability, even where our direct regulatory authority is limited.

NOW THEREFORE BE IT RESOLVED that the City Council of City of Saint Anthony Village, Minnesota:

1. Formally acknowledges the fear and disruption being experienced by residents because of increased federal immigration enforcement activity within the community and affirms its commitment to the safety and dignity of all who live and work in Saint Anthony Village.

2. Urges federal immigration authorities operating within Saint Anthony Village to conduct any enforcement activities in a manner that prioritizes transparency, clear identification, and de-escalation, and that minimizes unnecessary fear or disruption to the public.
3. Directs the Mayor and City Manager to communicate with Governor Tim Walz and appropriate State of Minnesota officials to request consideration of a temporary, statewide moratorium on residential evictions for households that have experienced substantial financial hardship associated with the recent surge in federal immigration enforcement activity.
4. Affirms that city staff will continue to provide residents with public information regarding available community resources related to their rights, and appropriate points of contact for public safety concerns, in coordination with trusted local and state organizations where appropriate.
5. Affirms the St. Anthony Police Department (SAPD) will continue to uphold the philosophy of community based policing and operate under SAPD Policy Manual, Policy 413 and will not engage in federal immigration enforcement activities except as legally required.
6. Does not purport to regulate or restrict federal authority, but rather to formally communicate the City's position and the impacts being experienced locally, and affirms its commitment to the ethical treatment of all residents and visitors in the provision of City services and access to City services, regardless of immigration status or national origin.

Approved this 10th day of February, 2026.

Wendy Webster, Mayor

ATTEST: _____
Nicole DeDeyn, City Clerk

Review for Administration: _____
Charlie Yunker, City Manager



MEMORANDUM

To: Saint Anthony Village City Council
From: Charlie Yunker, City Manager
Date: February 10, 2026
Request: Authorize Use of Funds to Respond to Impacts from Federal Immigration Enforcement During Operation Metro Surge

BACKGROUND

On February 4, 2026, the City Council held a Special Work Session to discuss various topics pertaining to Federal Immigration Enforcement. From the Special Work Session, Staff received guidance from Council to proceed with process to authorize use of funds related to vehicle towing and storage.

As a result of federal agent actions, there have been reports of an increase in abandoned cars in public right-of-way. Leaving abandoned vehicles within the right-of-way will adversely impact the traffic safety and snow plowing. Considerations to waiving towing and towing storage fees have been proposed as a measure to avoid adding additional financial and logistical burdens on targeted individuals and families.

The resolution would authorize staff to allocate up to \$15,000 to subsidize vehicle towing and storage fees as an impact of Operation Metro Surge. The funds will be administered by Staff to distribute funds to Saint Anthony residents whose vehicles were abandoned in the City and subsequently towed as the result of a confrontation with Federal agents during Operation Metro Surge.

RECOMMENDATION

Approve Resolution 26-020 to authorize the use of \$15,000 to subsidize towing and storage fees for residents targeted during Operation Metro Surge.

ATTACHMENTS

- Resolution 26-020

CITY OF SAINT ANTHONY VILLAGE
RESOLUTION 26-020

A RESOLUTION AUTHORIZE USE OF FUNDS TO RESPOND TO IMPACTS FROM FEDERAL IMMIGRATION ENFORCEMENT DURING OPERATION METRO SURGE

WHEREAS, the Federal Administration's Operation Metro Surge is resulting in adverse impacts to Minnesota communities; and

WHEREAS, members of the community are being targeted inhumanely due to the color of their skin or peaceful protest actions; and

WHEREAS, areas in the State are reporting increases in abandoned vehicles in the right-of-way due to interactions with federal agents; and

WHEREAS, the City of Saint Anthony will commit and allocate funds related to vehicle towing and storage fees to City residents to minimize undue financial and logistical burdens to impacted individuals and families.

NOW THEREFORE BE IT RESOLVED that the City Council of City of Saint Anthony Village, Minnesota approves the use of funds to subsidize towing and storage fees for residents targeted during Operation Metro Surge.

Approved this 10th day of February, 2026.

Wendy Webster, Mayor

ATTEST:

Nicole DeDeyn, City Clerk

Review for Administration:

Charlie Yunker, City Manager



MEMORANDUM

To: Saint Anthony Village City Council
From: Minette Saulog, Sustainability Coordinator
Date: February 10, 2026
Request: Adoption of Active Transportation Plan

BACKGROUND

Staff previously presented the Draft Active Transportation (AT) Plan for City Council discussion and review at the January 13, 2026 work session. Further review was completed by the local planning team, with final revisions completed and included in the final version of the AT Plan presented today.

ACTIVE TRANSPORTATION PLAN

The AT Plan consists of several sections specifically tailored to the Saint Anthony Village community. The introduction shares guiding principles and a summary of the planning process that shaped this Plan. The Vision and Goals, developed with the City's local planning team, provides the central focus of what this Plan hopes to achieve. Research into existing conditions, plans and policies, and other insights from the planning process provide a picture of what it looks and feels like to walk, bike, take public transit and roll in Saint Anthony Village.

As a result, priority projects and recommended action steps have been identified from rounds of community engagement and keeping overall city goals in mind. Finally, the AT Plan provides guidance for short-and long-term implementation steps, and frameworks for measuring progress and success between now and 2031 and beyond.

REQUEST

Staff request City Council's formal adoption of the Active Transportation Plan.

ATTACHMENTS

- Presentation
- Final Active Transportation Plan



ACTIVE TRANSPORTATION PLAN

City Council
Meeting
February 10, 2026

ACTIVE TRANSPORTATION PLAN PROCESS

2025	STEPS
January	Notification of Active Transportation grant award by MnDOT
February-May	Preliminary grant activities
June	Kick-off meeting with City staff, MnDOT and consultants
July	Kick-off meeting with Local Planning Team (virtual)
August	Online interactive map and survey for public input goes live
August	Active Transportation information shared at City's VillageFest booth
September	Bike and Walk Audit with Local Planning Team
September-October	Listening Sessions and Open Houses for engagement
October	Local Planning Team Action Planning Workshop – identifying priority areas (in person)
December	Local Planning Team Planning Workshop – Plan Projects review (virtual)
December-January 2026	AT Plan Draft review by staff; Work session with Council for review
February 2026	AT Plan adoption
Spring/Summer 2026	Planning and initiating temporary demonstration project that is included with planning assistance grant activities (MnDOT budgeted \$10,000-\$15,000)

REMINDERS

Overview

MnDOT provides Active Transportation grants and programs to make improvements to walking, biking and rolling in communities

MnDOT Grant is for planning assistance and provided consultants to assist the City in the process of developing this Plan (no funds have been exchanged between City and MnDOT).

All proposed projects have been identified throughout the public and local planning team engagement process. The Plan summarizes these opportunities but does not commit any funds or greenlight any of those projects at this time. It is a “plan to plan.”

The Active Transportation Plan will be a document used to support future applications for funding and to highlight priority areas in the city when working with external partners. applicable to projects listed in AT Plan.



PLAN CONTENTS

1. Introduction (10)

Why an Active Transportation Action Plan, how the Plan was developed, and guiding principles

2. Vision and Goals (33)

Plan vision and goals

3. Where We Are - Our Streets Today (36)

Existing conditions, current plans and policies, and key insights from the planning process

4. Where We're Going - Our Streets Tomorrow (62)

Priority projects and action steps: from quick wins to longer-term projects, policies, programs and practice recommendations

5. Implementation Next Steps - Putting Our Wheels in Motion (86)

Incremental steps to move the Plan into action, framework for measuring progress, and call to action



PLAN VISION

A safe, connected, sustainable and equitable active transportation network that promotes mode choice, improves quality of life and environmental outcomes that serves people of all ages and abilities.



Active Transportation Network | Recommended Citywide Connections

Off Road Shared-Use Path

Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

On Road Separated Bicycle Lane

Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

On Road Bicycle Boulevard

Bicycle boulevards are streets that give priority to people walking and biking, including speed management and crossing treatments such as diverters, speed bumps, curb extensions, median refuge islands, and traffic circles.



Priority Infrastructure Projects

Most recommendations will require close coordination with partners at Hennepin and Ramsey Counties. In some instances, short-term actions are identified to start making progress while longer-term, more resource-intensive improvements are developed.

1 **Stinson Blvd** – Short-term, support striping bike lanes and installing low-cost physical separation. Long-term, support addition of a sidewalk on the east side of Stinson Blvd and permanent separation for bike lanes.

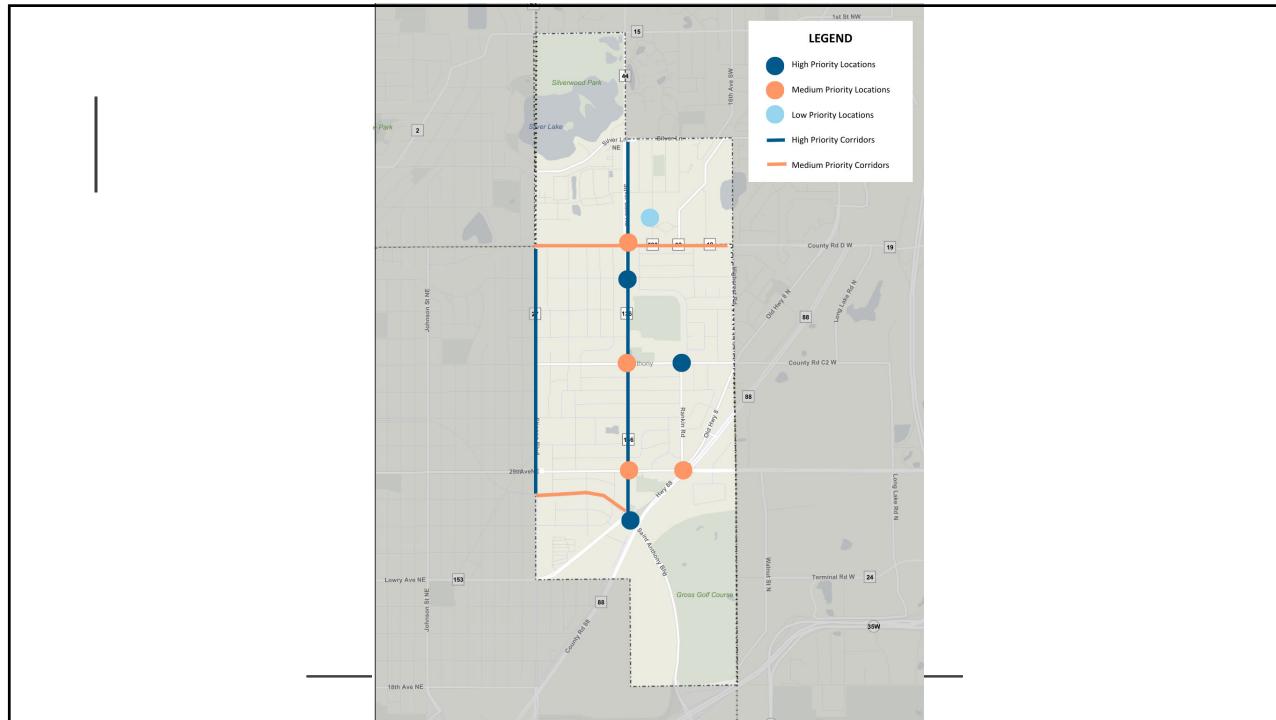
2 **Silver Lake Rd** – Short-term, explore a corridor approach to speed management and school crossings. Medium-term, support a support a separated bike lane or (long-term) sidepath.

3 **36th Ave at Silver Lake Rd** – Advocate for improved crossing infrastructure and upstream traffic configuration adjustments at 37th Ave.

4 **Saint Anthony Blvd at Kenzie Ter/Silver Lake Rd and at New Brighton Blvd/County Rd 88** – Continue to explore double roundabout redesign for two existing intersections along Saint Anthony Blvd.

High Priority Projects

- Planned On Road Separated Bicycle Lane
- Existing Off Road Shared-Use Path
- Planned Off Road Shared-Use Path
- Planned On Road Separated Bicycle Lane
- Planned On Road Bicycle Boulevard



KEY TAKEAWAYS

PLAN ACTIONS	NOTES
PROJECT ACTIONS: <ul style="list-style-type: none"> - High Priority - Medium Priority - Low Priority 	Project prioritization reflects engagement and input. Project actions related to County roads are subject to County project prioritization
POLICY ACTIONS <ul style="list-style-type: none"> - Complete Streets - Toward Zero Deaths 	Example policies that other local agencies have adopted or committed to
PROGRAM ACTIONS <ul style="list-style-type: none"> - Safe Routes to School - Neighborhood Traffic Calming Program 	Safe Routes to School would be considered an update to the existing Plan, Neighborhood Traffic Calming would be considered a new program
PRACTICE ACTIONS <ul style="list-style-type: none"> - Design Guidance 	City Engineers would continue to utilize the latest design guideline standards.



NEXT STEPS

Step	Details
Spring/Summer 2026	Planning and executing a temporary demonstration project that is included with planning assistance grant activities (MnDOT budgeted \$10,000-\$15,000)
Initiate Conversations	Hennepin and Ramsey Counties, other agency partners as indicated in the plan.
Ongoing Monitoring	Funding opportunities applicable to projects listed in AT Plan.





QUESTIONS?



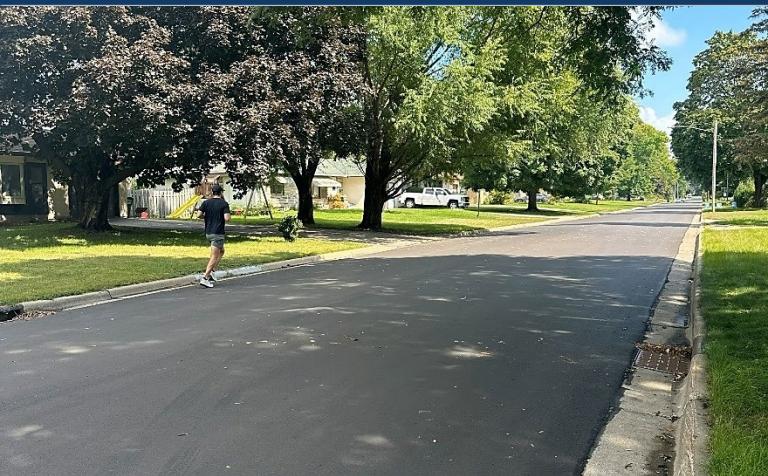


Saint Anthony Village

Active Transportation ACTION PLAN



February 2026



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The Action Plan was funded through the Minnesota Department of Transportation's (MnDOT) Active Transportation Program.

Learn more:

www.dot.state.mn.us/active-transportation-program

MnDOT Consultant Team

Terra Soma, LLC

Alta Planning + Design

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Why an Active Transportation Action Plan, how the Plan was developed, and guiding principles

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Plan vision and goals

3. Where We Are - Our Streets Today

Existing conditions, current plans and policies, and key insights from the planning process

4. Where We're Going - Our Streets Tomorrow

Priority projects and action steps: from quick wins to longer-term projects, policies, programs and practice recommendations

5. Implementation Next Steps - Putting Our Wheels in Motion

Incremental steps to move the Plan into action, framework for measuring progress, and call to action

Executive Summary

The Active Transportation Action Plan is the result of a seven-month collaboration from June 2025 to December 2025. A diverse Local Planning Team came together to set direction, co-create strategy, and lead numerous listening sessions, a walking audit, bicycle audit, and action planning workshop, and gather public input via an online survey and map.

The Action Plan serves as a living guide. It establishes clear, evidence-based, and action-oriented priorities to guide future investments in making walking and bicycling safer and more accessible. The Plan identifies priority routes within the City that are most in need of improvements.

Taking the steps towards a more walkable and bikeable city takes more than simply building sidewalks, trails, and marked crosswalks. Changes to programs, policies, and procedures that address education, encouragement, enforcement, and evaluation are critical to getting more people walking and making it safer for people of all ages and abilities to reach the places they want to go.

The Plan builds on existing plans, conversations with residents, lessons learned from other cities, and careful observation to establish recommendations that can help Saint Anthony Village become a place that welcomes people traveling by all modes of transportation.

PLAN VISION

A safe, connected, sustainable, and equitable active transportation network that promotes mode choice, improves quality of life and environmental outcomes, and serves people of all ages and abilities.

GOALS SUMMARY

- All Ages & Abilities Facilities
- Complete & Green Streets
- Safe System Approach
- Transportation Choice/Mode Shift
- Agency Partnerships
- Quality of Life & Health/Well-being

Executive Summary



WHERE WE ARE - OUR STREETS TODAY

Saint Anthony Village is a compact community with great potential for walking and biking. Many of the busiest roads in Saint Anthony Village are owned and maintained by Hennepin and/or Ramsey Counties (like the central north-south corridor, Silver Lake Road). Residents voiced that they would like to walk, bike, or roll to destinations within the City, but are worried about being hit by a car.



WHERE WE'RE GOING - OUR STREETS TOMORROW

The planned bikeway network developed through this plan includes three types of bikeways: off road shared-use paths, on road separated bicycle lanes, and on road bicycle boulevards. Priority projects include improvements for people walking and biking along Stinson Boulevard and Silver Lake Road, as well as at key intersections.



IMPLEMENTATION NEXT STEPS - PUTTING OUR WHEELS IN MOTION

There are multiple actions Saint Anthony Village can take within the first 100 days of plan adoption, as well as over the next one, three, and five years. The City will track progress around infrastructure equity and safety, community experience and use of biking and walking improvements, and capacity and implementation readiness.

Executive Summary

146 residents contributed to the plan via an online survey.

- Over 60% of respondents said they walk for exercise or leisure daily or almost every day.
- 63% of respondents said they would like to walk, bike, or roll to parks in Saint Anthony Village but cannot currently do so.
- Half of respondents said they felt unsafe biking or riding a bike-like mode in Saint Anthony Village.
- The top **motivation** for walking and biking was "It's good for my physical health." The top **barrier** to walking and biking was "I'm worried about being hit by a car while riding or walking."
- The top road in the city that respondents would choose to improve for walking, biking, or rolling was **Silver Lake Road**.

Residents took the time to write 128 online comments about where they experience problems and the solutions they would like to see.

"Extremely important that there is a safe bike trail along Silver Lake Road to connect neighbors north of 37th to the schools"

"Crossing Silver Lake at 36th Avenue is important to get to school and feels very dangerous—cars drive too fast, uncomfortable having my kids cross on their own."

"Biking 33rd Avenue feels unsafe, but is an important connector to churches, daycares, schools and parks from the west side"

"I wish there was a bike path (similar to the one happening on Lowry) for all of Silver Lake, from the SAV mall to Silverwood Park. This would connect the majority of schools, parks, and businesses in one fell swoop..."

"Would love the completion of the bike lane on Saint Anthony Boulevard, would ensure pedestrians, cars, and cyclists would all be able to share and enjoy this space!"

Executive Summary

Over 100 residents shared their thoughts at in-person listening sessions

- Residents want more places to bike separated from vehicles, more public transit, more accessible sidewalks, and better connections between parks, schools, and businesses.
- Residents shared challenges with crossing major intersections while walking, biking, and rolling and asked for crossing improvements.
- The volume and high speed of cars was noted as a challenge, especially during peak congestion times and on main streets.



Executive Summary

Recommended Active Transportation Network

Public input and technical analysis informed the development of the recommended active transportation network. Network recommendations were developed to connect to bikeways in surrounding communities and to key community destinations.

Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

Bicycle boulevards are streets that give priority to people walking and biking, while sharing space with vehicles. Treatments can include speed management and crossing treatments such as diverters, speed bumps, curb extensions, median refuge islands, and traffic circles.

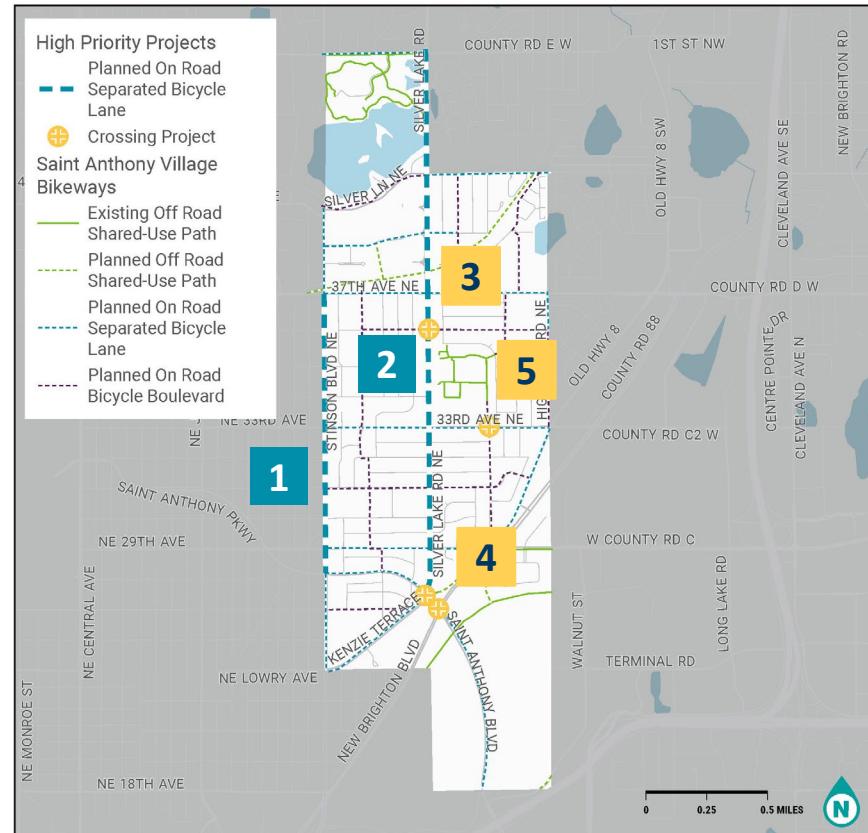


Executive Summary

Priority Infrastructure Projects

Most recommendations will require close coordination with partners at Hennepin and Ramsey Counties. In some instances, short-term actions are identified to start making progress while longer-term, more resource-intensive improvements are developed.

1	Stinson Boulevard – Short-term, support striping bike lanes and installing low-cost physical separation. Long-term, support addition of a sidewalk on the east side of Stinson Boulevard and permanent separation for bike lanes.	3	36th Avenue and 37th Avenue at Silver Lake Road – Advocate for traffic configuration adjustments at 37 th Avenue to allow for improved crossing infrastructure at 36 th Avenue.
2	Silver Lake Road – Short-term, explore a corridor approach to speed management and school crossings. Medium-term, support a separated bike lane retrofit or (long-term) off road shared-use path along Silver Lake Road.	4	Saint Anthony Boulevard at Kenzie Terrace/ Silver Lake Road and at New Brighton Boulevard/County Road 88 – Support exploration of double roundabout redesign for two existing intersections along Saint Anthony Boulevard.
		5	33rd Avenue and Rankin Road – Study and implement walking and biking safety improvements at the intersection.





Introduction

SECTION 1

Why an Active Transportation Action Plan?

WALK . BIKE . ROLL .

What is active transportation?

Why is an Active Transportation Action Plan important?

What is the community context for undertaking this work?

The City of Saint Anthony Village Active Transportation Action Plan serves as a roadmap for creating a safe and convenient network for people walking and biking.

The Plan uses the term ***walking*** and ***pedestrian*** broadly to include people of all ages and abilities walking or rolling, including people who travel by foot, use wheelchair, stroller, or other assisted mobility device. The term ***bicycling, biking*** and ***bicyclist*** broadly refer to people of all ages and abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

By centering active transportation users, the most vulnerable users, in street design it ensures streets provide safe options for everyone, regardless of transportation choice. **A connected, safe and comfortable active transportation network means all people have equitable access and opportunity to contribute to a vibrant, age- friendly and healthy city.**



Why Active Transportation Matters



EQUITY

Owning a new car costs roughly **\$12, 182 per year** (AAA, 2023). This is a sharp increase from 2022 when the average yearly cost was \$10,728. Car ownership should not be a requirement for getting around safely and efficiently.

AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over \$12K*. AAA.
<https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/>



ENVIRONMENT

Minnesota must **reduce** transportation related greenhouse gas emissions by **80%** and vehicle miles travelled by **20%** by 2050 to reach its climate goals. Saint Anthony Village has goals to reduce city-wide CO2 emissions by 80% by 2040.

Walking and biking networks reduce our dependence on driving to get around, leading to cleaner air and reduced climate impacts.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*.
<https://www.dot.state.mn.us/minnesotawalks/index.html>



ECONOMY

Active transportation means business; it stimulates local economies through job creation, tourism and business development.

People biking make **more frequent trips** than people driving, spending more money at local businesses.

Cortright, J. (2009). *Walking the walk: How walkability raises home values in U.S. cities*. CEOs for Cities.
https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf
Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg.
<https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers>

Why Active Transportation Matters



HEALTH & WELLBEING

Active transportation **as part of everyday travel** is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*.
https://www.apha.org-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf



SOCIAL CONNECTION

"Humans are social creatures—we live in community. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Active transportation provides us more opportunity to interact with our neighbours and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. <https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing>



HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation**.

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling.* University of Minnesota. <https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling>

How the Plan was Developed

The Active Transportation Action Plan is the result of a collaborative process led by the Saint Anthony Village Active Transportation Committee. The committee came together to host and participate in:

- **Walking and biking audits to assess existing conditions**
- **Action Planning Workshop to define active transportation routes and connections**
- **Online engagement through virtual meetings and use of interactive mapping tools and survey to collect community input**
- **Five listening sessions, including tabling at the School District Wellness Fair and Silver Lake Village Liquor Store, hosting discussions at Hayden Grove Senior Living and Middle School Family Night, and an open house at City Hall.**

The Plan builds on existing plans and policies, community and committee participation and evidence-based state and national best practices to identify an active transportation network and action steps to guide future investments in making walking and bicycling safer and more accessible for all.

Saint Anthony Village received planning assistance to develop this Plan, funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aims to increase the number of people walking and biking to destinations.



Plan Guiding Concepts

Active Transportation Principles



Foundational to the Plan are several interrelated concepts and approaches:

- **Complete Streets:** Guiding principles to planning, designing, implementing and maintaining streets so they are safe, comfortable and inviting for all transportation users, especially the most vulnerable – people who walk or bike for any reason, including people with disabilities or low incomes, children, older adults and people of color.
- **Safe System Approach:** Traffic-related serious injuries and deaths can be reduced and eliminated. A Safe System Approach focuses on efforts to effectively design for all people and manage vehicle speeds by design through proactive and proven street safety treatments.
- **Active Transportation Principles:** The principles of safety, comfort, coherence, directness and attractiveness and the unique needs of active transportation users informs approaches to network and street design.
- **Transportation Equity:** Policy, design and practices in the built environment and transportation system have led to inequities for underserved communities, especially low-income, people with disabilities and Black, Indigenous and People of Color. Advancing transportation equity requires having a better understanding of how the transportation system, services and decision-making processes help or hinder the lives of people in underserved communities. It also requires underserved communities share in the power of decision-making through engagement and design processes.

Complete Streets

Complete Streets is an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. Using Complete Streets design principles helps ensure a comprehensive and connected multimodal transportation system that prioritizes safety over speed, more equitably balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

Complete Streets look different from street to street, place to place. There is no “standard,” rather a holistic and context sensitive approach is taken to address the unique needs of users and characteristics of place. For example, to make biking safer, more accessible and inviting, a “collector” or “arterial” street might include buffered or separated bike lanes to account for higher traffic speeds and volumes. While on a neighborhood residential street people biking and driving might share the lane and mix due to the low traffic speeds and volumes.

MnDOT's Complete Streets Policy

“MnDOT must follow a complete streets approach in all phases of planning, project development, operation and maintenance activities.”

One of the four policy goals is to **“increase bicycling and walking as a percentage of all trips.”**

The policy states districts should give higher priority to opportunities to address identified user needs on projects that meet the following criteria:

- **Equity:** Have a higher proportion of people with disabilities, people of color, older adults, children or low-income
- **Mode Shift:** Have a higher probability of increasing the number of people walking, biking or taking transit
- **Safety:** Addresses a significant safety issue for vulnerable users
- **Connectivity:** Addresses a gap or barrier created by prior transportation investments
- **Plan Alignment:** Are identified in a local or regional plan

Safe System Approach

More communities and agencies, including Minnesota Department of Transportation (MnDOT) and U.S. Department of Transportation/Federal Highway Administration (USDOT/ FHWA), are following the Safe System Approach to traffic safety, which aims to eliminate fatal and serious injuries for all road users, including the most vulnerable users – people walking, bicycling and rolling.

The Safe System Approach focuses roadway safety efforts on ways to effectively:

1. **Design for the people in the system**
2. **Manage vehicle speeds by design**
3. **Employ proactive tools to manage risks across an entire roadway network, especially for the most vulnerable users**
4. **Foster integrated, collaborative and coordinated action**

“ [MnDOT] can prevent traumatic life-altering, costly crashes by focusing on creating low-speed environments in population centers and around other destinations where people are likely to walk [and bike].”

- Statewide Pedestrian System Plan



Learn more about the Safe System Approach:
<https://www.transportation.gov/NRSS/SafeSystem>

Transportation Users and Vulnerability

Transportation user's risk level, or vulnerability, for serious injury or death when involved in a motor-vehicle related collision.

User	Description	Relative Vulnerability
	Pedestrian. People of all ages and abilities who walk or use assisted mobility devices like wheelchairs, scooters, skateboards or strollers.	High. Due to the speed and mass of vehicles, people walking are the most vulnerable. Safety of the most vulnerable users must be a priority as they are most at risk.
	Bicyclist. People of all ages and abilities who ride bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.	Medium-High. Less vulnerable than people walking, but more vulnerable than people driving. There is a broad range of age, comfort, experience and speed among bicyclists, which affects the needs and designs for projects.
	Transit. People who ride transit. Transit users often walk or bike to/from transit stops.	High. People taking transit have a similar level of vulnerability as people walking or biking.
	Drivers. People who drive personal vehicles, inclusive of all drivers and trip types.	Low. People driving are less vulnerable than people walking and biking because of the relative safety provided by a vehicle (e.g., seatbelts, airbags).
	Freight. People who drive freight/delivery vehicles.	Low. People driving freight vehicles are less vulnerable than people walking and biking because of the relative safety provided by a vehicle.

Table adapted from MnDOT Complete Streets Handbook

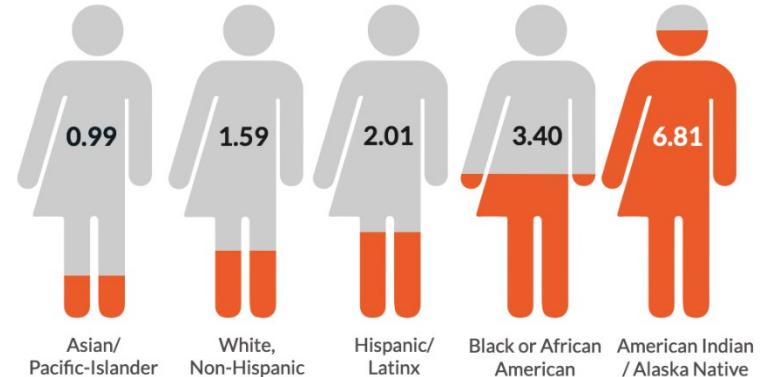
Safety is Not Shared Equally

Traffic-related crashes that kill and injure people are a serious transportation equity and public health concern. Minnesota is seeing a rising share of crashes involving people walking and biking that result in fatal and serious injuries. Nationwide, the number of people struck and killed by drivers while walking increased 45% over the last decade (2010-2019) ([MnDOT 2020 Sustainability and Public Health Report](#)).

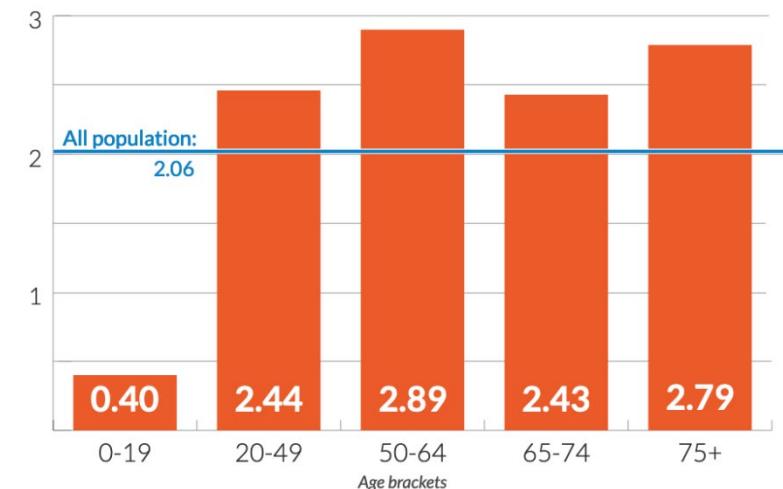
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, and American Indian/Alaskan Native, Black/African American, and Hispanic people are at greater risk of being severely injured or killed due to a motor vehicle while walking.

Complete Streets and Safe System Approach can help calm traffic, reduce speeds and improve predictability of movement of all transportation users, especially at crossings and intersections. As a result, streets become safer for all.

U.S. Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



U.S. Pedestrian fatalities per 100,000 by age (2018-2022)



Source: Dangerous by Design, [Smart Growth America](#), 2024

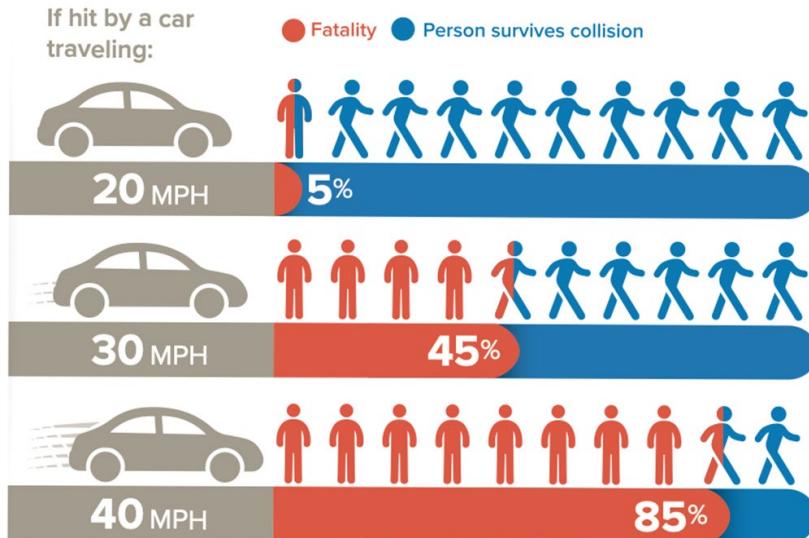
Making Safety a Priority Over Speed

Active transportation users are the most vulnerable transportation user. Reducing driver speeds directly improves the safety of streets and sense of place.

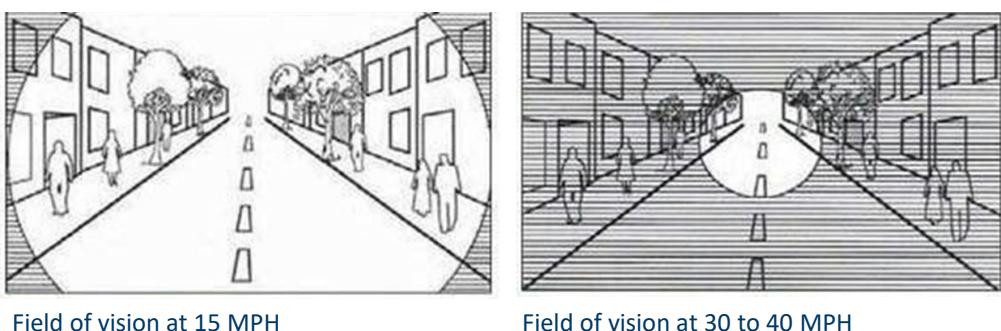
Why Speed Matters

The negative impact of motor vehicle travel speed on crashes that involve people walking and biking is well documented. For example, a person walking has a 95-percent chance of surviving the crash if struck by a person driving at 20 miles per hour (mph). The chances of survival decrease by almost 50 percent when the person driving is traveling only 10 mph faster at 30 mph. **Communities throughout Minnesota are working Toward Zero Deaths as part of the statewide initiative to achieve zero traffic-related serious injuries and deaths, believing they are unacceptable and preventable.**

Streets with lower posted speeds better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles.
Available from: <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>



Designing for Safe Speeds

Street Design Influences Behavior

The design of streets directly influences behavior. Most motorists drive to match the “design speed” of the road, using cues such as lane width, street texture, the distance between buildings, trees in the public right-of-way, other edge features and sight-line distances rather than solely relying on the posted speed limit. In turn, **streets should be designed to promote safety by taking a proactive design approach to ensure lower “target” speeds — the speed drivers *should* be going.**

Historically, roadways have been designed by observing the operating speed of the majority of drivers and designing the street for that speed. This has resulted in design speeds that are often higher than the posted speed due to wide turn radii, wider travel lanes, clear zones and more.

Today, more communities are using “target speed,” a proactive approach to multimodal street design. This method starts by identifying the speed communities want drivers to travel. Street design treatments are then implemented to ensure motorists’ operating speeds match the target. This convention **helps ensure vulnerable users like people walking and biking are considered equitably in the design of the roadway.**

Conventional Street/Highway Design

Operating Speed = Design Speed = Posted Speed

Proactive Multimodal Street Design

Target Speed = Design Speed = Posted Speed

Adapted from NACTO.org

A lower target speed, and thus posted speed, is a key characteristic of streets in walkable, bikeable, mixed use, neighborhoods and commercial areas.

This Action Plan provides starter recommendations on how to start to bring the design speed more in line with safer target speeds of 20-25 mph through narrower lane widths, streetside landscaping, modern roundabouts and other traffic calming tools to create a safer and higher quality environment for all.

Read more on target speed: <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>.

Level of Quality

In the past, streets were designed to meet a certain level of service for people driving, often prioritizing higher traffic speeds. It's time to focus on a different value: quality.

Streets designed to support the safety and comfort of people walking and biking, not only create places where people want to be, they also more safely and efficiently manage vehicle traffic. The pictures (on right) are all the same by functional classification, arterials.

A people and place focused street design that supports all transportation users are a win-win for all.

AUTO FOCUSED



PEOPLE & PLACE FOCUSED



Active Transportation Principles

To provide transportation choice, equity and encourage active trips, routes must be:

SAFE

Does the route minimize risk of injury and danger (both traffic and personal safety)?

COMFORTABLE

Does the route appeal to a broad range of age and ability levels and are there user amenities (for example, places to sit, protection from the weather)?

COHERENT

How easy is it to understand where to go? How to navigate a crossing or an intersection? How connected is the network?

DIRECT

Does the route provide direct and convenient access to destinations?

ATTRACTIVE

Is the route green, well-maintained and celebrate local identity?

These Active Transportation Principles are founded in a Safe System approach. The significance of each principle may vary from route to route and from person to person. For example, people walking or biking to the grocery store often prioritize directness whereas people out for a recreational bike ride value attractiveness and comfort more than a direct route. Regardless of trip type, safety is critical for all users, especially when ensuring children and elders have safe routes to school, parks and other places they want to go.

Who Are We Designing For?

People walking and biking have unique needs. This Plan seeks to center active transportsations users and their needs in future street improvements to ensure all people have safe and reliable access to the places they want and need to go.

People Walking: Everyone is a pedestrian at some point in their day because every trip begins and ends with walking. Walking is a key component of successful public transit, supports vibrant business districts and healthy people, reduces carbon footprint and contributes to safer neighborhoods by putting more eyes on the street.

An average of **22% of all trips** taken within communities are **less than one mile** – a distance that takes the typical person 15 to 20 minutes walking (National Housing Travel Survey, 2017). To encourage more walking trips, it is critical that pedestrians are prioritized in transportation projects and streets are made more welcoming, accessible and safer.



Basic Movement: People in motion require 3-4 feet for strolling width. This accounts for movement such as arm or baggage swing, swaying, pushing a stroller or using a walker. It does not account for people passing one another, moving around or over obstacles.

Who Are We Designing For?



Social Movement: Two people in motion require more strolling width for walking with others and socializing (6 feet).



A 6-foot sidewalk provides minimum space for children to walk in a group.

The landscape boulevard or strip (grass) provides added comfort by creating greater separation between people walking and people driving.

Who Are We Designing For?

People Biking: Biking is a key component of successful business districts, healthy people, carbon reduction, economic vitality and safer neighborhoods.

An average of 46% of all trips taken within communities are less than three miles – a distance that takes the typical person 18 to 20 minutes biking (National Housing Travel Survey, 2017).

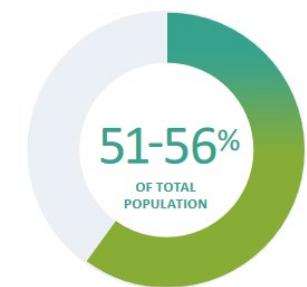
Lack of bike lanes and physical separation from motor vehicles, challenging intersection crossings and snow and ice are just some of the reasons why people do not feel comfortable biking. Today, most of the city's bike network caters to the "highly confident" bicyclist who will ride regardless of roadway conditions and bicycle facility. Highly confident riders represent the smallest category of people willing to bike. To make biking, in all its forms, a feasible option for more people, the Plan establishes the need, and incremental steps, to prioritize the "interested but concerned" type of bicyclist and create a low stress, all ages and abilities network.

Many improvements that prioritize bicyclists also do the same for people walking. The strategies and actions in this Plan often support or are linked to each other.



Low volume, low speed residential streets become nice shared walking and biking streets with traffic calming tools such as neighborhood traffic circles.

INTERESTED BUT CONCERNED BICYCLIST



"This is the bicyclist user profile that MnDOT typically considers when selecting a bicycle facility type."

- Minnesota Bicycle Facility Design Guide

Comfort Types of Bicyclists

Low Stress Tolerance

High Stress Tolerance



NO WAY
NO HOW

33%

INTERESTED BUT CONCERNED

51-56%

People will not bike out of disinterest or inability to do so.

People in this group would like to bike more, but do not feel safe on busy streets with fast moving traffic nearby. Biking on streets with fewer and slower-moving cars, or a space separated from vehicles, would help them feel more comfortable. National research has found that **over half of the population are interested in bicycling more often but are concerned about having to share the road with motor vehicles. They would like lower stress street environments to bike.**

ENTHUSED & SOMEWHAT CONFIDENT

5-9%

People who have been biking for transportation for some time. They are sometimes comfortable sharing the street with drivers but would prefer to ride on streets with bike lanes or separated paths.

HIGHLY CONFIDENT

4-7%

People who will ride regardless of roadway conditions and bicycle facility. Highly confident riders represent the smallest category of people willing to bike.

Graphic adapted from AASHTO Guide for the Development of Bicycle Facilities

Comfort Types of Bicyclists

Low Stress Tolerance

High Stress Tolerance



INTERESTED BUT CONCERNED

ENTHUSED &
SOMEWHAT CONFIDENT

HIGHLY
CONFIDENT

WHAT IS TRAFFIC STRESS?

Bicycle Level of Traffic Stress (LTS) is a way to evaluate the stress a person bicycling may feel when they ride on a road close to traffic. It assigns a stress level to streets and bikeways based on factors such as:

- Traffic speed
- Number of travel lanes
- Number of vehicles
- Frequency of on-street parking turnover
- Ease of intersection crossings
- Presence of bike lanes
- Presence of physical barrier to bike lane

LTS 1

Most children will feel safe bicycling on these streets.

LTS 2

The “interested but concerned” adult population will feel safe bicycling on these streets.

LTS 3

Streets that are tolerable to “enthused and confident” riders who still prefer having their own dedicated space.

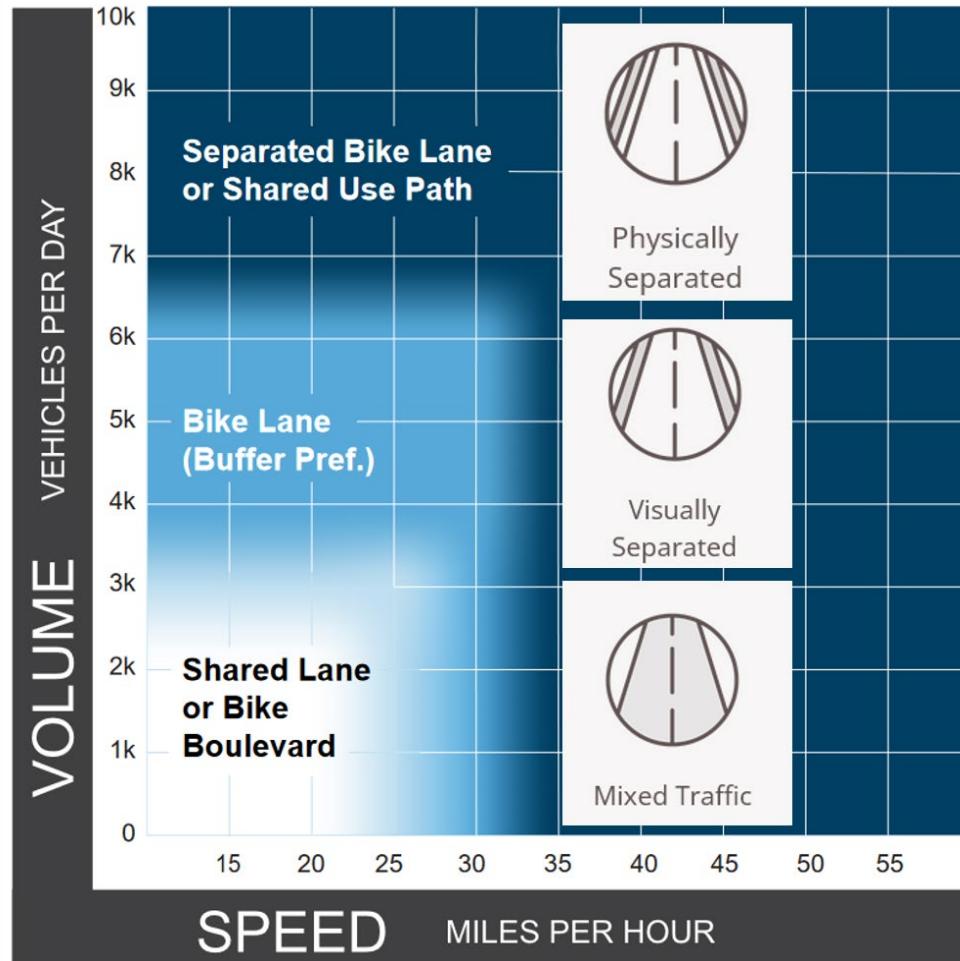
LTS 4

High stress streets with high-speed limits, multiple travel lanes and limited or non-existent marked bikeways.

LTS LEVEL	DESCRIPTION	HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1	   	YES	YES	YES
LTS 2	  	YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3	 	YES	Often, but more variability in level of comfort	NO
LTS 4		YES	NO	NO

Chart adapted from MnDOT Bicycle Facility Design Guide

Safe System: When to Mix, When to Separate?



SELECTING BIKEWAY FACILITIES

A key aspect to ensure safer roads by design is **separating users in the street space**.

The **greater the vehicle speed and the higher the vehicle traffic, the greater the physical separation** needs to be between people driving and people biking (and walking).

Separate and protect people from moving traffic when vehicle speeds are above 20 mph. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

A **shared street environment**, where users are mixed, can be created for **people biking and driving when target speeds are at or below 20 mph and vehicle volumes are relatively low**. This can be true for people walking, especially in smaller cities or rural communities. This is a common environment on neighborhood residential streets.

Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.

Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

Types of Bike Facilities



Bicycle Boulevard (traffic calmed local streets that prioritize bicycle travel)



Conventional Bike Lane



Painted Buffered Bike Lane (buffer can be on parked car side, travel lane side or both)



Two-Way Cycle Track (also called protected bike lane or separated bikeway)



One-Way Cycle Track



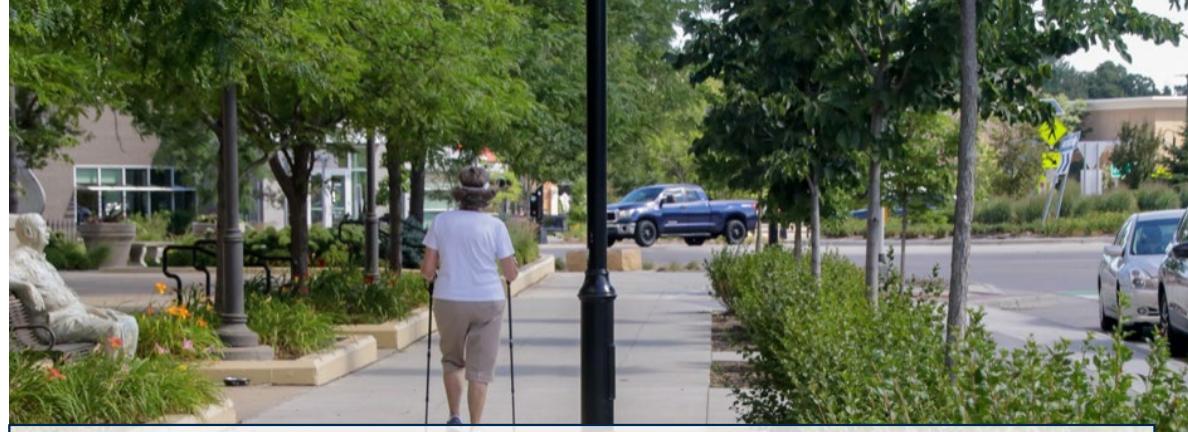
Shared Use Path (also called a paved multiuse trail, some may also be a sidepath)

Putting It Together

Successful streets that are safe for people walking and biking reduce the frequency and severity of crashes and minimize conflicts between users.

How street space is allocated plays a large part in managing speeds and ensuring streets are safe for all users, especially the most vulnerable. For example, narrowing or removing travel lanes and/or adding curb extensions reduces the amount of time people walking are exposed to potential conflict while crossing the street. Minimizing the crossing distance reduces the amount of time a motorist must stop while waiting for someone to cross. Narrowing and/or removing travel lanes also allows space to be reallocated for bike lanes, buffered bike lanes, fully separated paths or wider sidewalks. Installing intersection treatments like modern roundabouts or neighborhood traffic circles help manage speeds and are proven safety countermeasures, reducing the occurrence and severity of crashes.

Complete Streets put people first and become even greater community assets. They are places where people want to walk and bike, rather than places where people can walk and bike if they must. In turn, more people choose to walk and bike.



Roundabout, tree-buffered sidewalk, cycle track and on-street parking.



Chicanes provide traffic calming and space for native vegetation.



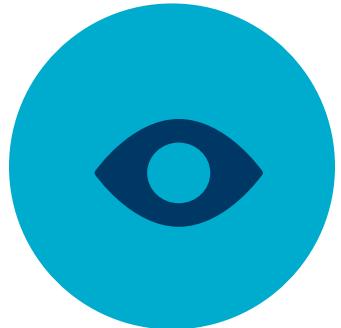
Neighborhood traffic circle in winter.



Vision, Goals

SECTION 2

Plan Vision



VISION

A safe, connected, sustainable, and equitable active transportation network that promotes mode choice, improves quality of life and environmental outcomes, and serves people of all ages and abilities.

Plan Goals



GOALS

- **All Ages & Abilities:** Creates a safe, comfortable and convenient network that prioritizes the most vulnerable roadway users, improving community access and safety
- **Complete & Green Streets:** Follows best practices in street design guidelines, balances the needs of all road users, and incorporates environmentally sustainable practices, increasing mobility and environmental resiliency
- **Safe System Approach:** Prioritizes people and safety over traffic, building on recent county and state safety action planning
- **Transportation Choice/Mode Shift:** Swaps vehicle trips for non-motorized transportation and/or single occupancy vehicles, educates and empowers people to get comfortable with active transportation
- **Partnerships:** Works with partners to identify opportunities for more connected active transportation infrastructure, considers maintenance responsibilities, coordinates effectively between roadway agencies, leveraging local connections to achieve plan goals
- **Quality of Life & Health/Well-being:** Provides convenient access to key destinations, encourages a healthy active lifestyle, and promotes safe connections to community gathering spaces



Our Streets Today

SECTION 3

What is it Like to Walk and Bike? Policy Framework

COMMUNITY SNAPSHOT

Saint Anthony Village is a compact community with great potential for walking and biking. As a small community with many neighboring jurisdictions and two active Counties, there are many overlapping plans that are helping to shape walking and biking opportunities in the city.



EXISTING CITY PLANS & POLICIES

The **Active Transportation Action Plan** supports and is informed by the following City of Saint Anthony Village plans and policies:

- **Saint Anthony Village Climate Plan (2023)** – As a way to reduce greenhouse gas emissions from driving, this plan supports improving **the accessibility and safety of nonmotorized transportation infrastructure**.
- **Saint Anthony Village 2040 Comprehensive Plan (2020)** – Public engagement found that residents want **more connectivity through bicycle and pedestrian infrastructure**, and highlighted Silver Lake Road as a main thoroughfare that feels unsafe to cross.
- **Citywide Speed Limit Reduction (2020)** – City Council approved a citywide speed limit reduction from 30 mph to 25 mph on city-owned roadways, to **improve pedestrian safety and reduce crash severity**.
- **Wilshire Park Elementary Safe Routes to School Plan (2014)** – This plan identifies barriers for students walking and biking to Wilshire Park Elementary School and **recommends solutions to make active transportation safer and more accessible**.

What is it Like to Walk and Bike? Policy Framework

COUNTY ROAD SNAPSHOT

Many of the busiest roads in Saint Anthony Village are owned and maintained by Hennepin and/or Ramsey Counties (like Silver Lake Road Northeast). The City has strong relationships with county partners, and recent countywide plans are providing guidance for future walking and biking network improvements.



EXISTING COUNTY PLANS & POLICIES

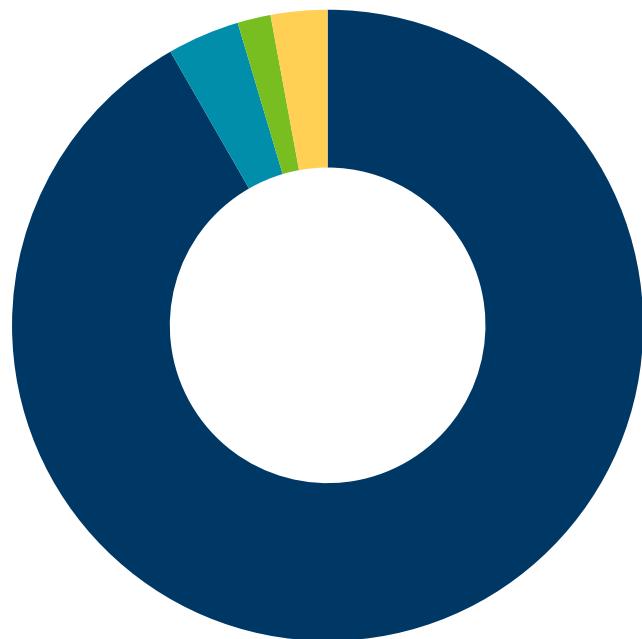
The **Active Transportation Action Plan** supports and is informed by the following Hennepin and Ramsey County plans and policies:

- **Hennepin County Toward Zero Deaths Action Plan (2025)** – This plan establishes safety focus areas with the greatest potential to improve transportation safety, including **non-motorized users and intersections** on county roadways.
- **Hennepin County Complete and Green Streets Policy (2023)** – This policy provides a roadway design approach that **balances the needs of all users** while incorporating environmentally sustainable principles, to provide strong multimodal connections, reduce climate risk, and enhance livability for all.
- **Ramsey County All-Abilities 2050 Transportation Plan (2025)** – Building on the County's 2016 All Abilities Transportation Network Policy, the plan sets short and long-term goals for a **more accessible transportation system** and identifies priority projects to help get there.
- **Ramsey County-Wide Pedestrian & Bicycle Plan (2015)** – A framework to develop a “safe and well-integrated system that connects people and places...[where] walking and bicycling is a **comfortable and integral part of daily life** in Ramsey County for people of all ages and abilities.”

How are we moving today?

COMMUTE MODE IN SAINT ANTHONY VILLAGE

■ Driving or other mode ■ Walk ■ Bike ■ Transit



3.7% Walk

In Saint Anthony Village, 3.7 percent of commuters walk to work compared to 2.5 percent statewide. (ACS, 2023 5-year estimates)

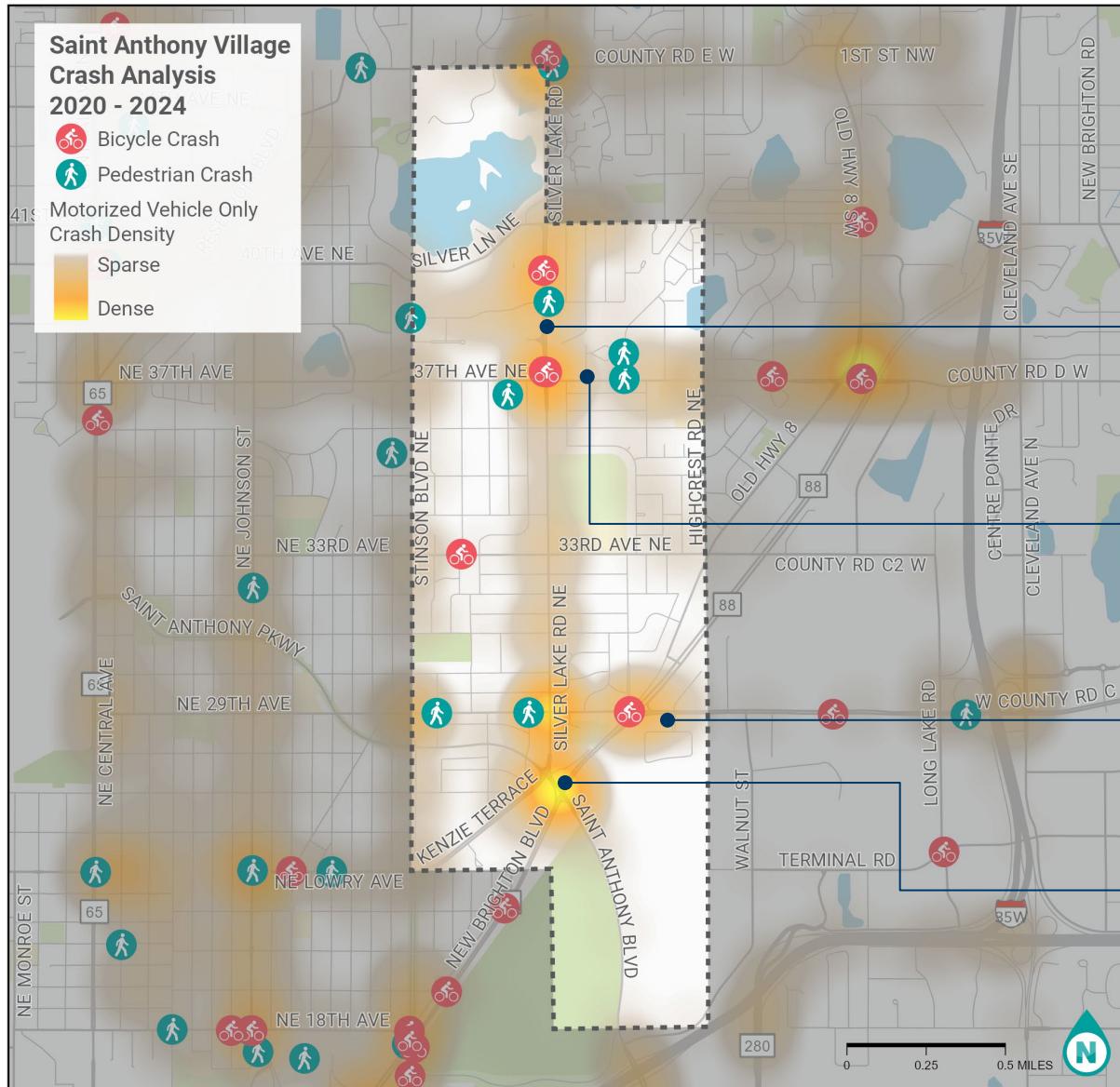
1.7% Bike

In Saint Anthony Village, 1.7 percent of commuters bike to work compared to 0.5 percent statewide. (ACS, 2023 5-year estimates)

2.9% Ride Transit

In Saint Anthony Village, 2.9 percent of commuters take transit to work compared to 2.1 percent statewide. (ACS, 2023 5-year estimates)

Safety Map | CRASH ANALYSIS



Silver Lake Road Northeast is the main route between high density housing, schools, neighborhoods, and Silver Lake Village Shopping Center.

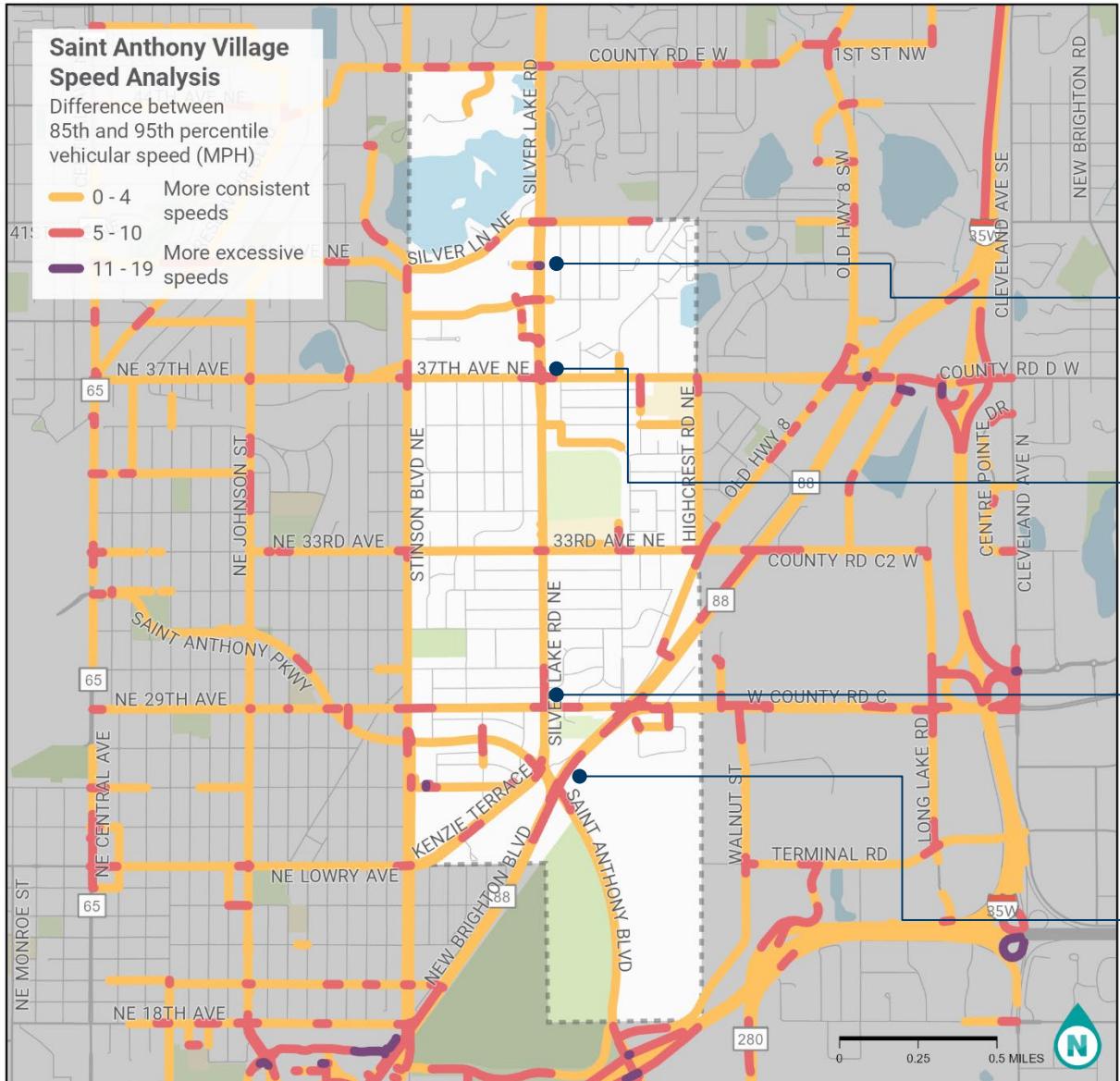
37th Avenue Northeast connects bike facilities in Minneapolis to the west and Roseville to the east. This corridor is home to high density housing and Wilshire Park Elementary School.

There have been walking and biking crashes along 29th Avenue Northeast – a connection between bike facilities in Minneapolis to the west and Roseville to the east.

The highest concentration of motorized vehicle crashes in the city are at two close-proximity intersections along Saint Anthony Boulevard with multiple lanes and unusual angles.

Safety Map | SPEED ANALYSIS

Speed data shown here highlights where higher speed (greater risk) driver behaviors are more frequent. These areas are opportunities for improved traffic calming and greater vulnerable road user protection.

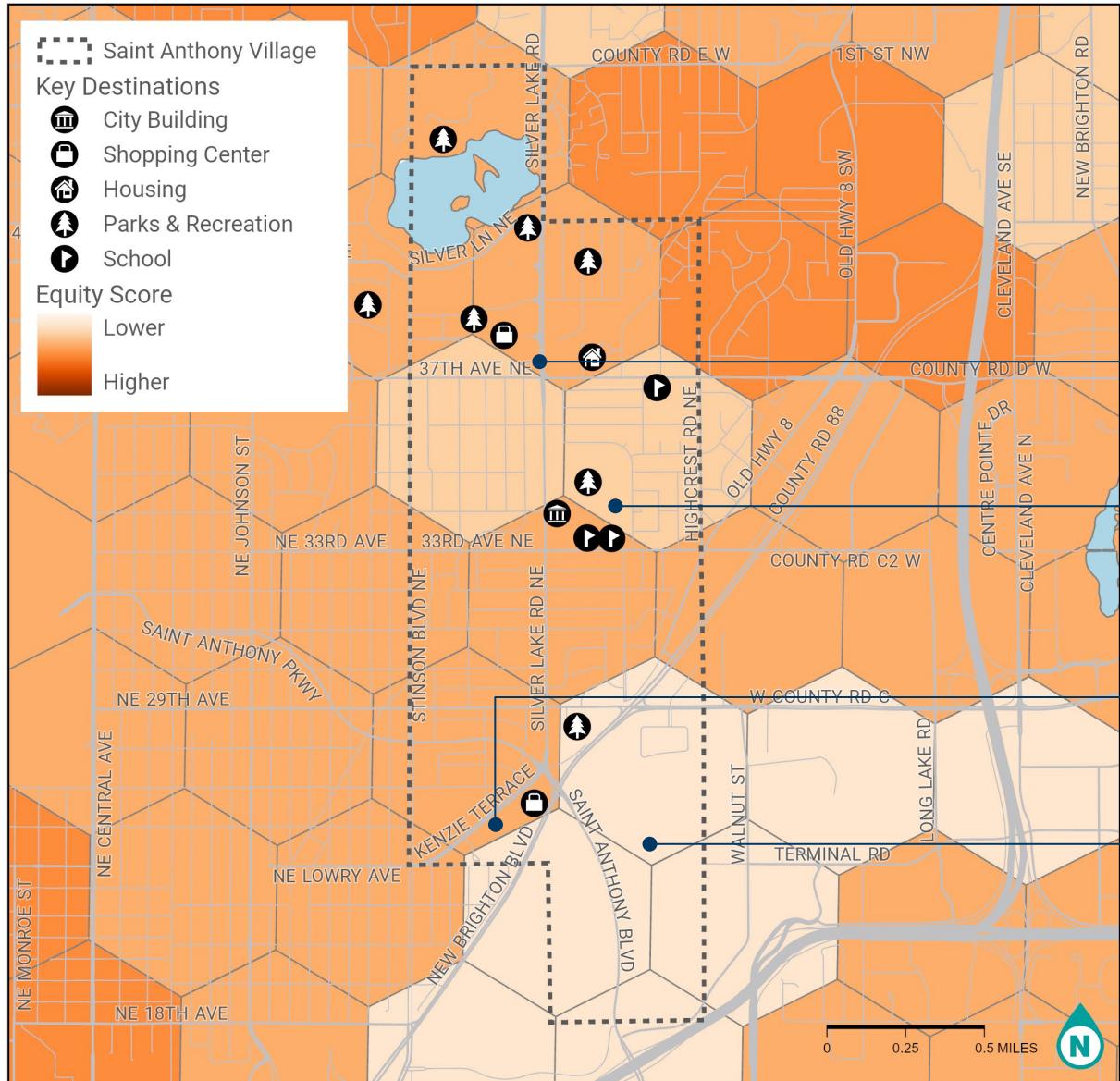


Entrance/exit of the Silver Lake Village Shopping Center.

Intersection of 37th Avenue Northeast and Silver Lake Road Northeast includes a “free right” turn, which can allow faster vehicle speeds.

Intersection of Silver Lake Road Northeast and 29th Avenue Northeast, an all-way stop that has multiple lanes approaching the intersection from all directions and is often congested during peak traffic hours.

Many segments along New Brighton Boulevard/Hwy 88 see higher speed drivers.



Transportation Equity and Key Community Destinations Map

The Equity Score shown here was developed as a part of MnDOT's Priority Areas for Walking analysis, updated in 2025. Data shows areas where there are higher concentrations of people who are likely to rely on walking for transportation.

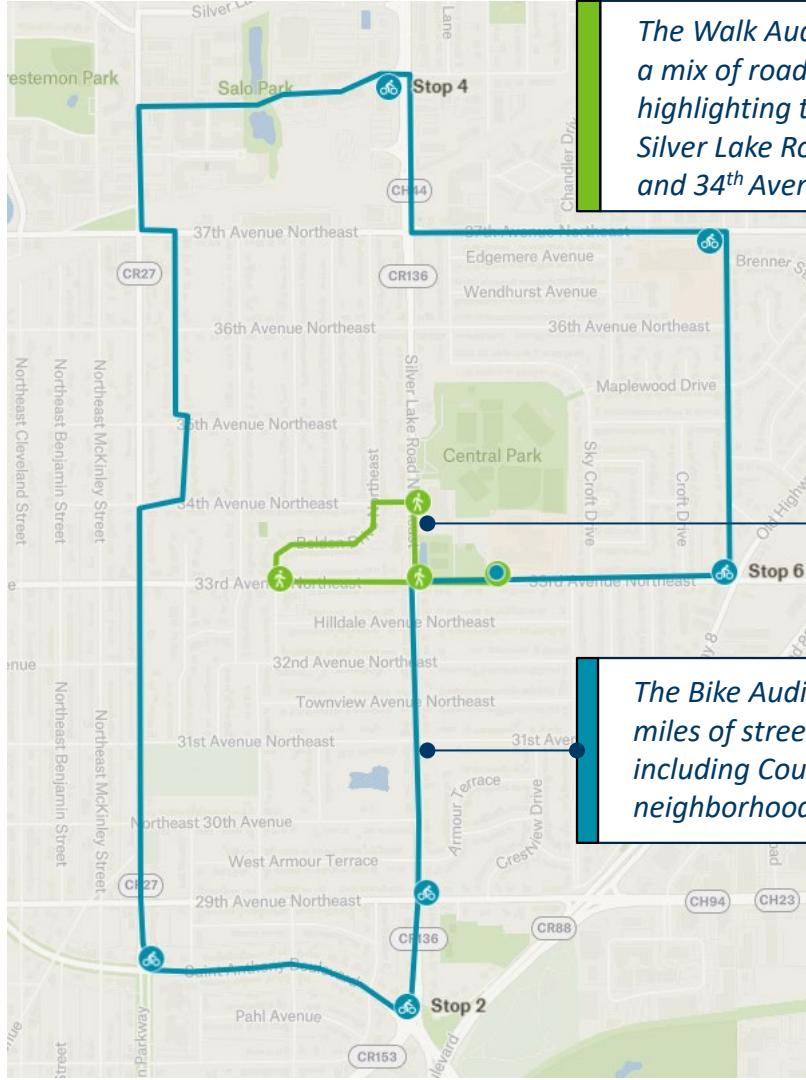
North of 37th Avenue Northeast is a busy part of the city for retail and recreation destinations, as well as high-density housing.

Middle / High school and recreation destinations are dense in this area.

Senior living facilities and multifamily housing in this area, within walking distance of Saint Anthony Village Shops shopping center.

Largely cemetery, golf course, and industrial land uses in this area.

Walk, Bike, Roll Audits



The Walk Audit covered almost a mile with a mix of roadway and sidewalk conditions, highlighting the recent crossing upgrade at Silver Lake Road Northeast and 34th Avenue Northeast.

The Bike Audit covered almost five miles of streets around the city, including County roads and neighborhood streets.

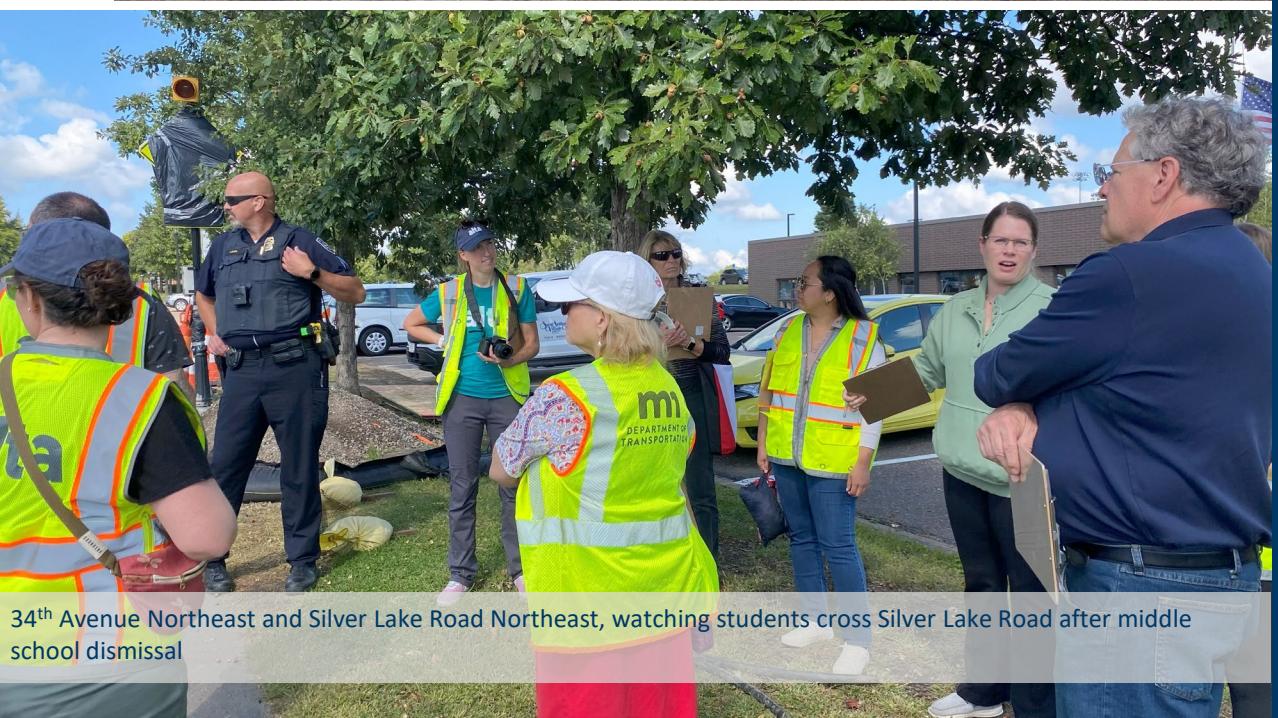
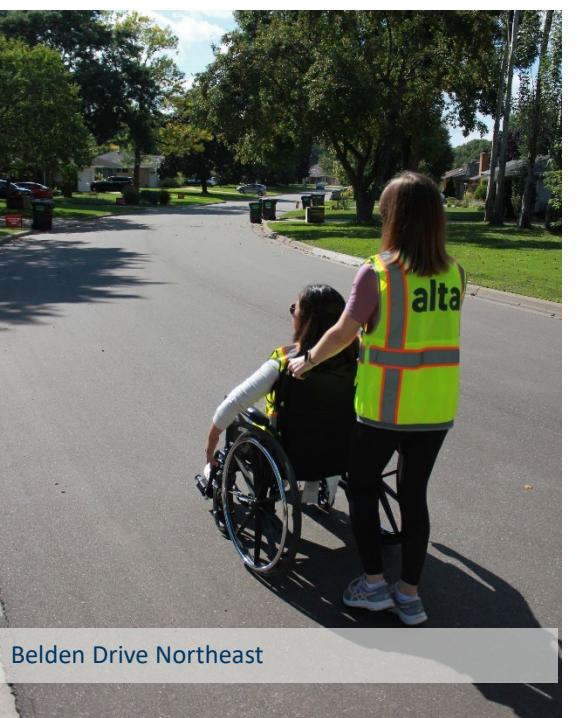
- Wednesday, September 10, 2025
- Starting location: Saint Anthony Village Middle School
- Timed with Middle School dismissal

Walk and bike audits are a powerful tool for engagement, bringing together people with diverse perspectives and experiences — from city staff and elected leaders to community members — to:

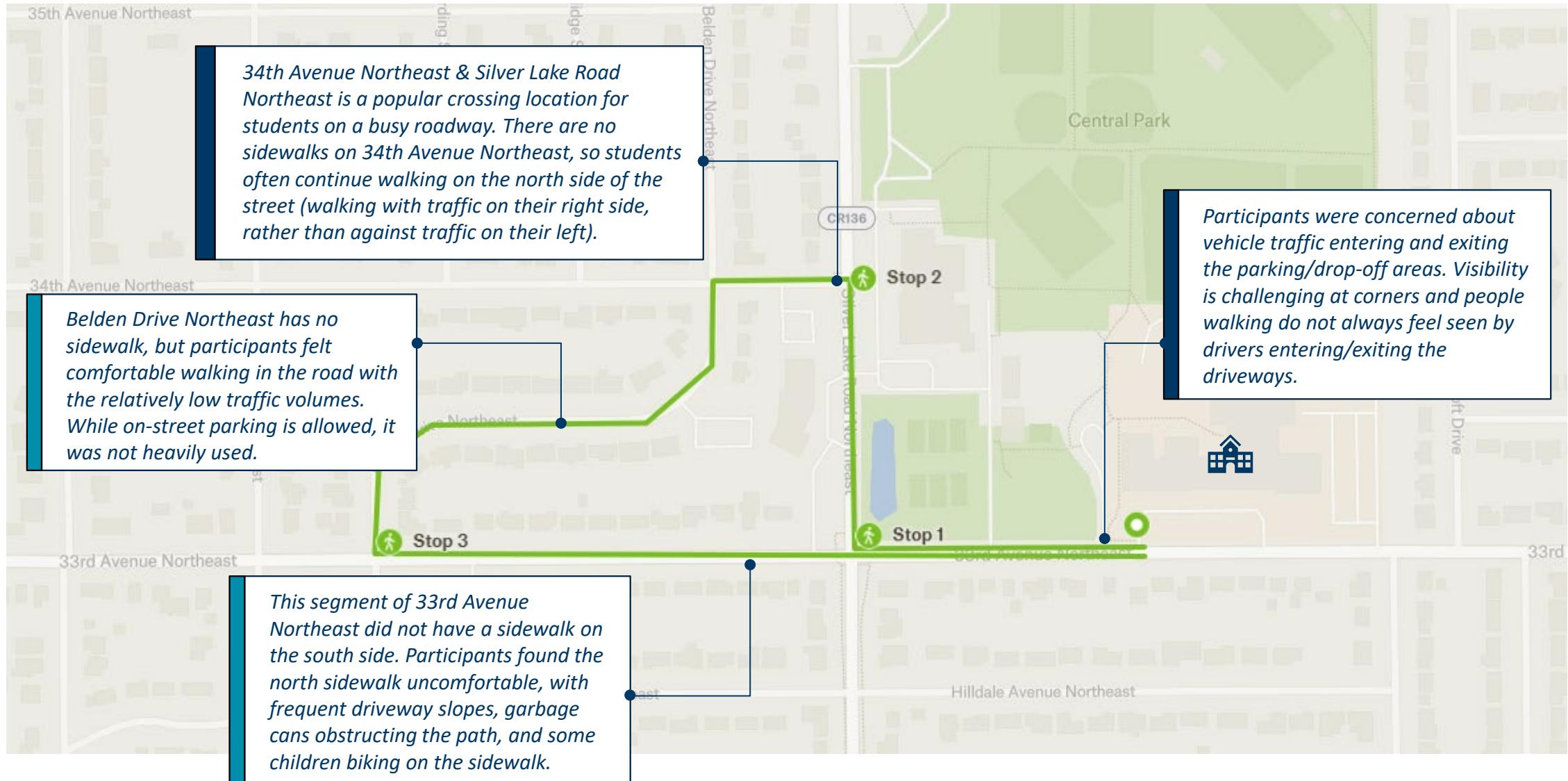
- Observe and deepen understanding of how active transportation users experience a street
- Tap into people's knowledge of place
- Learn from the physical built environment
- Engage in meaningful dialogue

KEY OBSERVATIONS

Walk Audit



Walk Audit Summary | Barriers and Opportunities



Key Observations: Walk Audit

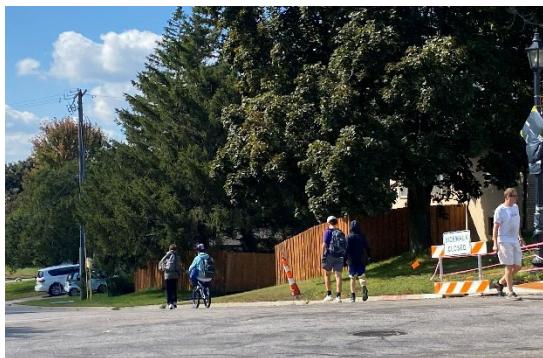
WALK AUDIT

Saint Anthony Village has been working to improve safety for people walking. The latest improvement is a crossing island and Rectangular Rapid Flashing Beacon (RRFB) at 34th Avenue Northeast & Silver Lake Road Northeast, a collaborative project with Hennepin County. The City has multiple additional locations where improvements could make walking safer and more comfortable.

Thirteen people attended the walk audit, including nine members of the community and/or Local Planning Team and four members of the MnDOT/consultant team. There was a wheelchair available, and many participants took a turn using it along the route.

In general, participants noted feeling more comfortable walking on roadways with wider sidewalks, more buffer from vehicle traffic, and/or lower traffic volumes. Participants felt the least comfortable where traffic volumes were higher and sidewalks were directly adjacent to the roadway.

KEY FINDINGS



33rd Avenue Northeast from Silver Lake Road Northeast to Middle School Entrance

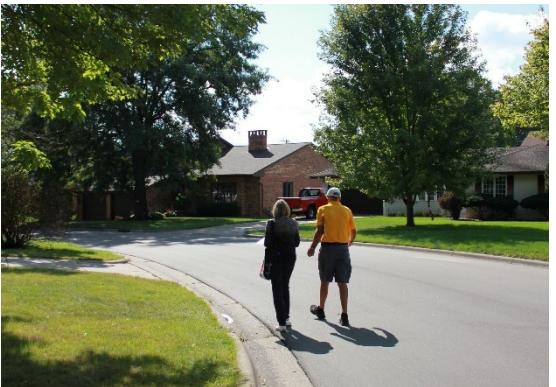
Visibility is challenging at corners and people walking do not always feel seen by drivers entering/exiting the driveways for the school and park facilities. The participant using the wheelchair on/along this segment of 33rd Avenue Northeast noticed a significant cross slope on the sidewalk that caused the wheelchair to veer toward the street.

34th Avenue Northeast & Silver Lake Road Northeast

This is a popular crossing location on a busy roadway, especially for students. With coordination from Hennepin County, the City recently installed a crosswalk, crossing island, and Rectangular Rapid Flashing Beacon (RRFB). Students coming from the middle and high schools cross from the east sidewalk on Silver Lake Road Northeast to 34th Avenue Northeast. There are no sidewalks continuing along 34th Avenue Northeast, so students often continue walking on the north side of the street with traffic instead of the south side facing traffic.

Key Observations: Walk Audit

WALK AUDIT KEY FINDINGS, CONTINUED



Belden Drive Northeast

This residential street has no sidewalk. While on-street parking is allowed, it was not heavily used, with only one car parked on the street during the walk audit.

Participants noted they may not have felt comfortable walking in the street with small children or during busier times when there are activities at the church.



33rd Avenue Northeast & Belden Drive Northeast

There is no dedicated, accessible space for people waiting at the bus stop on the northeast or southwest corners of the intersection. Curb ramps at this intersection (and at residential intersections along 33rd Avenue Northeast) do not have tactile warnings and are generally in poor condition. There are no painted crosswalks.



33rd Avenue Northeast from Belden Drive Northeast to Silver Lake Road Northeast

There is a sidewalk only on the north side of 33rd Avenue Northeast, and it is adjacent to vehicle traffic. It was obstructed by garbage cans out for collection. The sidewalk cross slopes, which match the frequent intersecting driveway slopes, were noted as challenging for people using mobility devices. Children were biking on the sidewalk during the walk audit.



33rd Avenue Northeast & Silver Lake Road Northeast

Silver Lake Road Northeast is four lanes wide at this crossing location. The traffic signal includes pedestrian push buttons and a pedestrian crossing phase. Participants wondered about the signal timing, noting that there are two preschools nearby and families may need more time to safely navigate the intersection. Others noted the increased volume of vehicle noise at this intersection compared to the calmer neighborhood streets earlier on the route.

KEY OBSERVATIONS

Bike Audit



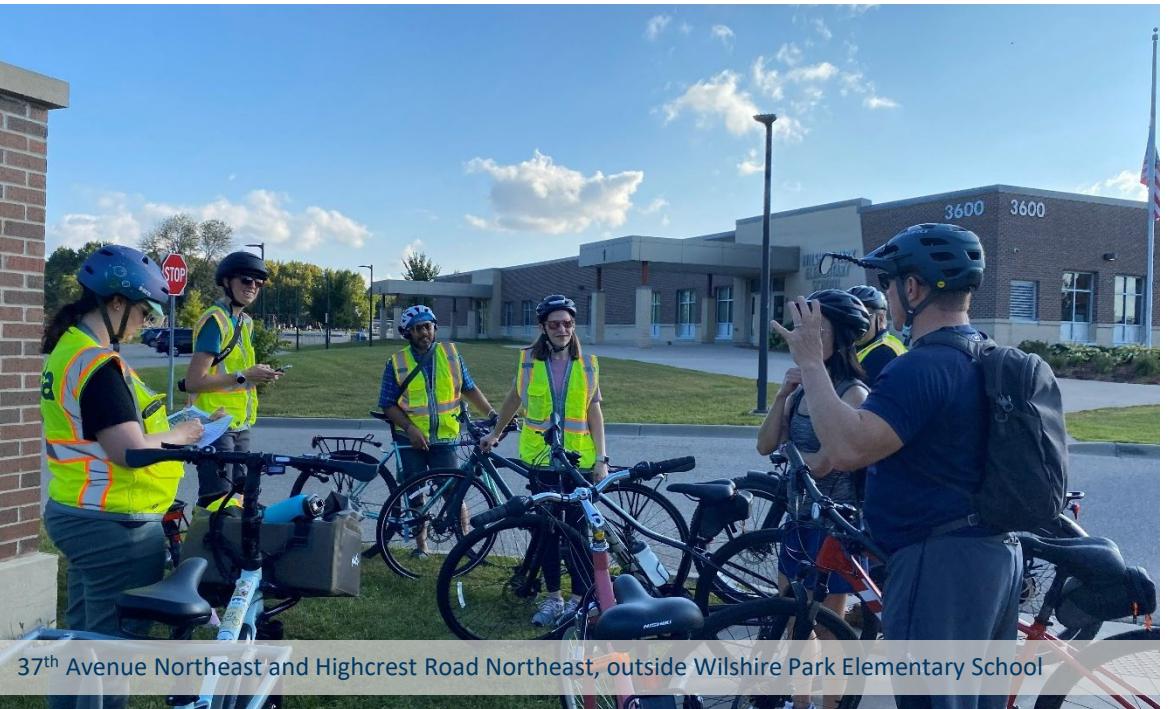
39th Avenue Northeast approaching Silver Lake Road Northeast



Saint Anthony Boulevard



Highcrest Road Northeast at 33rd Avenue Northeast / Old Highway 8

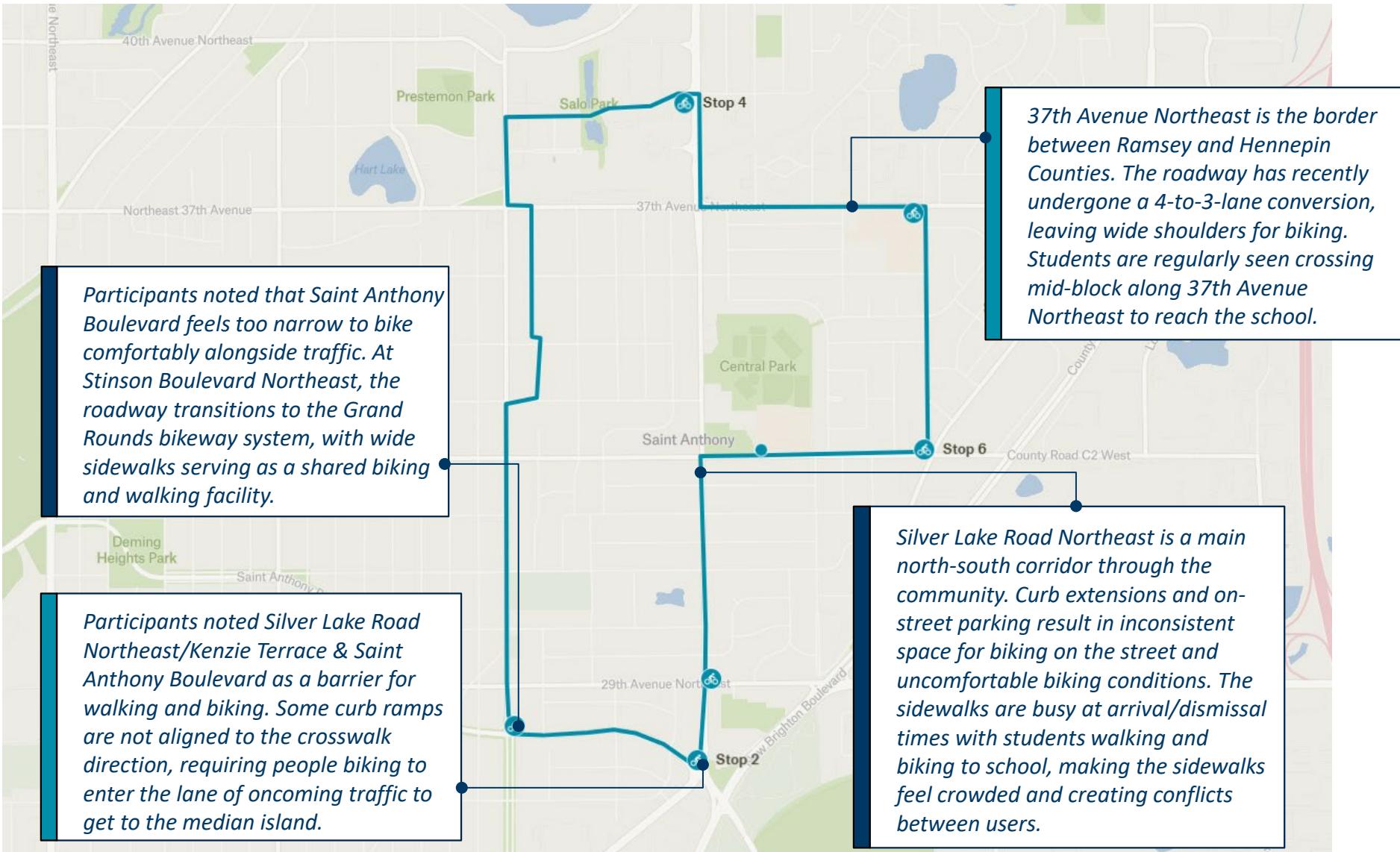


37th Avenue Northeast and Highcrest Road Northeast, outside Wilshire Park Elementary School



Saint Anthony Boulevard at Silver Lake Road Northeast / Kenzie Terrace

Bike Audit Summary | Barriers and Opportunities



Key Observations: Bike Audit

BIKE AUDIT

There are already initiatives within Saint Anthony Village to make it a more bicycle-friendly community, such as the community-organized bike bus to Wilshire Park Elementary School. There are opportunities to build on residents' excitement and connect to the multiple bicycle facilities that end at the Saint Anthony Village border.

Ten people attended the bike audit, including seven members of the community and/or Local Planning Team and three members of the MnDOT/consultant team. In general, participants noted feeling more comfortable biking on roadways with wider shoulders or lower traffic volumes and appreciated wide curb ramps where they had to transition between biking in the road and on the sidewalk. Participants felt the least comfortable where traffic volumes were higher and/or there was not enough room for vehicles to comfortably pass, as well as intersections with long crossing distances or misaligned curb ramps.

KEY FINDINGS



Silver Lake Road Northeast

This north-south corridor is a walking route to school, with many students using the sidewalk. There is a perception that recent speed limit changes may have helped reduce speeding. Community members noted that the curb extensions and parking result in inconsistent space and uncomfortable conditions biking along Silver Lake Road Northeast.

Silver Lake Road Northeast & 29th Avenue Northeast

Silver Point Park to the east on 29th Avenue Northeast is a popular destination for community members. The four-way stop makes this intersection a preferred location to cross Silver Lake Road Northeast. The four-way stop has eight lanes entering the intersection and is congested during peak travel times. The long crossing distances and number of lanes create uncomfortable crossing conditions for people biking across.

Key Observations: Bike Audit

BIKE AUDIT KEY FINDINGS, CONTINUED



Silver Lake Road Northeast / Kenzie Terrace & Saint Anthony Boulevard

Participants noted this intersection is a barrier for walking and biking and accessing the shops, restaurants, and clinic to the south and the Diagonal Trail. Crossing in a crosswalk here requires crossing in multiple stages. Three legs of the intersection have free right turns. At some locations, curb ramps are missing or not aligned.



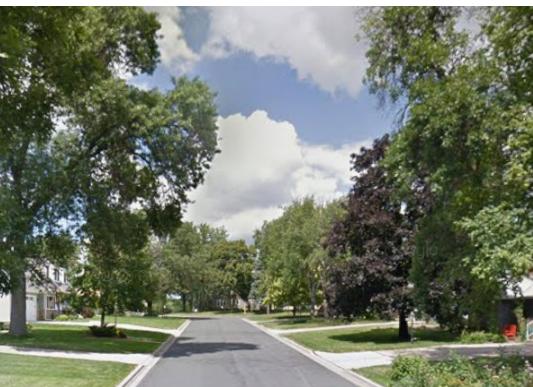
Stinson Boulevard Northeast

Stinson Boulevard Northeast has wider shoulders than similarly busy roadways in the area, with relatively few driveways, which provided some measure of comfort for some participants. The roadway narrows north of 37th Avenue Northeast, forcing people on bikes to share the road with people driving. The pavement quality is deteriorating along Stinson Boulevard Northeast and requires people biking to look out for potholes/uncomfortable gaps in the pavement.



Saint Anthony Boulevard

Participants noted that Saint Anthony Boulevard feels too narrow to bike comfortably alongside vehicle traffic, forcing some to bike in the gutter very close to the curb. On the western border of Saint Anthony Village (at Stinson Boulevard) the roadway transitions to the Grand Round bikeway system, with wide sidewalks serving as a shared biking and walking facility.



Roosevelt Street Northeast

Roosevelt Street Northeast is a typical neighborhood street in Saint Anthony Village. There was limited vehicle traffic and very few vehicles parked on the street. Participants named this the most comfortable segment of the bike audit route.

Key Observations: Bike Audit

BIKE AUDIT KEY FINDINGS, CONTINUED



39th Avenue Northeast

This roadway connects the commercial and residential developments on the north side of Saint Anthony Village and was recently reconstructed (summer 2025). There is pull-in angled parking along two blocks, creating a concern that people backing out of the parking cannot see people biking towards them.



37th Avenue Northeast

Participants noted better facilities for biking west of Saint Anthony Village on 37th Avenue Northeast into Minneapolis/Columbia Heights. There are no marked crossings between Silver Lake Road Northeast and the signal at Highcrest Road Northeast near Wilshire Park Elementary School. Participants noted a history of crossing requests and students crossing midblock along this segment, with the school on the south side of 37th Avenue Northeast and multifamily housing on the north side.

Online Survey Summary

Saint Anthony Village Active Transportation Survey

Open: 7/31/2025 –
10/10/2025

17 Questions

146 Participants

Over 60% of respondents said they walk for exercise or leisure daily or almost every day.

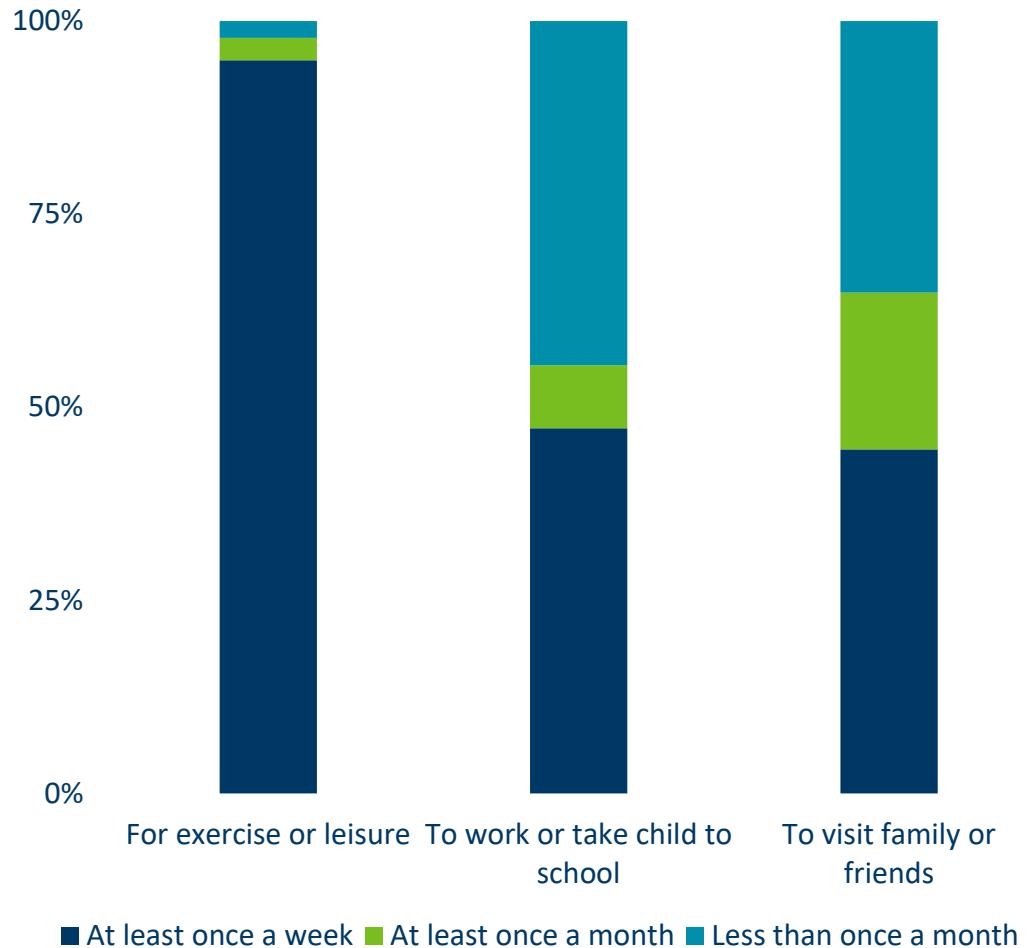
63% of respondents said they would like to walk, bike, or roll to parks in Saint Anthony Village but currently cannot do so.

Half of respondents said they felt unsafe biking or riding a bike-like mode (including scooters, skateboards, etc) in Saint Anthony Village.

The top **motivation** for walking and biking was "It's good for my physical health." The top **barrier** to walking and biking was "I'm worried about being hit by a car while riding or walking."

The top road in the city that respondents would choose to improve for walking, biking, or rolling was **Silver Lake Road Northeast**.

How often do you walk or use a mobility device for the following purposes? | Online Survey Results



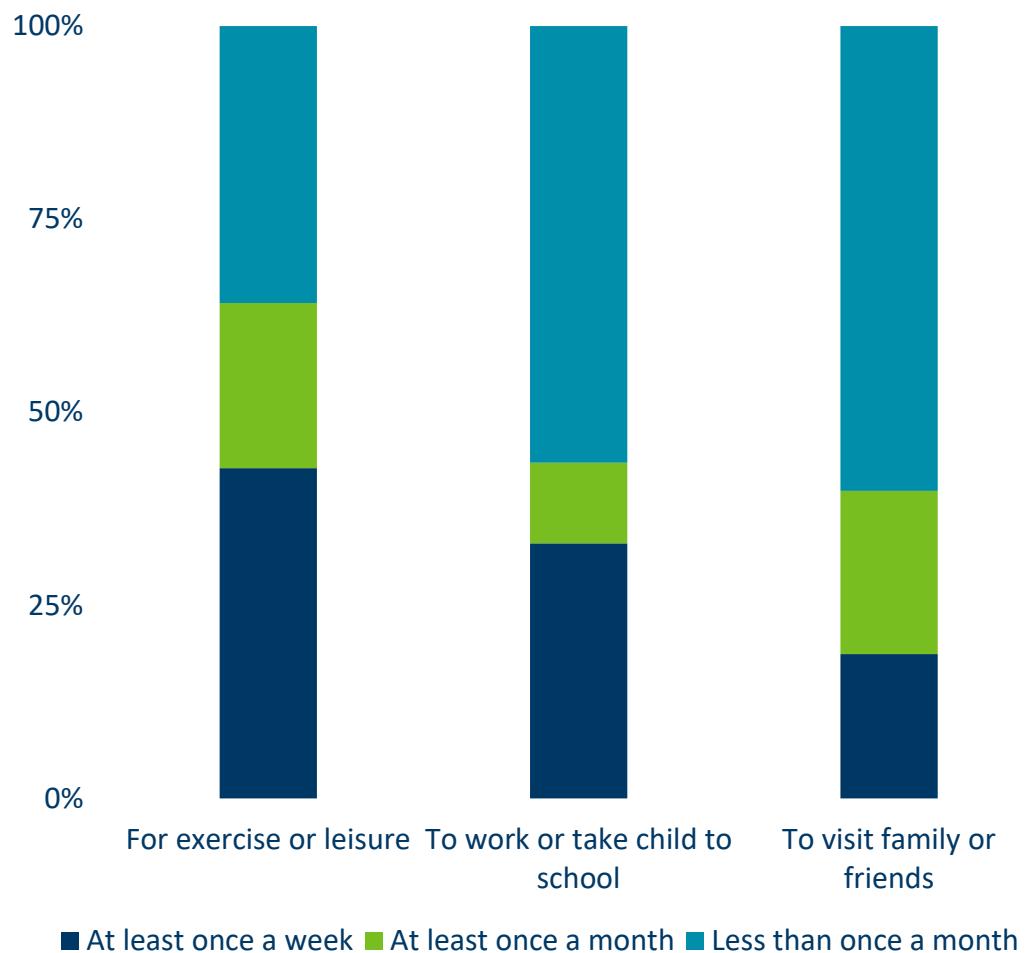
95%

of respondents said they walk or use a mobility device for exercise or leisure at least once a week.

Almost 50% of respondents said they walk or use a mobility device to get to work or take a child to school at least once a week.

Similarly, 44% of respondents said they walk or use a mobility device to visit friends or family at least once a week.

How often do you bike (or ride a bike-like mode) for the following purposes? | Online Survey Results



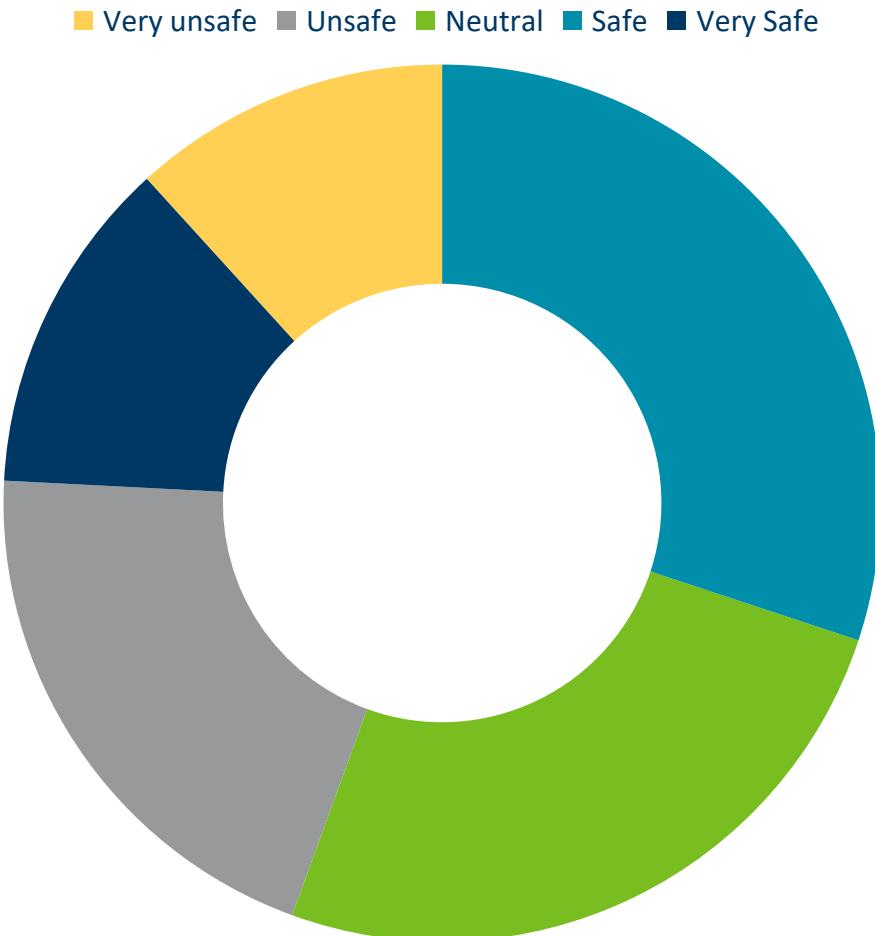
43%

of respondents said they ride a bike or bike-like mode for exercise or leisure at least once a week.

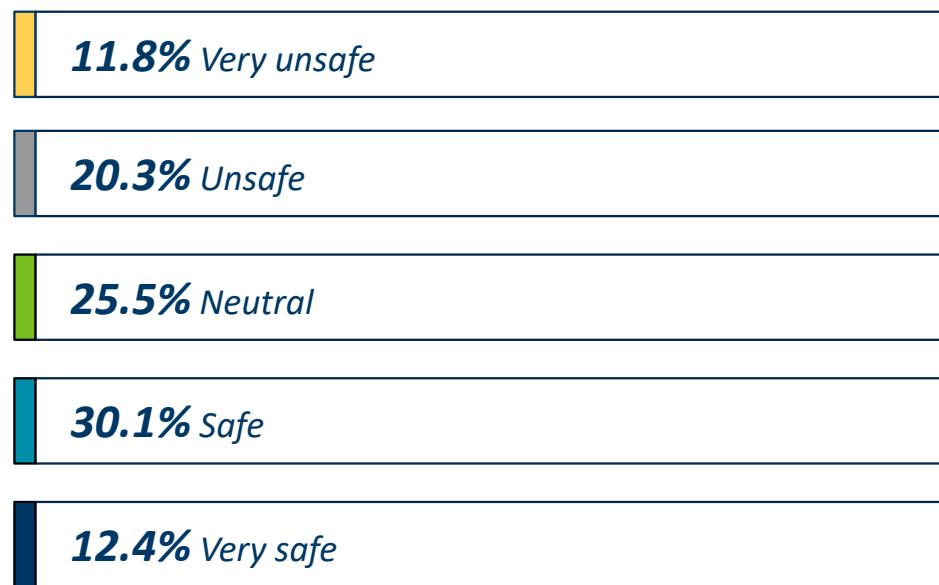
Over 30% said they ride to work or to take their child to school at least once a week.

Just under 20% said they ride to visit family or friends at least once a week.

How safe do you feel walking or using a mobility device in Saint Anthony Village? | Online Survey Results



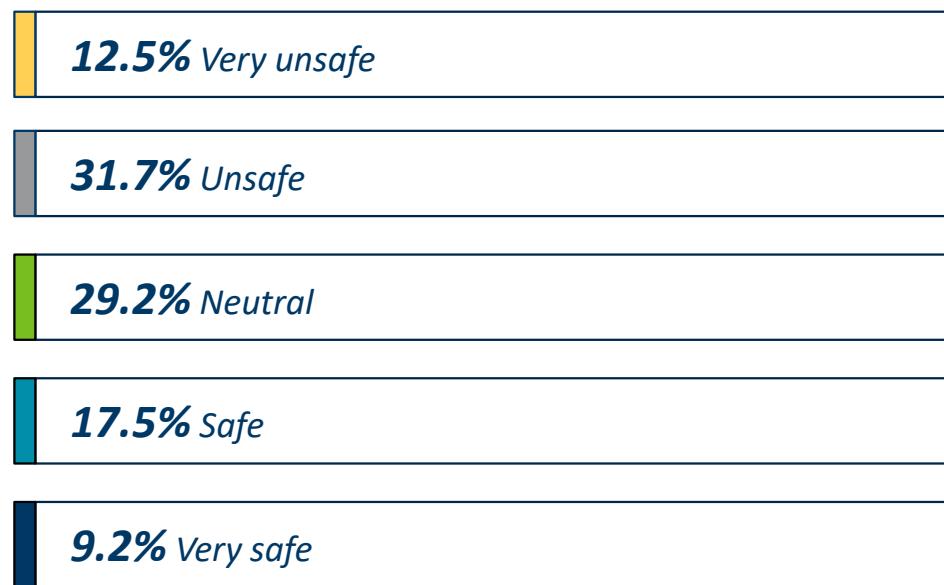
Over 42% of respondents said they feel safe or very safe walking or using a mobility device in Saint Anthony village. Over 32% of respondents said they felt unsafe or very unsafe.



How safe do you feel biking (or riding a bike-like mode) in Saint Anthony Village? | Online Survey Results



Only 27% of respondents said they feel safe or very safe biking in Saint Anthony village. Over 44% of respondents said they felt unsafe or very unsafe.



Motivations / Barriers | Online Survey Results

What motivates you to walk or bike in Saint Anthony Village

140 RESPONSES



- 1 It's good for my physical health
- 2 It's fun!
- 3 It's good for the environment
- 4 It's good for my mental health
- 5 I like being in nature/outside

Top concerns and barriers affecting experience of walking or biking in Saint Anthony Village

135 RESPONSES

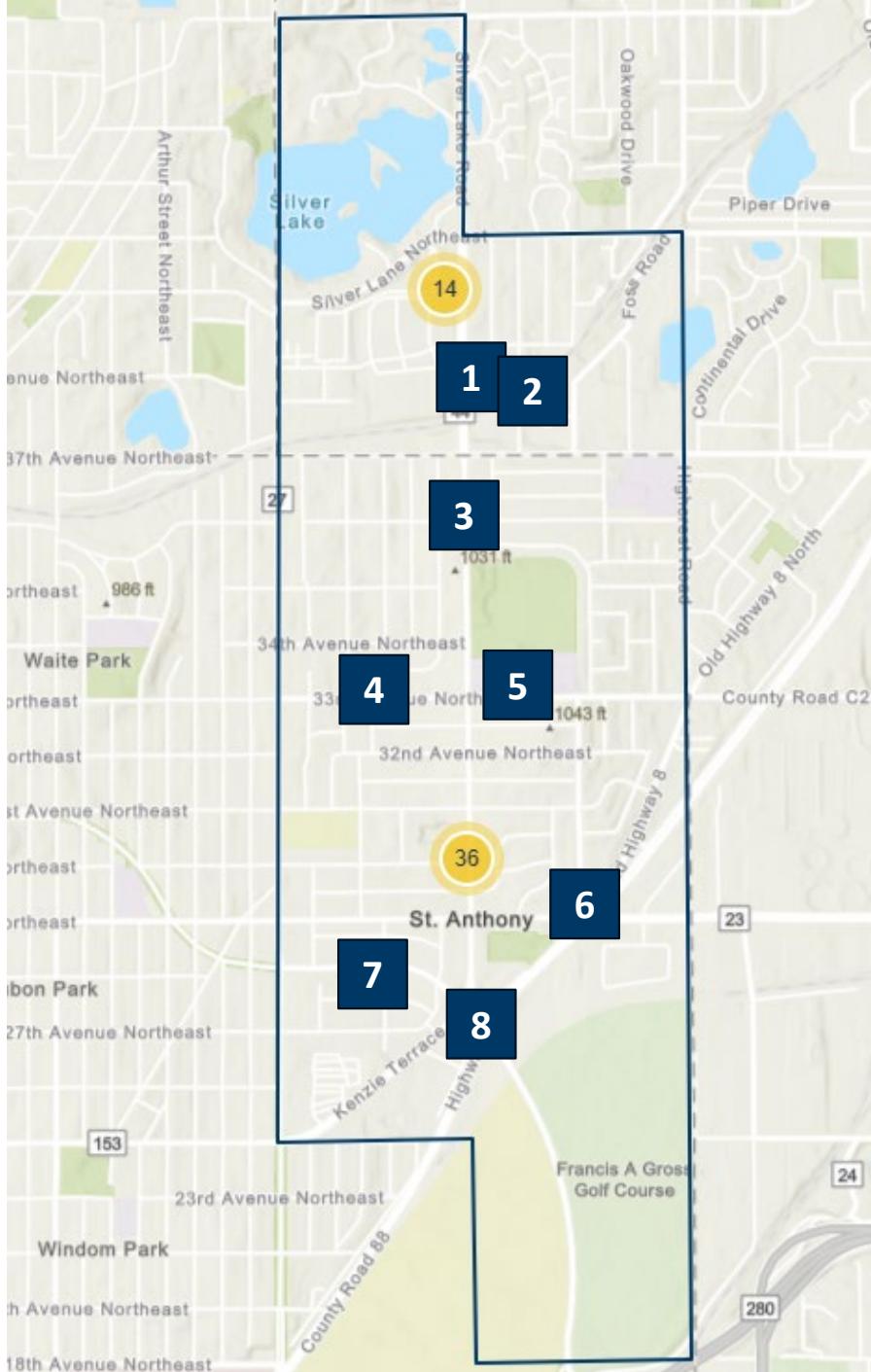


- 1 I'm worried about being hit by a car while riding or walking
- 2 There is not a safe route to reach the places I want to go by bike (or bike-like device)
- 3 Riding or walking limits my ability to transport other people or cargo
- 4 Riding or walking takes too much time compared to driving
- 5 The weather or climate discourages me from walking or riding

Online Interactive Map Summary

Open: 7/31/2025 – 10/9/2025 | 128 Comments

- 1 *"There is no safe way to access these businesses by bike or walk. The whole area is centered around making it easy to drive/park. This could be a really cute center with people shopping and hanging out"*
- 2 *"Extremely important that there is a safe bike trail along Silver Lake Road to connect neighbors north of 37th to the schools"*
- 3 *"Crossing Silver Lake at 36th Avenue is important to get to school and feels very dangerous—cars drive too fast, uncomfortable having my kids cross on their own."*
- 4 *"Biking 33rd Avenue feels unsafe, but is an important connector to churches, daycares, schools and parks from the west side"*
- 5 *"I wish there was a bike path (similar to the one happening on Lowry) for all of Silver Lake, from the SAV mall to Silverwood Park. This would connect the majority of schools, parks, and businesses in one fell swoop..."*
- 6 *"Despite the crosswalks, crossing 88 or 29th here is dangerous due to a few factors...the way this intersection is set up leads to frequent near misses and sometimes collisions. Many drivers also do not anticipate pedestrians or cyclists here."*
- 7 *"Would love the completion of the bike lane on Saint Anthony Boulevard, would ensure pedestrians, cars, and cyclists would all be able to share and enjoy this space!"*
- 8 *"Awkward intersection for bikers / mobility devices who choose to use the pedestrian crossing. The ramps are not straight across from each other and make you weave into traffic to get in/out of them."*



Community Conversations Summary

Topics: Active transportation facilities, Crossings, Driver speed, Community connections

Limited bike infrastructure

Multiple people mentioned the lack of bike lanes/paths as a concern. During heavy traffic, residents did not feel safe biking on the street and would sometimes bike on the sidewalk instead. Many people suggested adding dedicated bike infrastructure, especially to major roads such as Silver Lake Road Northeast.

Challenging crossings

Pedestrians and bicyclists found major intersections and other crossings to be a challenge, concerned about a lack of marked crossings or cars not looking out for pedestrians before driving through intersections. Residents voiced a desire for more crosswalk infrastructure.

Desire for public transit

A few residents suggested more bus routes/lines to connect the community's commercial areas.

Need for more sidewalks

Sidewalk gaps and uneven sidewalk cross slopes posed a barrier for pedestrians, especially for those who use mobility devices and wheelchairs. Bicycle and scooter-users would sometimes ride on the sidewalk, increasing the risk of conflicts.

Traffic and speeding concerns

The volume and high speed of cars was noted as a challenge, especially during peak congestion times and on main streets.

Desire for community connections

Better connections between parks, schools, and businesses was a request, with residents noting that they walk on the street in certain commercial areas due to a lack of active transportation facilities.

Active Transportation Today

Gaps, Strengths, and Opportunities for Action

CRASHES

Silver Lake Road Northeast, 37th Avenue Northeast, 29th Avenue Northeast, and New Brighton Boulevard saw the most motorized vehicle crashes. Multiple pedestrian and bicycle crashes were concentrated along intersections of Silver Lake Road Northeast, as well as 37th Avenue Northeast and 29th Avenue Northeast.

SPEED

The intersection of Silver Lake Road Northeast and 29th Avenue Northeast saw a high concentration of risky speed behavior, as well as intersections along New Brighton Boulevard at Saint Anthony Boulevard and 29th Avenue Northeast.

EQUITY AND CONNECTIVITY

The highest proportion of people likely to depend on active transportation is concentrated towards the northeast part of the city. Key destinations are spread out along Silver Lake Road Northeast, showing its importance as a key north-south connector for the city.

Community Input Insights ➔

- Concerns about lack of active transportation facilities and safe crossings on major roads
- Concerns about driver speed

Opportunities for Action ➔

- More safe crossings and dedicated bicycling facilities
- Intersection and crossing infrastructure that prioritizes walking and biking

Where We're Going - Our Streets Tomorrow

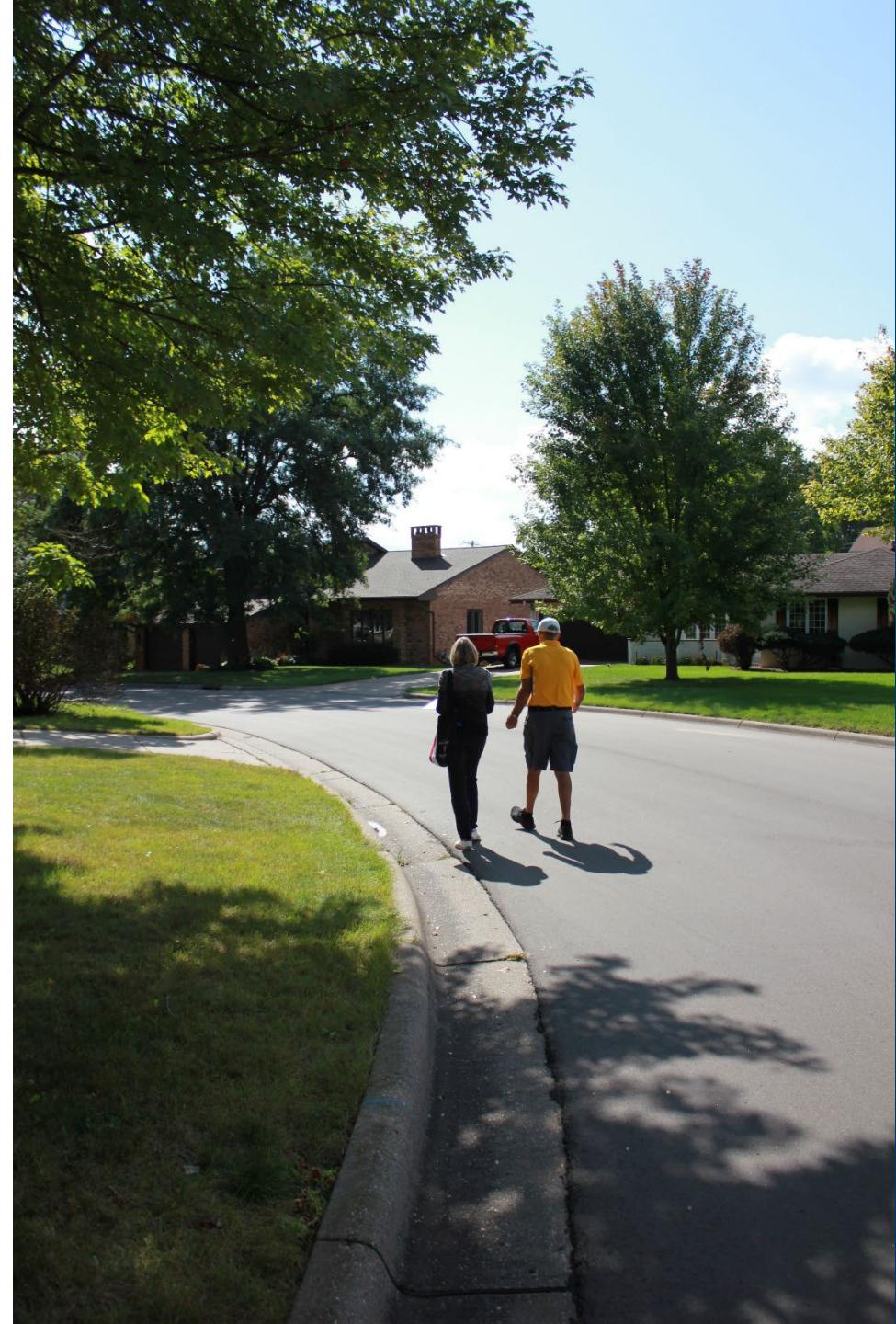
SECTION 4



Introduction | Recommended Network and Priority Projects

Public input and technical analysis informed the development of a recommended active transportation network and priority projects to build out the network over time. Network recommendations were developed to connect to bike and pedestrian facilities in surrounding communities and to key destinations for community members.

Most recommendations will require close coordination with partners at Hennepin and Ramsey Counties. In some instances, short-term actions are identified to start making progress while longer-term, more resource-intensive improvements are developed.



Active Transportation Network | Recommended Citywide Connections

Off Road Shared-Use Path

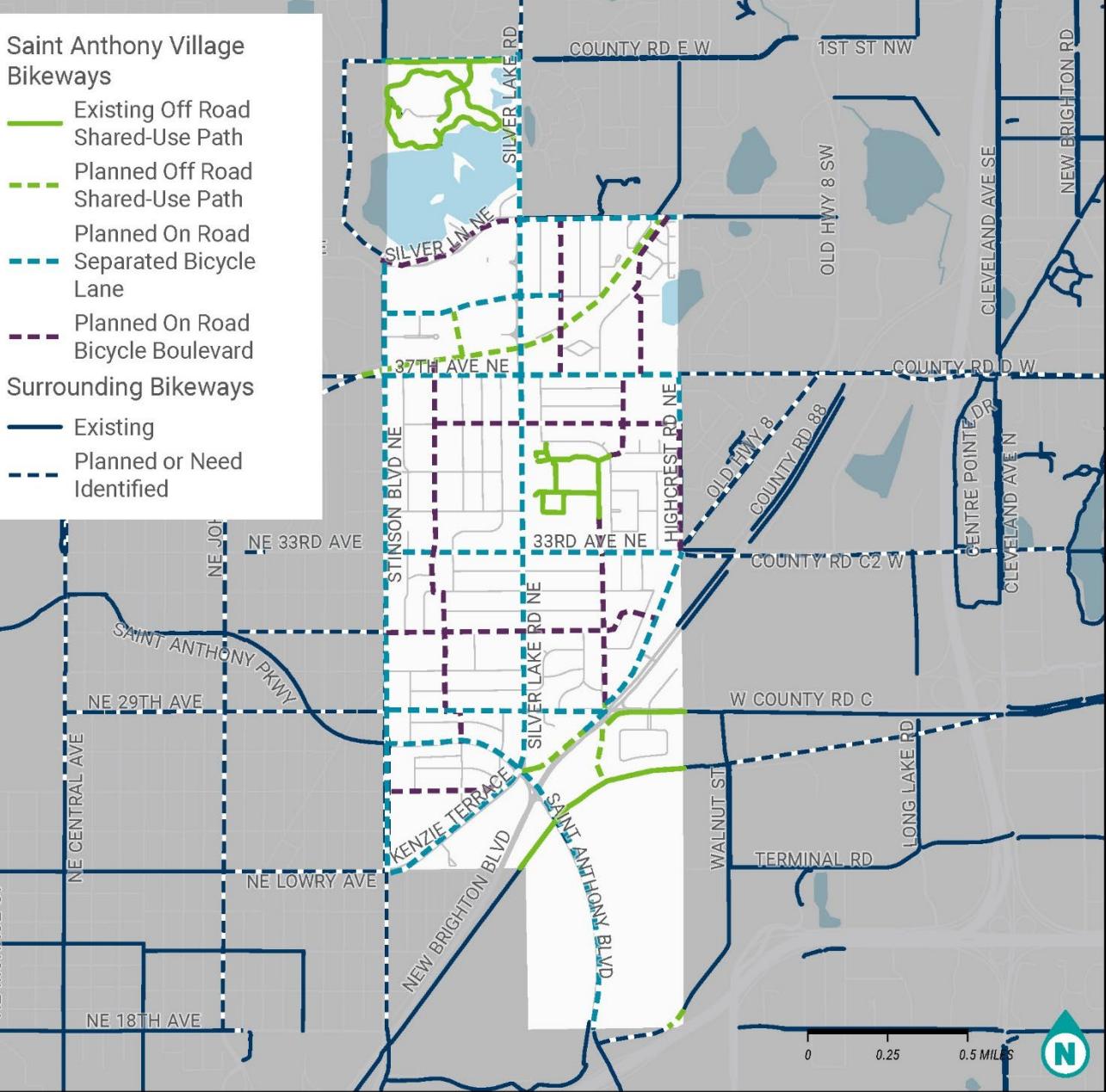
Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

On Road Separated Bicycle Lane

Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

On Road Bicycle Boulevard

Bicycle boulevards are streets that give priority to people walking and biking, while sharing space with vehicles. Treatments can include speed management and crossing treatments such as diverters, speed bumps, curb extensions, median refuge islands, and traffic circles.



Active Transportation Network | Recommended Facility Types

Off Road Shared-Use Path

Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

Local Examples

- Minneapolis – East and West River Pkwy, 18th Avenue Northeast
- Roseville – County Road C
- Richfield – 75th / 76th Street
- Saint Paul – Johnson Parkway, Wheelock Parkway



Active Transportation Network | Recommended Facility Types

On Road Separated Bicycle Lane

Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

Local Examples

- Minneapolis – Plymouth Avenue, 2nd Street South, Blaisdell Avenue
- Saint Paul – Pelham Boulevard
- Northfield – Maple Street



Active Transportation Network | Recommended Facility Types

On Road Bicycle Boulevard

Bicycle boulevards are streets that give priority to people walking and biking, while sharing space with vehicles. Treatments can include speed management and crossing treatments such as diverters, speed bumps, curb extensions, median refuge islands, and traffic circles.

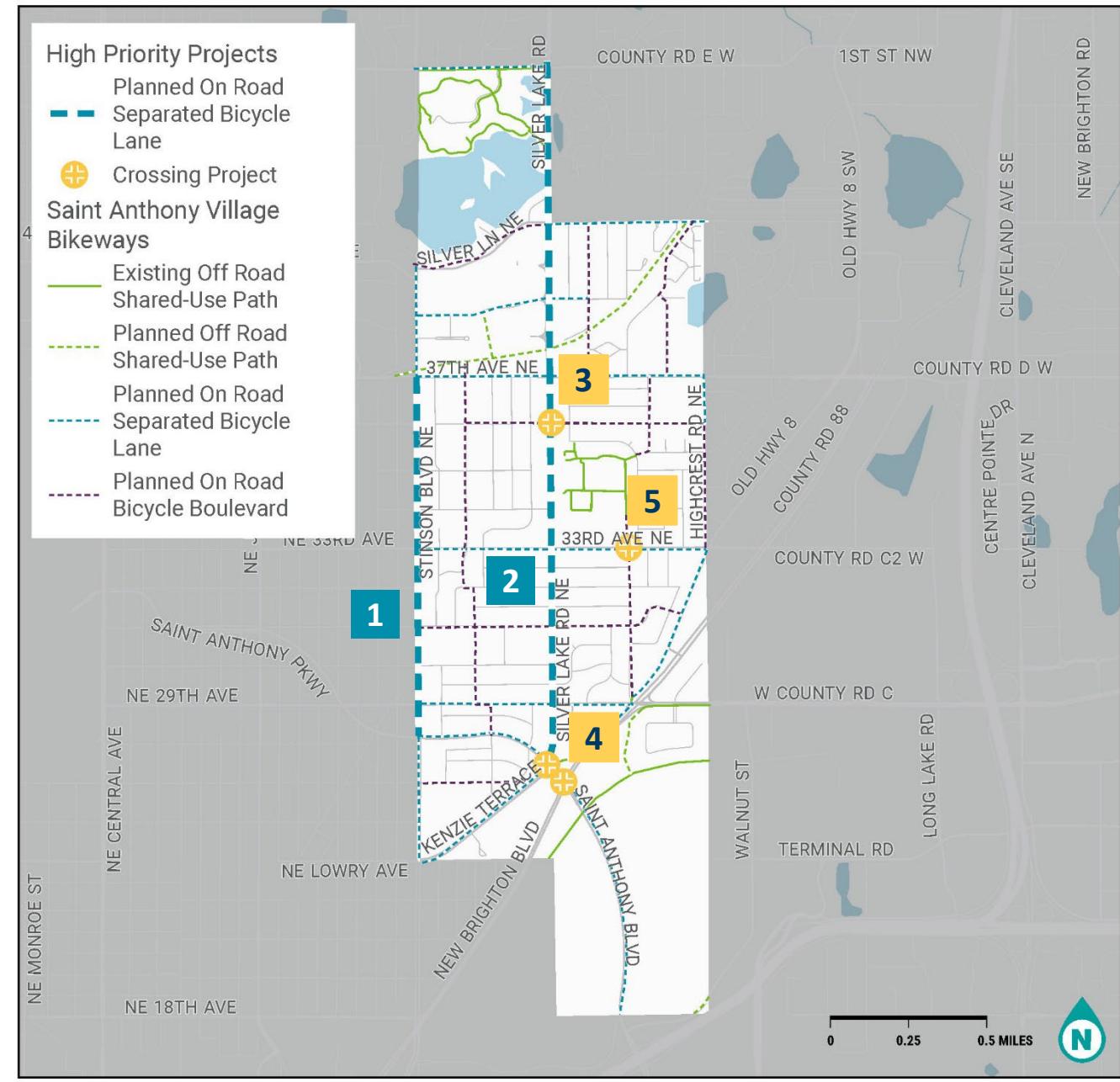
Local Examples

- Minneapolis – 17th Avenue South, 22nd Avenue Northeast, 40th Street
- Saint Paul – Griggs Street, Jefferson Avenue, Margaret Street



Active Transportation Network | Priority Projects

- 1 **Stinson Boulevard** – Short-term, support striping bike lanes and installing low-cost physical separation. Long-term, support addition of a sidewalk on the east side of Stinson Boulevard and permanent separation for bike lanes.
- 2 **Silver Lake Road** – Short-term, explore a corridor approach to speed management and school crossings. Medium-term, support a separated bike lane retrofit or (long-term) off road shared-use path along Silver Lake Road.
- 3 **36th Avenue and 37th Avenue at Silver Lake Road** – Advocate for traffic configuration adjustments at 37th Avenue to allow for improved crossing infrastructure at 36th Avenue.
- 4 **Saint Anthony Boulevard at Kenzie Terrace/Silver Lake Road and at New Brighton Boulevard/County Road 88** – Support exploration of double roundabout redesign for two existing intersections along Saint Anthony Boulevard.
- 5 **33rd Avenue and Rankin Road** – Study and implement walking and biking safety improvements at the intersection.



Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Stinson Boulevard Northeast: Saint Anthony Boulevard to 37th Avenue Northeast	Short-term, support striping bike lanes in the existing County right-of-way and explore a low-cost protective buffer (such as paint and bollards); Long-term, support addition of a sidewalk on the east side of Stinson Boulevard and permanent separation (such as concrete medians or plantings) for bike lanes.	Opportunity to reallocate existing underutilized right-of-way to better support people biking, reduce speeds, and improve safety for all roadway users. This recommendation is consistent with Minneapolis' All Ages and Abilities Network and Hennepin County's Planned Bikeway Network for Stinson Boulevard Northeast. Long-term opportunity to improve all ages and abilities pedestrian access.	<input type="checkbox"/> Coordinate with Hennepin County and the City of Minneapolis on striping timelines and maintenance roles. <input type="checkbox"/> Consider demonstration project to add bike lane and buffer. <input type="checkbox"/> Identify longer-term funding opportunity to support sidewalk development.	2026-2028 (YEARS 0-2) 2031-FUTURE (YEARS 5+)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Silver Lake Road: Saint Anthony Boulevard to 37th Avenue Northeast	Short-term, support exploration of a corridor approach to speed management and school crossings, potentially including more speed feedback, traffic calming, and quick-build crossing opportunities; Medium-term, support a separated bike lane retrofit or (long-term) off road shared-use path along Silver Lake Road.	Opportunity for improving safety and comfort for people walking and biking along and across Silver Lake Road. Short and long-term improvements would be in line with the Safe System Approach advocated by Hennepin County and Toward Zero Deaths partners.	<input type="checkbox"/> Convene both counties to discuss a corridor study for the full Silver Lake Road corridor, including parking utilization. <input type="checkbox"/> Support development of a concept design for bike facility in existing right-of-way, in partnership with Hennepin County.	2026-2028 (YEARS 0-2) 2031-FUTURE (YEARS 5+)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Silver Lake Road: 37th Avenue Northeast to northern city limit	Support opportunities for traffic calming and separation for people walking/biking from traffic.	Opportunity for improving walking and biking conditions, as well as safety for people driving. Improvements would be consistent with Active Living Ramsey County's Planned Bicycle and Pedestrian Networks, as well as the Safe System Approach advocated by Hennepin County and Towards Zero Death partners.	<input type="checkbox"/> Identify any upcoming planned capital improvement timing. <input type="checkbox"/> Support a vehicle traffic count and engineering study to understand potential traffic calming opportunities.	2029-2030 (YEARS 3-4)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
33rd Avenue at Rankin Road	Short-term, study this intersection to better understand conflicts between people driving and people walking or biking. In coordination with the school, explore a demonstration project to test out visibility improvements; Medium-term, improve crossing infrastructure, potentially through pavement markings, advanced warning signage, bump-outs, or medians.	Opportunity to improve crossing conditions adjacent to the middle and high school, at a skewed intersection with no existing crosswalk and relatively high crossing volumes before and after school.	<input type="checkbox"/> Short-term, study intersection and/or test designs through a demonstration project. <input type="checkbox"/> Medium-term, identify funding for intersection improvements.	2026-2028 (YEARS 0-2) 2029-2030 (YEARS 3-4)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Silver Lake Road Northeast at 36th Avenue Northeast	<p>Advocate for improved crossing infrastructure at this location as part of a corridor approach to Silver Lake Road (school crossing corridor), potentially including a raised crossing, median island, advanced warning signage, or other treatments consistent with the existing crossing at 34th Avenue Northeast.</p> <p>To support crossing, conduct an engineering study of upstream traffic behavior (southbound) and lane configuration. Specifically, explore potential to make a southbound lane of Silver Lake Road Northeast Right-Turn Only at 37th Avenue Northeast, and have one lane carry through the intersection southbound.</p>	<p>Opportunity to improve walking/biking access between neighborhoods and schools on alternate sides of Silver Lake Road. Opportunity to address safety concerns for all road users from merging lanes between 37th Avenue Northeast and 36th Avenue Northeast.</p>	<input type="checkbox"/> Invite Hennepin County Commissioner to join a walk audit at this site, align with bike bus crossing or school activity. <input type="checkbox"/> Coordinate with Hennepin County staff around this location as a vital SRTS connection and better understand crosswalk guidance considerations. <input type="checkbox"/> Coordinate with Ramsey County on upstream traffic configuration study.	<p>2026-2028 (YEARS 0-2)</p> <p>2029-2030 (YEARS 3-4)</p>

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Saint Anthony Boulevard at Kenzie Terrace and New Brighton Boulevard	Support County exploration of double roundabout redesign for two existing intersections along Saint Anthony Boulevard.	Opportunity for traffic calming and improved walking/biking access in an area with dense destinations, and a potential link in the Grand Rounds bikeway system.	<input type="checkbox"/> Continue coordination with Hennepin County around previously developed project scope. <input type="checkbox"/> Coordinate with Minneapolis Park and Recreation Board (MPRB) on Grand Rounds consistency through the area.	2029-2030 (YEARS 3-4)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Saint Anthony Boulevard: Stinson Boulevard Northeast to Silver Lake Road Northeast	<p>Stripe road to add bikeable shoulder and narrow lanes on both sides.</p> <p>Explore using bollards as short-term separation until long-term MPRB off road shared-use path is implemented.</p>	Opportunity to use existing right-of-way for increased biking access on a potential link in the Grand Rounds bikeway system.	<input type="checkbox"/> Review parking reallocation impacts along this segment. <input type="checkbox"/> Coordinate with City striping and road maintenance efforts to program this roadway for 2027. <input type="checkbox"/> Coordinate with MPRB on Grand Rounds consistency through the area.	2026-2028 (YEARS 0-2)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Silver Lake Road at 29th Avenue Northeast	<p>Short-term, use a demonstration project to test out traffic calming and/or crossing treatments, potentially including a mini roundabout/traffic circle, curb extensions, or a crossing island.</p> <p>Medium-term, support recommendations that arise from a demonstration project.</p>	Opportunity to improve crossing visibility and calm traffic.	<input type="checkbox"/> In close coordination with Hennepin County, explore a demonstration project at this site to test new treatment(s).	2026-2028 (YEARS 0-2) 2029-2030 (YEARS 3-4)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Silver Lake Road at 37th Avenue Northeast	Explore removing the free right turn from westbound 37th Avenue Northeast to northbound Silver Lake Road.	Opportunity to address a challenging crossing condition for people walking and biking on a route that connects high density housing, schools, and commercial destinations. This location is the intersection of two roadways highlighted as Identified Need in Active Living Ramsey County's Planned Bicycle and Pedestrian Networks.	<input type="checkbox"/> Coordinate with Hennepin and Ramsey County to conduct turning movement counts. <input type="checkbox"/> Work with agency partners to explore an alternative that prioritizes people walking and biking across 37th Avenue Northeast.	2029-2030 (YEARS 3-4)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
37th Avenue Northeast: Stinson Boulevard Northeast to Highcrest Road	Long-term, pursue greater separation for people walking and biking from vehicle traffic.	Opportunity to connect high quality bicycle facilities on the west and east side of the city with high density housing, Wilshire Park Elementary School, and future north-south bicycle network improvements. Improvements would be consistent with Active Living Ramsey County's Planned Bicycle and Pedestrian Networks that highlight 37 th Avenue Northeast as an Identified Need.	<input type="checkbox"/> Start coordination with Hennepin and Ramsey Counties for longer-term All Ages and Abilities access along this corridor.	2031-FUTURE (YEARS 5+)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Neighborhood Bike Route System and Improved Crossings	<p>Consider signage and incremental low-cost/quick-build infrastructure improvements to designate a neighborhood bike route system.</p> <p>Explore crossing improvements along the proposed network at busier cross-streets, such as 29th Avenue Northeast and 33rd Avenue Northeast.</p>	Opportunity to improve comfort and visibility of biking on neighborhood routes, while improving crossings for people walking and biking.	<input type="checkbox"/> Identify set of possible crossing treatments based on existing infrastructure and design guidance. <input type="checkbox"/> Incorporate new crossing locations into existing City maintenance processes for roadway paint and signage.	2026-2028 (YEARS 0-2)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
29th Avenue Northeast / County Road C W at New Brighton Boulevard / County Road 88	Coordinate with Ramsey County on an engineering study to identify crossing improvements for people walking and biking through this intersection, to address long crossing distances and challenging signal timing.	Opportunity to better understand the needs of all modes using this intersection, with the goal of improving connections to the trail system to the east in Roseville.	<input type="checkbox"/> Coordinate with Ramsey County to secure dedicated staff time for an engineering study.	2029-2030 (YEARS 3-4)

Project Actions – Low Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Railroad Crossing at MacAlaster Drive Northeast	Explore formalizing a grade-separated railroad crossing along MacAlaster Drive Northeast. If the long-term vision for a rail-with-trail along this corridor is realized, leverage that construction to create a connection north and south at MacAlaster Drive Northeast.	Opportunity to connect high density housing, parks, schools and retail on the north and south sides of the railroad, where an informal desire path already exists.	<input type="checkbox"/> Long-term, pursue regional solicitation or other active transportation funding to connect this gap in the network.	2031-FUTURE (YEARS 5+)

Policy Actions

The following are policy actions that will support the implementation of active transportation.

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Complete Streets Policy	Adopt a Complete Streets resolution modeled on elements of Hennepin County's Complete and Green Streets Policy that align with City values and priorities.	<p>Complete Streets policies are an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. This helps to ensure streets put safety over speed, balance the needs of different modes and support local land uses, economies, cultures and natural environments. Complete Streets are most often achieved by passing binding ordinances, laws or resolutions, and then putting them into practice by implementing plans like an Active Transportation Plan or during annual re-striping projects.</p> <p>Hennepin County has a Complete and Green Streets Policy, and many nearby cities have adopted Complete Streets policies (including Columbia Heights, Richfield, Roseville, Saint Louis Park, Saint Paul and Minneapolis). Adopting a supportive resolution to highlight areas of overlap between City and County priorities is a first step towards prioritizing people walking and biking in roadway design.</p>	<input type="checkbox"/> Seek City Council approval of the Complete Streets resolution attached to this plan.	2026-2028 (YEARS 0-2)

Policy Actions

The following are policy actions that will support the implementation of active transportation.

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Toward Zero Deaths	Make an official and public commitment to a Toward Zero Deaths goal to achieve zero traffic fatalities or severe injuries among all road users within a set timeframe.	<p>Toward Zero Deaths is a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all.</p> <p>Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. Hennepin and Ramsey County are part of the Minnesota TZD network, with participation from Saint Anthony Village police officers. <i>Learn more and join the Minnesota TZD network.</i></p>	<input type="checkbox"/> Establish a shared understanding among City staff about existing Police Department Toward Zero Deaths efforts. <input type="checkbox"/> Educate around and advance a Toward Zero Deaths goal for all road users within a set timeframe with the mayor, city council and city manager.	2026-2028 (YEARS 0-2)

Program Actions

The following are program actions that will support the implementation of active transportation.

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Safe Routes to School (SRTS)	Conduct a citywide SRTS Plan and continue to support local SRTS program efforts, such as the parent/caregiver organized bike bus.	Safe Routes to School programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the “6 Es.” These are evaluation, education, encouragement, equity, engagement and engineering. Cities can continue to support by leading engineering efforts by prioritizing active transportation investments along key routes to school. Related to education, in 2023 state legislation was passed that requires all public-school students receive instruction in safe walking and bicycling skills at the beginning of the school year. Resource: Walk and Bike Safety Education for K-8 Students, MnDOT	<input type="checkbox"/> Work with school partners to apply for MnDOT planning, boost or infrastructure grants to enact this Action Plan and a SRTS Plan. See MnDOT's Safe Routes to School Grant Funding page for opportunities.	2029-2030 (YEARS 3-4)

Program Actions

The following are program actions that will support the implementation of active transportation.

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Neighborhood Traffic Calming Program	Create a traffic calming program, including an implementation budget for public works.	Cities of all sizes are creating neighborhood traffic calming programs to support neighborhood safety, citywide speed limit reductions, Toward Zero Deaths traffic safety goals, Complete Streets and/or active transportation plans. Creating a neighborhood traffic calming program could provide a mechanism to support the neighborhood bikeway network recommended in this plan.	<input type="checkbox"/> Assign staff to review other communities' traffic calming programs and draft program recommendations.	2026-2028 (YEARS 0-2)

Practice Actions

The following are practice or agency procedure actions that will support the implementation of active transportation.

Practice	Action: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?	Time Period
Design Guidance	Continue to review evolving national or state street design guides and active transportation best practices.	Rewriting street design guides can be time intensive and cost prohibitive for many communities. To support implementation of Complete Streets and this Action Plan, continue to reference state and national design guides to enable the use of best practices and design flexibility. Such as: <ul style="list-style-type: none">National Association of City Transportation Officials (NACTO) Urban Street Design GuideNACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes)MnDOT Bicycle Facility Design ManualMnDOT Complete Streets Handbook	<input type="checkbox"/> Continue to review evolving design guide(s) and active transportation best practices to be used by city staff and consultants on street projects.	2026-2028 (YEARS 0-2)

State and Federal Funding for Active Transportation

In addition to local Capital Improvement Program funds, local jurisdictions may seek state and federal funding to assist with development of the active transportation network. Most programs involve applying through one of these agencies:

- Federal Highway Administration (FHWA)
- Minnesota Department of Transportation (MnDOT)
- Minnesota Department of Natural Resources (MNDNR)
- Legislative-Citizen Commission on Minnesota Resources (LCCMR)
- Metropolitan Council

Grants are sometimes also available through organizations that support economic development and tourism, public health, and conservation and the natural environment. Private donations are popular for projects that support community recreation and well-being.

Source	Funds	Purpose
FHWA	Safe Streets and Roads for All (SS4A) Planning Assistance Grant	Support development of a comprehensive Safety Action Plan or demonstration projects; education; monitoring and evaluation
MnDOT Active Transportation Program	Infrastructure Grants, Planning Assistance, Quick Build/Demonstration Projects	Support active transportation capacity building and facilities
MnDOT Safe Routes to School (SRTS)	Planning Assistance and Boost grants	Support current SRTS plans and programs
MnDOT Safe Routes to School (SRTS)	Infrastructure Funds	Construct sidewalks; improve crossings on routes to schools
MnDOT (Federal funding)	Transportation Alternatives (TAP)	New pedestrian and bike facilities

State and Federal Funding for Active Transportation

Source	Funds	Purpose
Metropolitan Council	Regional Solicitation	Multi-modal infrastructure projects that focus on outcomes like moving people more effectively, managing congestion, safer streets for people walking and biking and improving air quality
MN DNR	Regional Trail Grant	Regionally significant motorized, non-motorized and joint trail usage
MN DNR	Local Trail Connections Program	Supports acquisition and development of trail linkages
MN DNR (Federal funding)	Federal Recreational Trail Program	New trails, trail maintenance and trailhead construction
Legislative-Citizen Commission on Minnesota Resources (LCCMR)	Environment and Natural Resources Trust Fund (ENRTF)	Activities that protect, conserve, preserve and enhances Minnesota's air, water, land, fish, wildlife and other natural resources

Step 1: Let's Map Our Network Projects

At your table, use the map to draw and label potential projects that make walking, biking and rolling safer, more comfortable and better connected for people of all ages and abilities. Consider the core principles of active transportation:

Safe: Minimize traffic-related risk and ensure routes feel secure.

Comfortable: Provide separation from traffic and include features like lighting, seating, weather protection (e.g., street trees).

Coherent: Create connected, easy to follow routes.

Direct: Offer efficient access to key destinations.

Attractive: Design green, well-maintained streets that reflect local character.

20 minutes



Implementation Next Steps - Putting Our Wheels in Motion

SECTION 5

What can we achieve in **100 DAYS?**



- Confirm location and goals for a demonstration project (supported through the MnDOT Active Transportation Planning Assistance Grant).
- Continue internal City coordination to understand financing considerations for priority projects.
- Adopt resolution based on Hennepin County Complete and Green Streets principles.

What can we achieve in 1 YEAR?



- Identify priority neighborhood crossing locations and next steps for City roadway improvements.
- Gain a clear understanding of County versus City role in potential improvement funding and maintenance, with both Hennepin and Ramsey Counties.
- Work with Hennepin County to understand maintenance responsibilities, opportunities for improvement, and key next steps for action on Stinson Boulevard.
- Conduct a walk audit at Silver Lake Road and 36th Avenue Northeast, including key County representatives. Observe bike bus crossing roadway.
- Work with Ramsey County on a pathway to engineering studies at longer-term priority locations.
- Identify role of Saint Anthony Village in prior countywide Toward Zero Deaths work and opportunities for the City to expand their involvement.
- Identify funding source/staff plan for building out Safe Routes to School efforts.
- Work with internal City partners to identify opportunities for neighborhood traffic calming program funding and management.
- Adopt design guidance to support safer walking and biking facilities.

What can we achieve in **3 YEARS?**



- Conduct corridor study for at least one high priority project location.
- Partner with Hennepin County to identify funding and implementation path for safety improvements along Saint Anthony Boulevard at Kenzie Terrace and New Brighton Boulevard.

What can we achieve in **5 YEARS?**



- Apply for funding for sidewalk and off-street trail additions to the active transportation network.
- Secure funding for at least one major intersection redesign prioritizing walking and biking access.

How Progress Will Be Measured?

Measuring Progress

The Active Transportation Action Plan provides clear, practical measures to help understand whether targeted actions are working, how conditions are changing over time, and what information decision-makers need to take the next step.

Progress will be evaluated across three cross-cutting frames: **Infrastructure and Safety**, **Community Experience and Use**, and **Capacity and Implementation Readiness**. Together, these frames help track progress toward long-term outcomes using a blend of traditional active transportation measures, quality-of-experience indicators, and implementation readiness metrics.

It is a tool to monitor progress in a way that is focused, meaningful, and aligns with the Plan goals.

Forward Movement: What We Measure & Why

Measurement Frames

1. Infrastructure & Safety

Tracks physical improvements, safety outcomes, and the quality of the walking and biking environment. Measures include motorists' speeds, crash trends, crossing upgraded, sidewalk gaps closed, and level-of-quality assessments.

2. Community Experience & Use

Tracks how people feel, perceive, and use the streets. Measures include community surveys, comfort levels, parent perceptions of kids walking/biking, and observed or counted walking/biking activity.

3. Capacity & Implementation Readiness

Tracks the systems required to sustain active transportation progress. Measures include funding secured, partnerships strengthened, staff capacity built, policies updated, and stakeholder support.

These measures will help evaluate whether:

- **Projects are being delivered**
- **The public feels safer**
- **Infrastructure is improving in safety and quality**
- **Funding and partnerships are in place to advance the work**
- **Long-term goals are being met**

How Data Will Be Used

This framework is not just about collecting data. It's about using it to:

1. Inform What We Do Next – The data informs how to:

- Identify which corridors or projects should be prioritized
- Determine where safety interventions are needed
- Shape grant applications with strong supporting evidence
- Guide long-term capital planning

2. Communicate Clearly With Elected Leaders, Partners, and the Greater Community – The data helps tell a compelling, transparent story:

- Here's what we built
- Here's what changed
- Here's how residents feel
- Here's where we need to focus next

3. Create a Culture of Incremental, Continuous Improvement – Regular measurement helps staff and partners:

- Adapt approaches
- Evaluate effectiveness
- Celebrate wins
- Correct course when needed

What We Can Continue Measuring Over Time

Frame	Focus	Measures
Infrastructure Equity & Safety	<i>Are we building safer, higher-quality places for everyone to walk, bike, and roll?</i>	<ul style="list-style-type: none">Number of high-risk intersections improvedMiles of new bike/pedestrian infrastructureSidewalk/trail/bike gap closuresCrash and injury trends (or proxies like driver yield rates at crossings)Facility distribution: investments are equitably distributed across communities, especially historically underserved or high-need areas
Community Experience & Use	<i>How do people feel about the active transportation network and are they using it?</i>	<ul style="list-style-type: none">Public perception of safety and comfortParent perception of kids' ability to walk or bikeWalking and biking countsAwareness of active transportation programs, routes, and resourcesFrequency of active transportation for daily trips
Capacity & Implementation Readiness	<i>Are we resourced, supported, and structurally ready to deliver the work?</i>	<ul style="list-style-type: none">Funding secured (grants, capital improvement plans, state and federal dollars)Staff capacity to implementUpdated policiesStakeholder and partner alignmentNumber of project advancing through the pipelineImplementation barriers removedRight-of-way availability for active transportation infrastructure

Practice: How We Will Implement the Framework

To make measurement practical and sustainable:

1. **Use existing data sources first** (speed counts, crash reports, school walk/bike surveys/tallies)
2. **Add low-cost tools gradually** (speed studies, intercept surveys)
3. **Develop an annual “AT Progress Report” summarizing key metrics and progress**
4. **Integrate the measures into grant applications and capital planning**
5. **Revisit the framework every 2-3 years to ensure relevance**

Sample Evaluation Framework

Use the following scoring approach to track and assess annually.

Measure	Baseline	Target (x-x years)	Status	Trend
Bike Counts [on X Street/Road]	TBD	+20%	On track	↑ / ↓
% low-stress segments	35%	60%	Behind	↓
Resident satisfaction	48%	65%+	On track	-
Grant applications submitted	0	2 per year	On track	↑



Variation (e.g., by location, due to season)



Positive



Negative



No Significant Change

A Call to Action

COMMUNITY CHARGE

As a compact community within two counties that actively support biking and walking, Saint Anthony Village has great potential to become a place where people of all ages and abilities have more choices about how to get around. Together, we can create a safe, connected, sustainable, and equitable active transportation network.

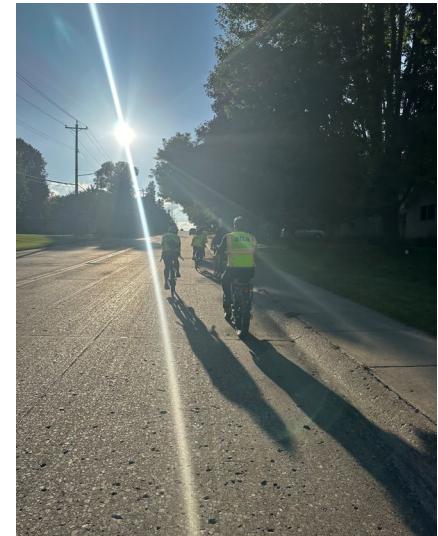
The roads with the highest traffic volumes and speeds in Saint Anthony Village are under the jurisdiction of Hennepin and Ramsey Counties. This plan positions Saint Anthony Village to actively collaborate with the Counties to improve conditions for people walking and biking along and across County roads. The roadway improvements the plan recommends on County and City-owned roads will help create a seamless experience for people walking and biking across city and county lines.

Closing thoughts from the Active Transportation Plan Committee

"We want to be sure our loved ones make it home safely."

"The system should be designed for *all* road users."

"Let's improve health and safety by creating a bikeable and walkable community."





MEMORANDUM

To: Saint Anthony Village City Council
From: Charlie Yunker, City Manager
Date: February 10, 2026
Request: Approval of the 2026 Strategic Plan

BACKGROUND

Each year, the City of Saint Anthony Village undergoes a strategic planning process. One key aspect of the strategic planning efforts includes an annual Goal Setting Retreat, where Council, staff, representatives from Commissions and guests from regional agencies meet to discuss and identify potential action steps for the year.

Following the Goal Setting Retreat, staff has developed the 2026 Strategic Plan and the 2026 Pyramid, which illustrates the integration of the City's vision, mission, core values, city services, goals and annual action steps.

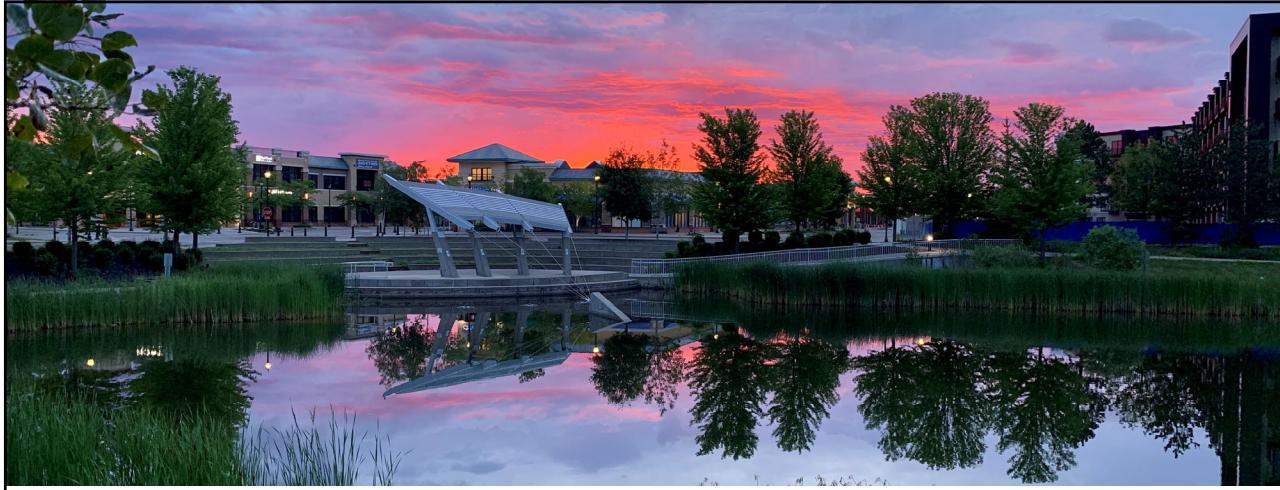
Following approval of the Strategic Plan and Pyramid, these materials can be found on the City's website. Staff presents progress on the action steps at City Council meetings quarterly.

RECOMMENDATION

Approve the 2026 Strategic Plan.

ATTACHMENTS

- Presentation
- 2026 Strategic Plan
- 2026 Pyramid



2026 STRATEGIC PLAN

City Council Meeting February 10, 2026

THE PLAN



THE TEAM

- City Council
- Commission Representatives
- City Staff
- City Consultants
- Guests



THE PROCESS

Goal setting is a year-round process

Community input is gathered from Council meetings, community events (VillageFest, Night to Unite, etc.) and personal interactions

Department heads work with their staff to identify Anticipated projects for the upcoming year to determine key action steps

Consultants provide perspective from their industry and their work in other cities.

Commission chairs represent their fellow commission members and public

Guests offer state and regional perspectives

GOAL SETTING PROCESS

Continual Information Gathering Throughout the Year



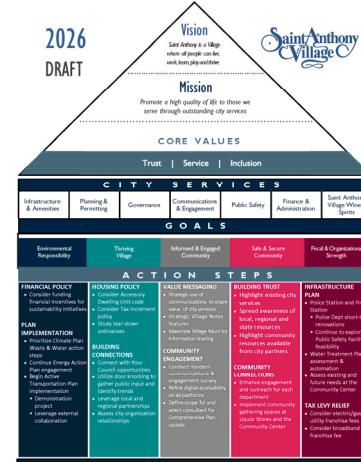
GOAL SETTING ROLES



THE OUTCOME

The 2026 Pyramid

1. During the goal setting and the strategic planning process, the Mayor, Council, City Manager, and Department Heads reviewed ideas generated from discussions.
2. The team reflected on progress with the 2025 action steps and identified priorities/action steps for the 2026 Pyramid.
3. The result is the 2026 Pyramid which the city uses to illustrate the City's values and priorities.



THE PYRAMID

VISION	Identifies our ideal outcome for the City and sets the framework for the rest of the Pyramid. All subsequent strategic planning efforts directly relate to the City's Vision.
MISSION	Describes what we do and for whom. For our City, providing high quality services is essential to supporting a high quality of life for all residents.
CORE VALUES	Guide how city government should work for and with the community. Trust, Service and Inclusion are the values that Council and Staff strive to embody. These values provide the foundation for decision-making and delivery of services and also ensure the city as a whole conducts itself in an accountable, transparent, respectful, and responsive manner.
CITY SERVICES	Core functions that our City Staff provide on a daily basis. Goals and Action steps are typically considered in addition to staff's daily roles.
GOALS	Establish target aspirations that the City aims to meet. Typically, the Goals are broader and focus on the next 3-5 years.
ACTION STEPS	Key priorities that City staff or City Council focus on for the year. The City recognizes that not all of the year's priorities can be identified at the beginning of the year and adapts to new action items as applicable.



UNDERSTANDING THE GOALS

These goals help guide Council as they make decisions through each year.

Environmental Responsibility	Minimize Saint Anthony's impact on the environment and enhance resilience through action in alignment with the City's Climate Plan and Regional, State and Federal guidelines.
Thriving Village	A community for all residents where the City is responsive to concerns, enables successful things to happen, and residents have opportunity to thrive
Informed & Engaged Community	Communicate Council priorities and department activities to support resident's ability to actively participate, feel engaged, and understand how their voice can be heard.
Safe & Secure Community	Protect our community's physical and psychological safety (individual and collective) through strategic investment in personnel and tools to provide excellent city services
Fiscal & Organizational Strength	Invest in the community's infrastructure and personnel to deliver outstanding City Services through a culture of continuous improvement, resiliency, and responsible stewardship of resources.



ACTION STEPS > ENVIRONMENTAL RESPONSIBILITY

FINANCIAL POLICY

Discuss policy on financial incentives

- Consider funding financial incentives for sustainability initiatives

PLAN IMPLEMENTATION

Implementation of Climate Plan, Energy Action Plan and Active Transportation Plan

- Prioritize Climate Plan Waste and Water Action Steps
- Continue Energy Action Plan engagement
- Begin Active Transportation Plan implementation
 - > Demonstration Project
 - > Leverage external collaboration





ACTION STEPS > THRIVING VILLAGE

HOUSING POLICY

Consider housing policy items

- Consider Accessory Dwelling Unit code
- Consider Tax increment policy
- Study tear-down ordinances

BUILDING CONNECTIONS

Continue to facilitate connections

- Connect with Your Council opportunities
- Utilize door knocking to gather public input and identify trends
- Optimize local and regional partnerships
- Leverage City organization relationships



ACTION STEPS > INFORMED & ENGAGED

VALUE MESSAGING

Focus on communicating value residents receive from City services

- Strategic use of communication channels to share value of City services
- Strategic VillageNotes features
- Maximize Village Muni for information sharing

BREAK ACCESSIBILITY BARRIERS

Seek opportunities and remove barriers to engagement

- Conduct resident communications and engagement survey
- Refine digital accessibility on all platforms
- Define scope for and select consultant for Comprehensive Plan update





ACTION STEPS > SAFE & SECURE COMMUNITY

BUILDING TRUST

Continue to provide and be a source of trusted information

- Showcase existing city services
- Spread awareness of local, regional and state resources
- Highlight community resources available from city partners

COMMUNITY CONNECTIONS

Continue to prioritize community connections

- Enhance engagement and outreach for each department
- Implement community gathering spaces at Village Muni locations and the Community Center



ACTION STEPS > FISCAL & ORGANIZATIONAL STRENGTH

INFRASTRUCTURE PLAN

Integrate facility needs into City's infrastructure planning

- Police Station and Fire Station
 - > Police Department short-term renovations
 - > Strategize Public Safety facility
- Water Treatment Plant assessment and automation
- Assess existing and future needs at the Community Center

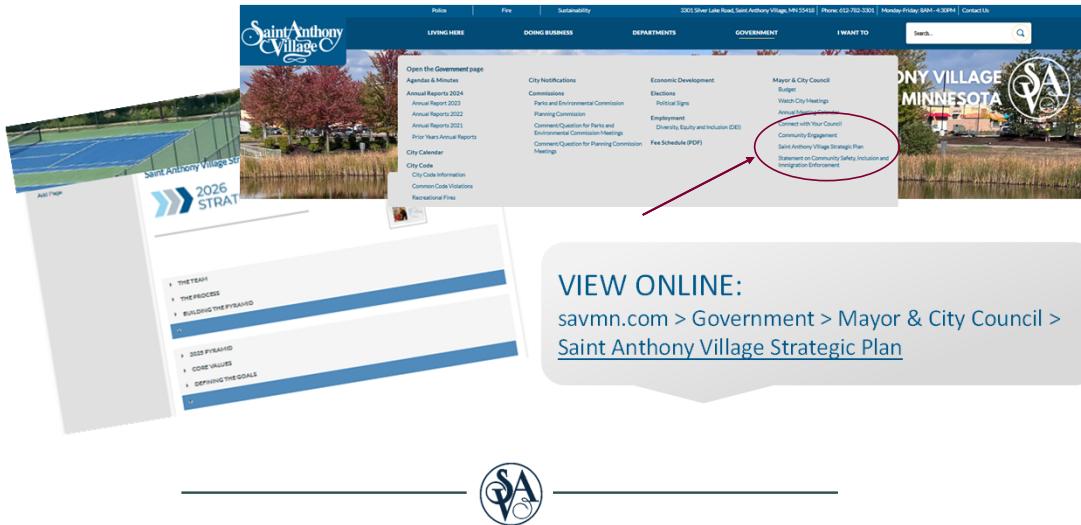
TAX LEVY RELIEF

Consider implementing franchise fees on utilities and broadband

- Consider electric/gas utility franchise fees
- Consider broadband franchise fee



THE STRATEGIC PLAN



VIEW ONLINE:
savmn.com > Government > Mayor & City Council > Saint Anthony Village Strategic Plan



LOOKING FORWARD

Our Ask

- Does the 2026 Strategic Plan fit with Council's Goals?
- Is Council comfortable with the Action Steps?

Next Step

- Tonight: Approval of 2026 Strategic Plan



2026 GOALS & ACTION STEPS



DISCOVER PRIORITY PLAN & ACT

ACHIEVE



ACTION STEPS > ENVIRONMENTAL RESPONSIBILITY

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Saint Anthony Village

2026 STRATEGIC PLAN

THE TEAM

THE PROCESS

THE OUTCOME

USING THE PYRAMID

DEFINING THE PYRAMID

GOAL SETTING ROLES

UNDERSTANDING

THE GOALS

GOALS &

ACTION STEPS

THE TEAM



Every year, the City of Saint Anthony Village conducts a Strategic Planning and Goal Setting Workshop. The City brings together a cohesive group that works well together as a team, shares mutual respect, and understands roles and responsibilities. City stakeholders work together to highlight the previous year's accomplishments and identify anticipated projects for the upcoming year to determine the year's key action steps.

Consultants provide perspective from their industry and their work in other cities. Commission chairs represent their fellow commission members and public, and our guests offer state and regional perspectives.

This year the group included approximately 30 individuals including city leaders, staff and community partners. All share a great sense of pride working together for the best interests of the citizens of the community.

THE PROCESS

Continual Information Gathering Throughout the Year



The Goal setting process is ongoing throughout the year as elected officials and City staff gather community input from residents via Council meetings, Public Forums, City events and personal interactions (phone calls, letters and emails). This collective input helps guide development of the City's Pyramid. This year's goal setting workshop, included the Council providing high-level input on focus areas, City staff providing insights into action steps, and Commissions and Consultants providing community perspectives.

THE OUTCOME

During the goal setting and the strategic planning process, the Mayor, Council, City Manager, and Department Heads reviewed ideas generated from discussions. The team then reflected on progress with the 2025 action steps and identified priorities/action steps for the 2026 Pyramid. The result is the 2026 Pyramid which the city uses to illustrate the City's values and priorities.

USING THE PYRAMID

The Pyramid is used year-round by the City to track progress and ensure the City remains focused on its goals. Staff provides updates to Council quarterly on progress toward action steps. While some goals can be accomplished in the year, others evolve into new modified goals.

DEFINING THE PYRAMID

VISION

Identifies our ideal outcome for the City and sets the framework for the rest of the Pyramid. All subsequent strategic planning efforts directly relate to the City's Vision.

MISSION

Describes what we do and for whom. For our City, providing high quality services is essential to supporting a high quality of life for all residents.

CORE VALUES

Guide how city government should work for and with the community. **Trust, Service and Inclusion** are the values that Council and Staff strive to embody. These values provide the foundation for decision-making and delivery of services, and also ensure the city as a whole conducts itself in an accountable, transparent, respectful, and responsive manner.

CITY SERVICES

These are core functions that our City Staff provide on a daily basis. Goals and Action steps are typically considered in addition to staff's daily roles and responsibilities.

GOALS

Establish target aspirations that the City aims to meet. Typically, the Goals are broad and focus on the next 3-5 years.

ACTION STEPS

Key priorities that City staff or City Council focus on for the year. The City recognizes that not all of the year's priorities can be identified at the beginning of the year and adapts to new action items as applicable.



GOAL SETTING ROLES



UNDERSTANDING THE GOALS

In 2025, Council members defined their understanding of the goals. During the 2026 Goal Setting workshop, Council members refined the statements and their priorities related to the goals. These statements are not included on the Pyramid, but help guide Council as they make decisions throughout each year.

ENVIRONMENTAL RESPONSIBILITY

Minimize Saint Anthony's impact on the environment and enhance resilience through action in alignment with the City's Climate Plan and Regional, State and Federal guidelines.

THRIVING VILLAGE

A community for all residents where the City is responsive to concerns, enables successful things to happen, and residents have opportunity to thrive.

INFORMED & ENGAGED COMMUNITY

Communicate Council priorities and department activities to support resident's ability to actively participate, feel engaged, and understand how their voice can be heard.

SAFE & SECURE COMMUNITY

Promote our community's physical and psychological safety (individual and collective) through strategic investment in personnel and tools to provide excellent city services.

FISCAL & ORGANIZATIONAL STRENGTH

Invest in the community's infrastructure and personnel to deliver outstanding City Services through a culture of continuous improvement, resiliency, and responsible stewardship of resources.

2026

Vision

Saint Anthony is a Village where all people can live, work, learn, play and thrive



Mission

Promote a high quality of life to those we serve through outstanding city services

CORE VALUES

Trust | Service | Inclusion

CITY SERVICES

Infrastructure & Amenities	Planning & Permitting	Governance	Communications & Engagement	Public Safety	Finance & Administration	Saint Anthony Village Wine & Spirits
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GOALS

Environmental Responsibility

Thriving Village

Informed & Engaged Community

Safe & Secure Community

Fiscal & Organizational Strength

ACTION STEPS

FINANCIAL POLICY <ul style="list-style-type: none">Consider funding financial incentives for sustainability initiatives	HOUSING POLICY <ul style="list-style-type: none">Consider Accessory Dwelling Unit codeConsider Tax increment policyStudy tear-down ordinances	VALUE MESSAGING <ul style="list-style-type: none">Strategic use of communications to share value of city servicesStrategic Village Notes featuresMaximize Village Muni for information sharing	BUILDING TRUST <ul style="list-style-type: none">Showcase existing city servicesSpread awareness of local, regional and state resourcesHighlight community resources available from city partners	INFRASTRUCTURE PLAN <ul style="list-style-type: none">Police Station and Fire Station<ul style="list-style-type: none">Police Dept short-term renovationsStrategize Public Safety FacilityWater Treatment Plant assessment & automationAssess existing and future needs at the Community Center
PLAN IMPLEMENTATION <ul style="list-style-type: none">Prioritize Climate Plan Waste & Water action stepsContinue Energy Action Plan engagementBegin Active Transportation Plan implementation<ul style="list-style-type: none">Demonstration projectLeverage external collaboration	BUILDING CONNECTIONS <ul style="list-style-type: none">Connect with Your Council opportunitiesUtilize door knocking to gather public input and identify trendsOptimize local and regional partnershipsLeverage city organization relationships	COMMUNITY ENGAGEMENT <ul style="list-style-type: none">Conduct resident communications & engagement surveyRefine digital accessibility on all platformsDefine scope for and select consultant for Comprehensive Plan update	COMMUNITY CONNECTIONS <ul style="list-style-type: none">Enhance engagement and outreach for each departmentImplement community gathering spaces at Liquor Stores and the Community Center	TAX LEVY RELIEF <ul style="list-style-type: none">Consider electric/gas utility franchise feesConsider broadband franchise fee

Print

Public Comments for City Council Meetings - Submission #11944

Date Submitted: 2/10/2026

First Name*

Saint Anthony–New Brighton

Last Name*

Welcoming All Families Association

Address*

Saint Anthony Village

City*

Saint Anthony Village

State*

MN

Zip Code*

55418

Public Comment

Submitted by: Saint Anthony–New Brighton Welcoming All Families Association

The Saint Anthony–New Brighton Welcoming All Families Association respectfully requests clarification regarding agenda follow-through related to immigration-focused discussions.

On February 4, 2026, the City Council held a Special Work Session dedicated to Federal Immigration Enforcement, during which multiple policy options and community-based responses were discussed, supported by both a City Manager memorandum and a legal analysis from the City Attorney. That session reflected substantial community concern and identified several areas for potential Council action, as well as the need for continued discussion.

We were surprised to see that no follow-up to that Special Work Session appears on tonight's work-session agenda, nor is it reflected in the currently published future work-session planning materials.

Accordingly, we respectfully request clarification on:

1. when the topics discussed at the February 4 Special Work Session are anticipated to return to a City Council work-session agenda,
2. whether future discussion will include legal counsel, given the legal considerations already identified, and
3. how residents and community organizations will be notified of that follow-up discussion.

Our intent is to support transparency, continuity, and public understanding of how substantive Council discussions move forward after special sessions.

Thank you for your consideration.

Print

Public Comments for City Council Meetings - Submission #11945

Date Submitted: 2/10/2026

First Name*

Dr. Bibi

Last Name*

Neumann

Address*

3404 Silver Ln NE

City*

Saint Anthony Village

State*

MN

Zip Code*

55421

Public Comment

My name is Dr. Bibi Neumann, and I am a Saint Anthony Village resident.

I am submitting these comments in response to tonight's agenda, particularly the resolutions addressing immigration-related impacts, the authorization of public funds, and the approval of City programs that involve access to private property.

First, regarding Resolution 26-019, I appreciate the Council's decision to explicitly acknowledge the fear, disruption, and instability residents are experiencing as a result of increased federal immigration enforcement activity. Naming those impacts matters. However, value statements are only as strong as their implementation. In this moment, public safety must be understood to include psychological safety, housing stability, and residents' ability to engage with City services without fear of exposure or unintended consequences.

Second, with respect to Resolution 26-020, I recognize the intent to mitigate additional harm by authorizing limited use of City funds to address vehicle towing and storage impacts. I respectfully request transparency in how these funds are administered, including clear eligibility criteria, public reporting on use, and defined measures for evaluating effectiveness and equity. Clear guardrails and reporting are essential so residents understand how compassionate responses are implemented responsibly.

Third, I want to address the Metropolitan Council Private Property Inflow & Infiltration (PPII) grant. While the program is presented as voluntary infrastructure assistance, it necessarily involves entry onto private property, contractor access, inspections, documentation, and administrative determinations. In the current enforcement climate, many residents are avoiding contact with government systems altogether — even when programs are designed to help — because government contact now feels unsafe.

Without explicit protections, programs requiring private-property access risk becoming functionally inaccessible to the very residents most in need, or unintentionally deepening fear and disengagement. This is not hypothetical. Our city's leadership and community organizers across Minnesota are hearing from families who are avoiding infrastructure repairs, vehicle recovery, school engagement, and even emergency services because interaction with public systems feels risky.

As a resident, I respectfully ask the Council to clearly and publicly affirm that:

- I. participation in the PPII program is strictly voluntary,
- II. information gathered through the program will not be shared beyond what is legally required for grant administration,
- III. no City, contractor, or partner role will be used for civil immigration enforcement purposes, and
- IV. residents will receive plain-language explanations of their rights, risks, and options before any private-property access occurs.

Fourth, as the Council considers adoption of the 2026 Strategic Plan and Pyramid, I encourage explicit alignment between tonight's actions and the City's stated goals of being an Informed & Engaged Community and a Safe & Secure Community. Quarterly reporting on action steps is an important accountability tool, and I ask that immigration-related impacts, community safety responses, and public communication efforts be clearly reflected in those updates where relevant.

Finally, I want to underscore the importance of continuity and trust. The City has invested significant time in planning processes, commission work plans, and public engagement. Following through with visible, scheduled discussions, transparent reporting, and clear protections when City actions intersect with residents' homes, vehicles, or personal circumstances is essential so residents can participate in City programs without fear and understand how decisions evolve within the City's governance framework.

Thank you for your time and for considering these concerns.

FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present / Contributing	Packet Due Date
		2026		
February 24	Work Session	Miscellaneous Ordinance Revisions	City Council City Manager	February 18
February 24	Regular	Admin Annual Report Liquor Annual Report New Officers Swearing In Water Conservation Poster Winners	City Council City Manager Liquor Op Mgr Police Chief	February 18
March 10	Work Session	Stinson Blvd	City Council City Manager	March 4
March 10	Regular	Planning Commission Items from February Finance Annual Report Public Works Annual Report Engineers Annual Report	City Council City Manager Finance Director PW Director Engineer	March 4
March 24	Work Session	Student development proposals	City Council City Manager	March 18
March 24	Regular	Fire Annual Report Police Annual Report	City Council City Manager Police Dept Fire Dept	March 18
April 1	Joint Work Session	Parks Summit	City Council City Manager Sustainability Coordinator	March 26
April 14	Work Session		City Council City Manager	April 8
April 14	Regular	Planning Commission Items from March Quarterly Donations & Grants Arbor Day Proclamation Earth Day Proclamation Quarterly Goals Update	City Council City Manager	April 8
April 28	Work Session		City Council City Manager	April 22
April 28	Regular	Insurance Renewal & Tort Limits- Consent Villager of the Year and Business of the Year	City Council City Manager Finance Director	April 22
May 12	Work Session		City Council City Manager	May 6
May 12	Regular	Planning Commission items from April	City Council City Manager	May 6
May 26	Work Session		City Council City Manager	May 20
May 26	Regular		City Council City Manager	May 20

FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present / Contributing	Packet Due Date
June 9	Work Session		City Council City Manager	June 3
June 9	Regular	Planning Commission Items from May	City Council City Manager	June 3
June 23	Work Session		City Council City Manager	June 17
June 23	Regular		City Council City Manager	June 17
June 30	Joint Work Session	Comprehensive Plan Preliminary Planning	City Council City Manager	June 24
July 7	Work Session	2027 Initial Property Tax Levy Scenarios	City Council City Manager Finance Director	July 1
July 7	Regular	Planning Commission items from June Quarterly Donations & Grants Audit Report Quarterly Goals Update	City Council City Manager Finance Director	July 1
July 21	Work Session		City Council City Manager	July 15
July 21	Regular	Liquor Operations Mid Year Report VillageFest Presentation Night to Unite Presentation Night to Unite Proclamation	City Council City Manager Liquor Op Mgr Police Chief	July 15
August 11	Work Session	Discuss Updated Levy Scenarios/Detailed General Fund Budget	City Council City Manager Finance Director	August 5
August 11	Regular	Planning Commission items from July	City Council City Manager	August 5
August 25	Work Session		City Council City Manager City Planner	August 19
August 25	Regular	2027 Proposed Budget & Levy Presentation	City Council City Manager Finance Director	August 19
September 8	Work Session		City Council City Manager City Planner	September 2
September 8	Regular	Planning Commission items from August 2027 Preliminary Operating Budget and Debt Levy- PUBLIC HEARING Students in Leadership-Consent	City Council City Manager Finance Director Engineer	September 2
September 22	Work Session		City Council City Manager	September 16
September 22	Regular	Spirit of St. Anthony Award Fire Prevention Presentation Planning Commission items from August	City Council City Manager Fire Dept	September 16

FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present / Contributing	Packet Due Date
October 13	Work Session	Fee Schedule Discussion	City Council City Manager	October 7
October 13	Regular		City Council City Manager	October 7
October 27	Work Session		City Council City Manager	October 21
October 27	Regular	Quarterly Donations & Grants Quarterly Goals Update	City Council City Manager	October 21
November 10	Work Session	Commission Interviews	City Council City Manager	November 4
November 10	Regular	Score Grant Funding Application Approval Canvass Election Results	City Council City Manager	November 4
November 24	Work Session		City Council City Manager	November 18
November 24	Regular	Fire Poster Contest Winners Approval Plans & Specifications & Order Advertisement for Bids for the upcoming Street Project Fee Schedule Review	City Council City Manager Fire Chief City Engineer	November 18
December 8	Work Session	Goal Setting Preparation	City Council City Manager	December 2
December 8	Regular	Planning Commission items from November Appoint Parks and Planning Commissioners and Chair/Vice Chairs Setting Salary of City Manager Authorizing Transfers & Closing of Specified Funds Setting the 2027 City & HRA Budgets and Final Property Tax Levy - PUBLIC HEARING 2027 Fee Schedule MS4 Quarterly Goals update Final reading and adoption of water, sewer, & stormwater	City Council City Manager Finance Director	December 2
December 22	Regular	(Typically Cancelled)		
		2027		
January 12	Work Session		City Council City Manager	January 6
January 12	Regular	Planning Commission items from December Housekeeping Resolutions Quarterly Donations & Grants NYFS Agreement Outside Orgs-Council	City Council City Manager NYFS	January 6
January 26	Work Session	2027 Goals Draft	City Council City Manager	January 20

FUTURE COUNCIL AGENDA ITEMS

Date	Type		Staff Present / Contributing	Packet Due Date
January 26	Regular	Public Works Snow Plowing Operations presentation	City Council City Manager PW Director	January 20
February 9	Work Session		City Council City Manager	February 3
February 9	Regular	Planning Commission items from January Public Hearing-2028 Budget Calendar and Process 2027 Planning Commission Work Plan- (motion only) 2027 Parks and Environmental Commission Work Plan- (motion only) Adoption of Strategic Plan	City Council City Manager Finance Director	February 3
February 23	Work Session	Miscellaneous Ordinance Revisions	City Council City Manager	February 17
February 23	Regular		City Council City Manager	February 17
March 9	Work Session		City Council City Manager	March 3
March 9	Regular	Planning Commission Items from February Finance Annual Report Public Works Annual Report NineNorth Presentation	City Council City Manager Finance Director PW Director	March 3
March 23	Work Session		City Council City Manager	March 17
March 23	Regular	Fire Annual Report Police Annual Report	City Council City Manager Police Dept Fire Dept	March 17
April 13	Work Session		City Council City Manager	April 7
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April 27	Work Session		City Council City Manager	April 21
April 27	Regular	Insurance Renewal & Tort Limits- Consent Villager of the Year and Business of the Year	City Council City Manager Finance Director	April 21
May 11	Work Session		City Council City Manager	May 5
May 11	Regular	Planning Commission items from April Salo Park Concert Series Presentation	City Council City Manager	May 5
May 25	Work Session		City Council City Manager	May 19
May 25	Regular	City Insurance Renewal	City Council City Manager Finance Director	May 19