Saint Anthony Village

Active Transportation ACTION PLAN

February 2026

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DEPARTMENT OF TRANSPORTATION

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Learn more:

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

MnDOT Consultant Team

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Contents

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

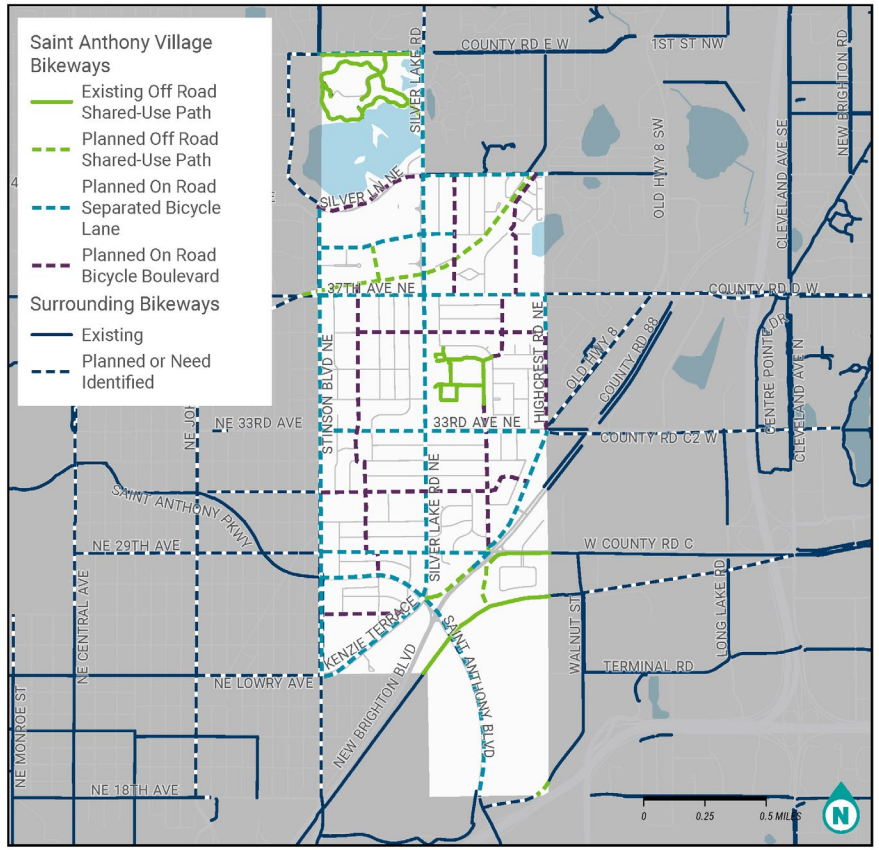
Recommended Active Transportation Network

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.

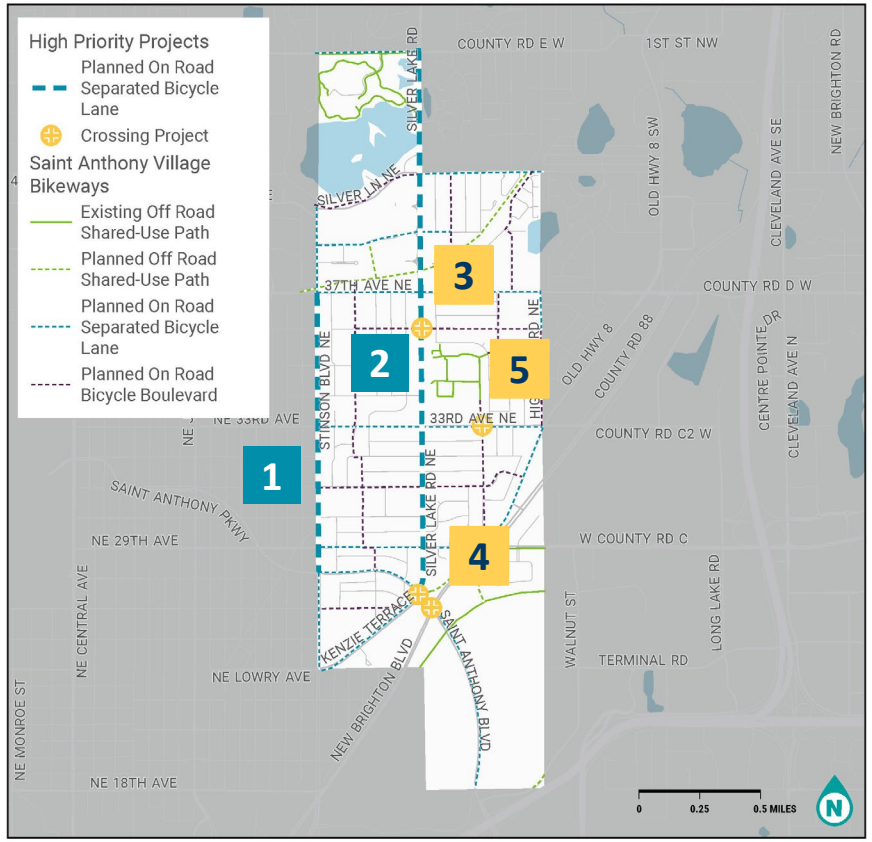
1 **Stinson Boulevard** – Short-term, support striping bike lanes and installing low-cost physical separation. Long-term, support addition of a sidewalk on the east side of Stinson Boulevard and permanent separation for bike lanes.

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.



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

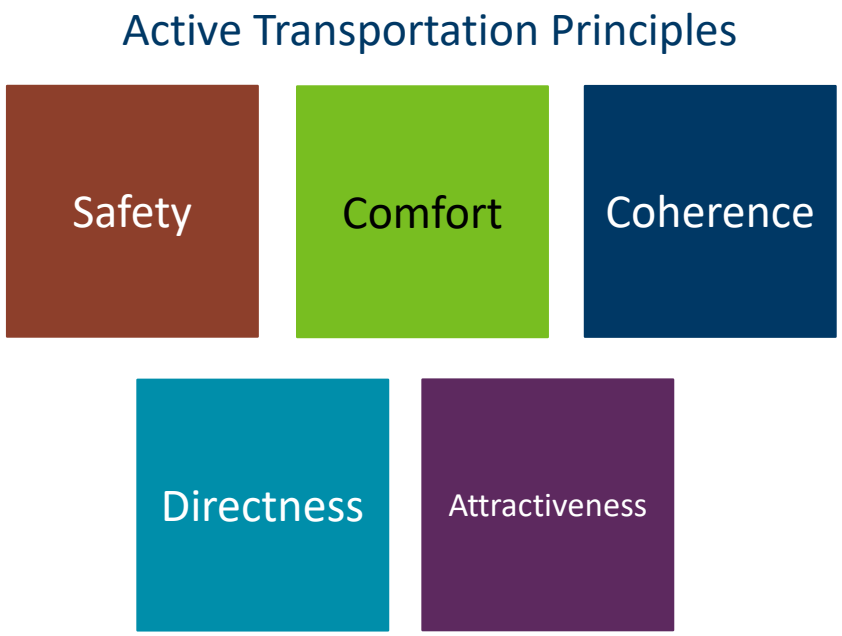
The Active Transportation Action Plan is the result of a collaborative process led by the Saint Anthony Village Active Transportation Committee. The committee came together to host and participate in:

- **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



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*

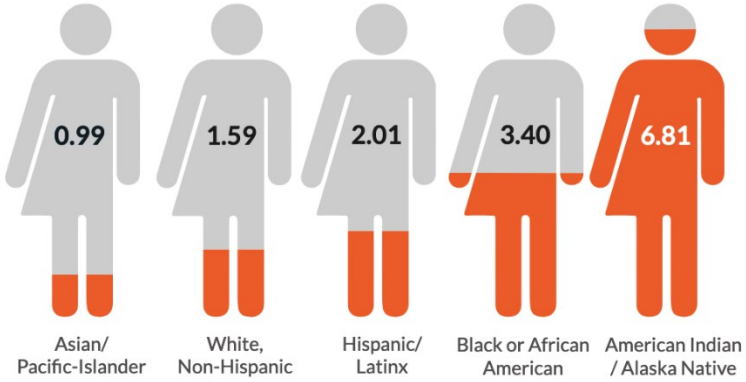
Safety is Not Shared Equally

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).

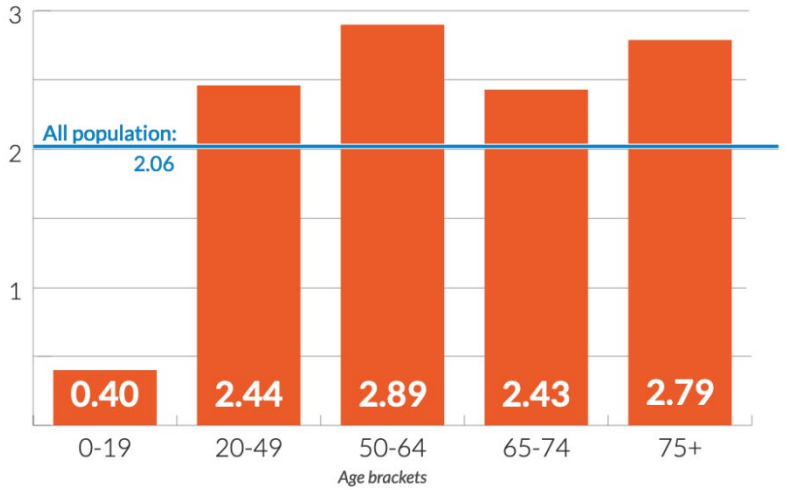
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, 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

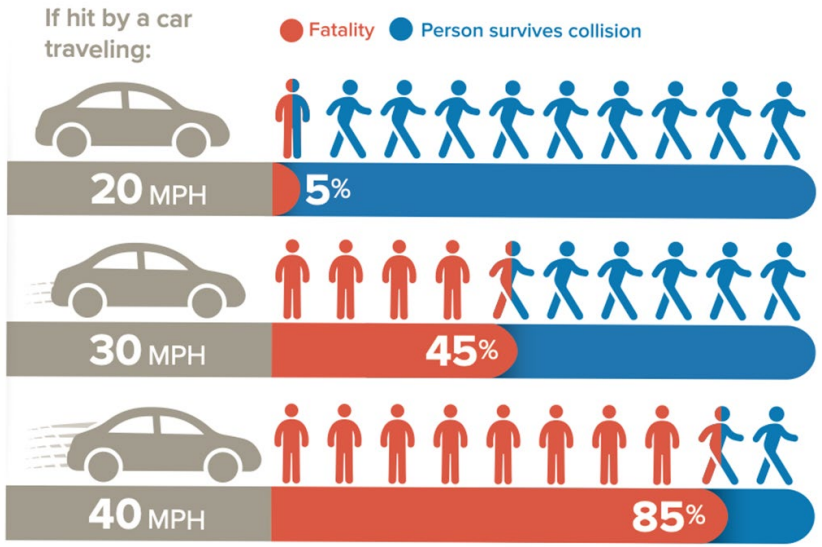
Making Safety a Priority Over Speed

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

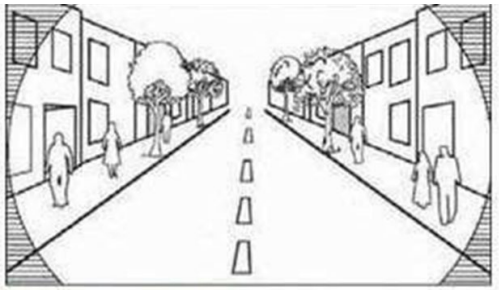
Why Speed Matters

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.**

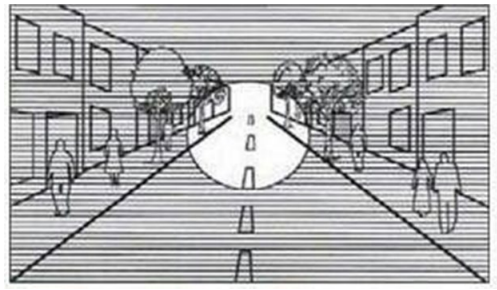
Streets with lower posted speeds better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



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



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

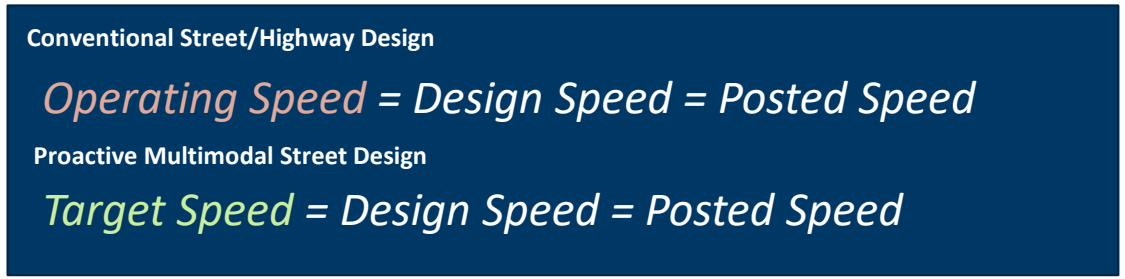
Designing for Safe Speeds

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**.



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 transportations 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.

Graphic by Terra Soma, LLC

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%

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

INTERESTED BUT CONCERNED

51-56%

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

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.

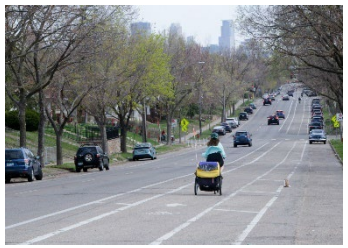
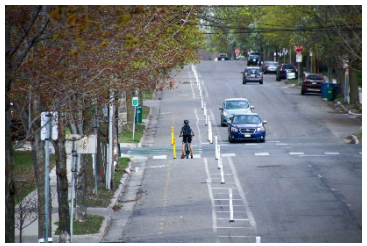
LTS LEVEL	DESCRIPTION	HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1	   	YES	YES	YES
LTS 2	  	YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3	 	YES	Often, 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?

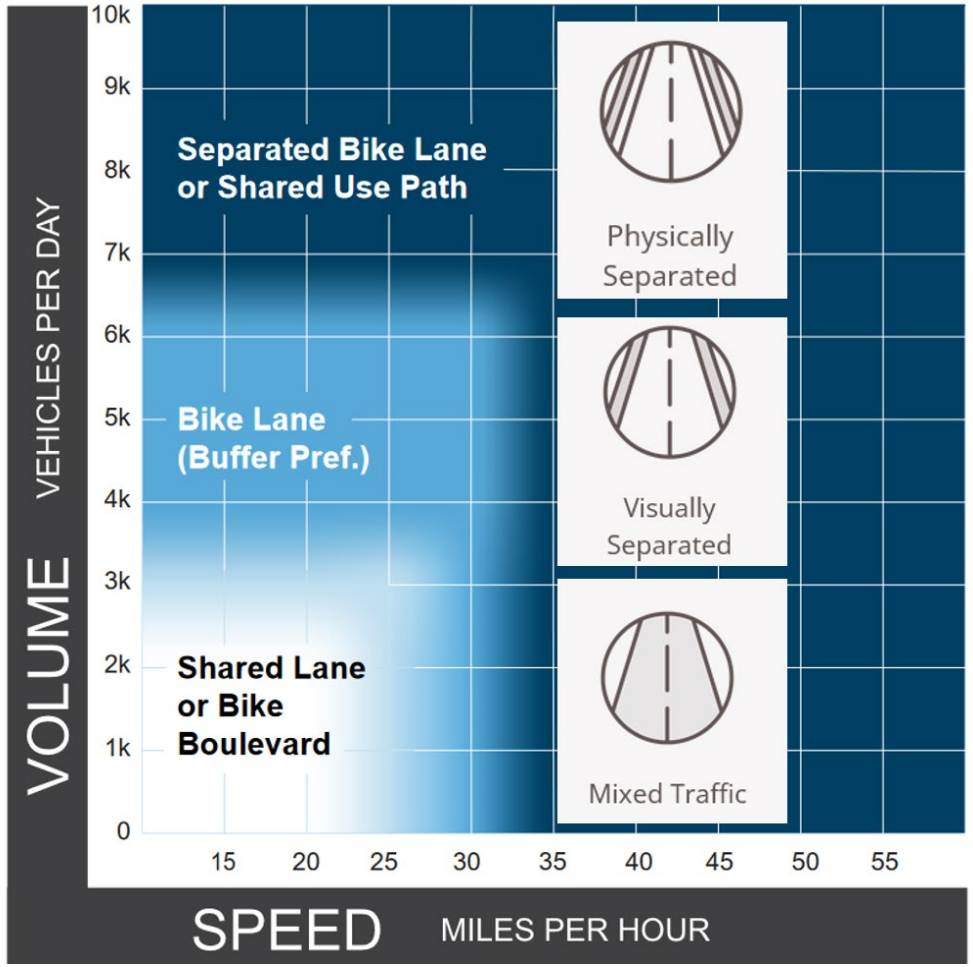


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

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).

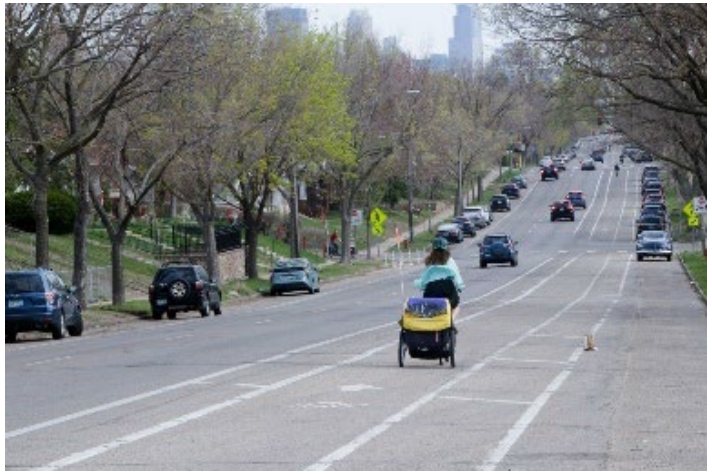
Separate and **protect people** from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

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.

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

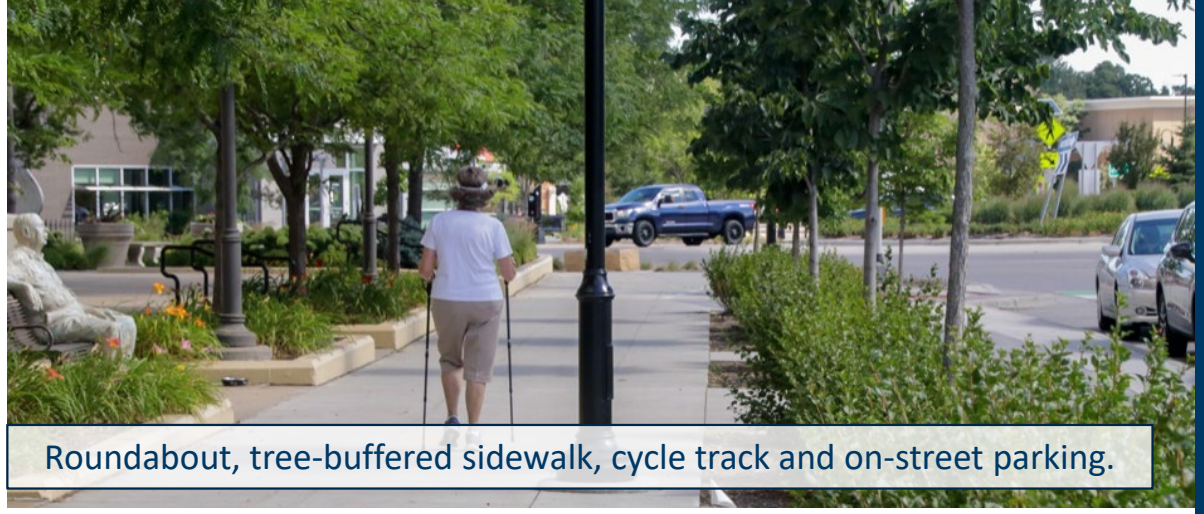
Shared Use Path (also called a paved multiuse trail, some may also be a sidepath)

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

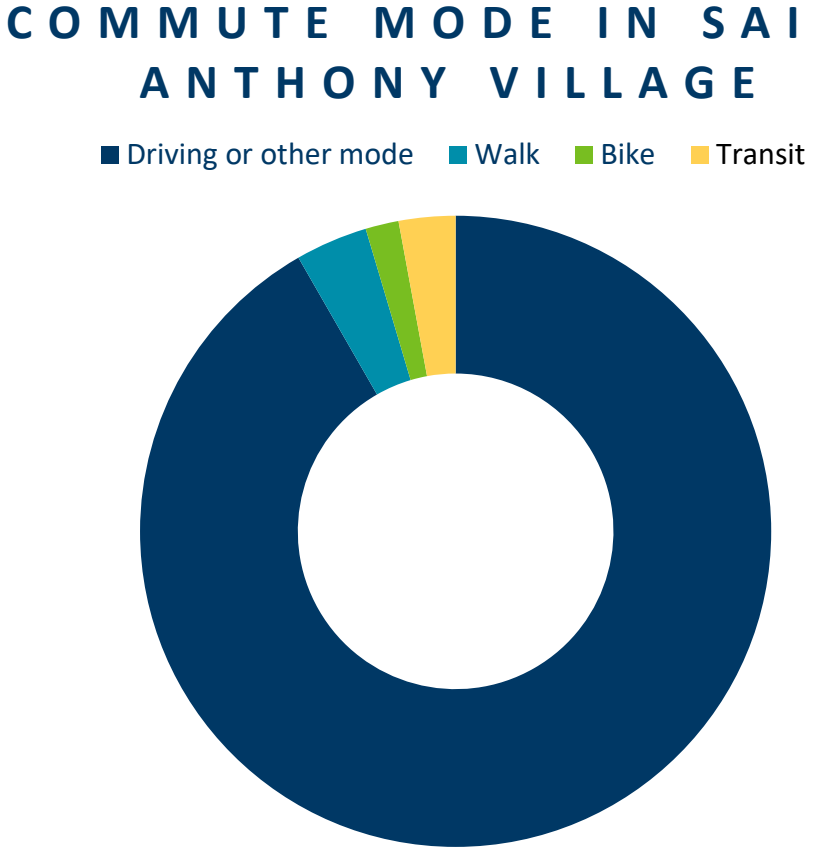
Many of the busiest roads in Saint Anthony Village are owned and maintained by Hennepin and/or Ramsey Counties (like Silver Lake Road Northeast). The City has strong relationships with county partners, and recent countywide plans are providing guidance for future walking and biking network improvements.

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?



3.7% Walk

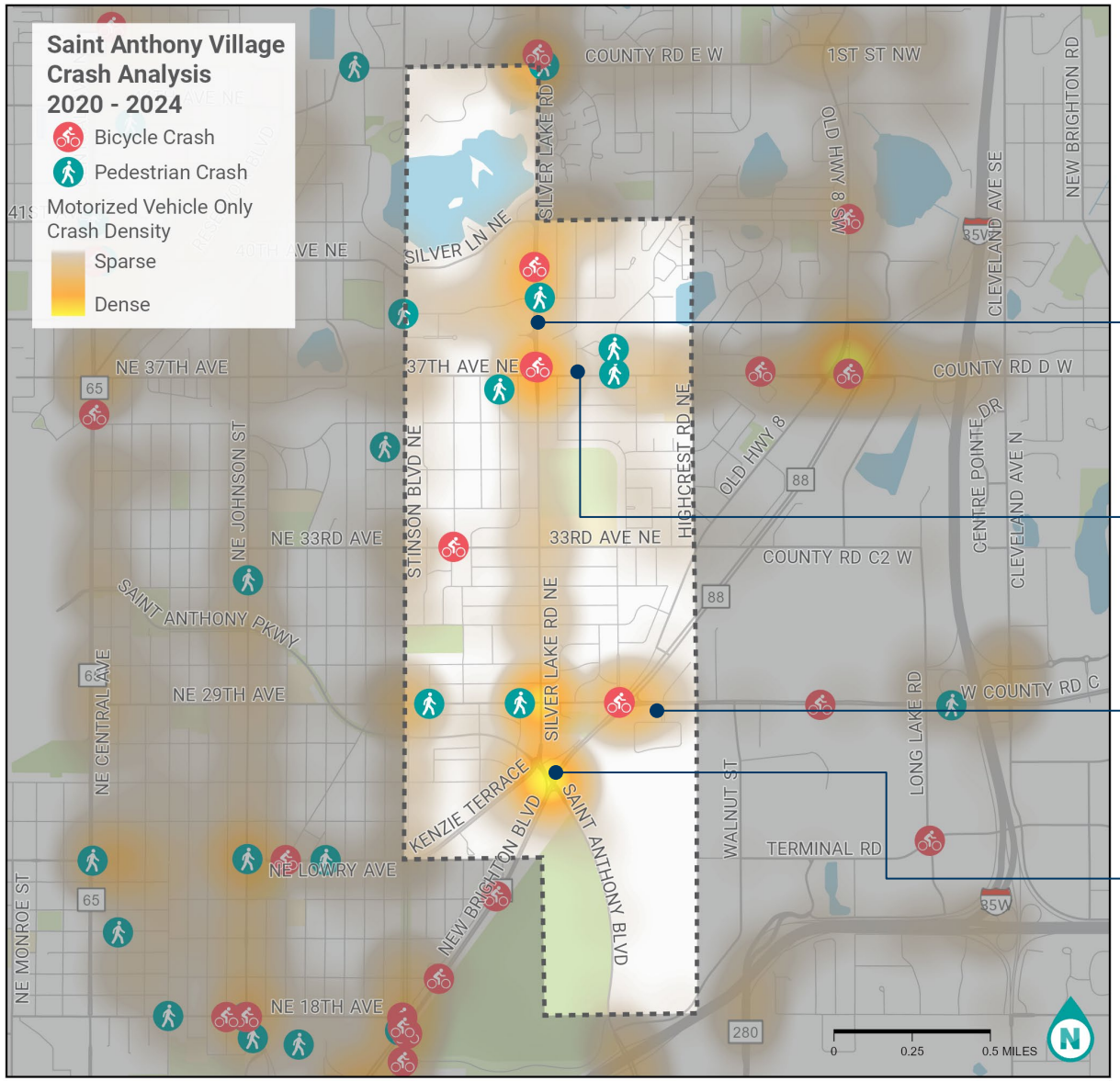
In Saint Anthony Village, 3.7 percent of commuters walk to work compared to 2.5 percent statewide. (ACS, 2023 5-year estimates)

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)



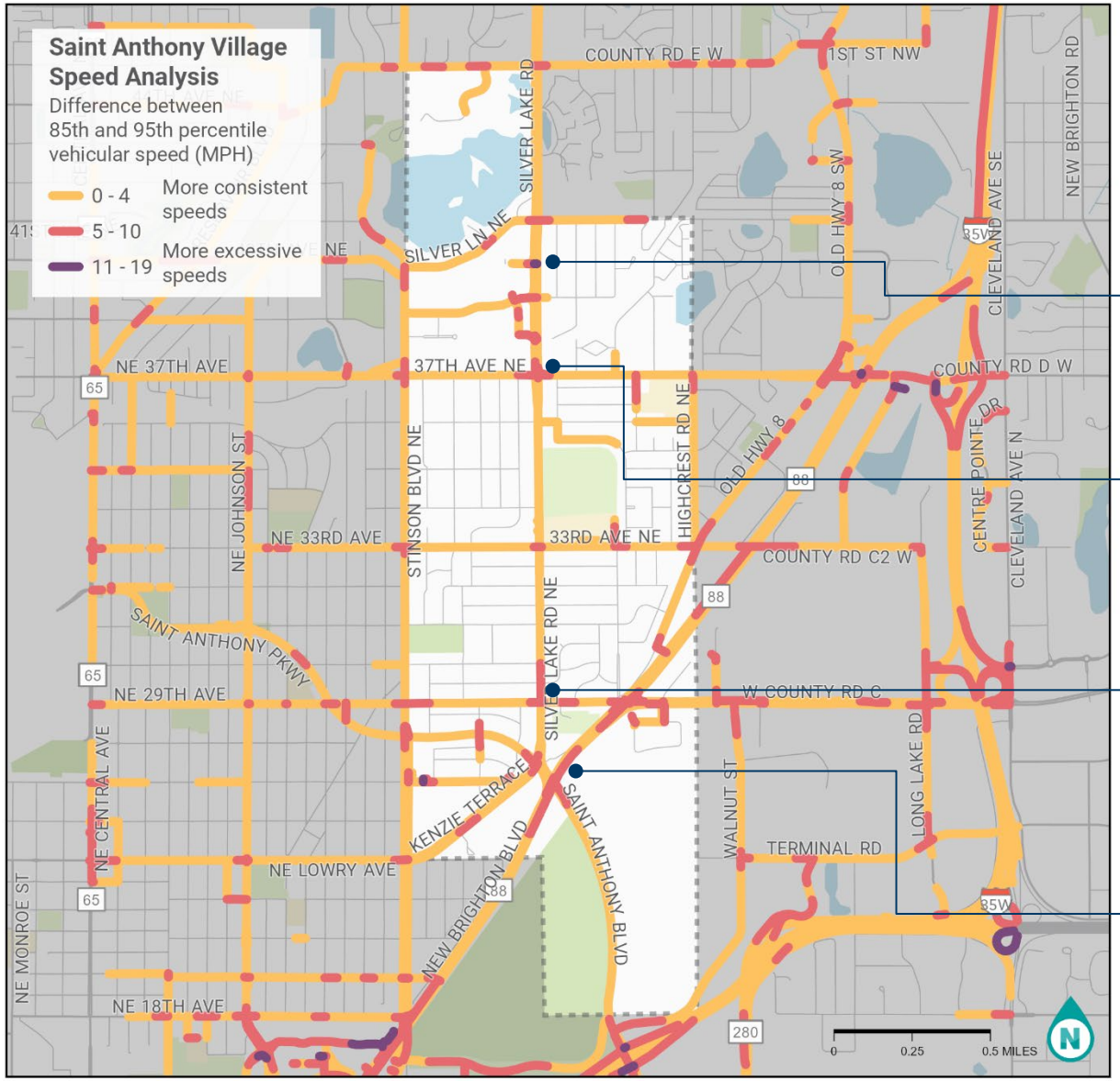
Safety Map | CRASH ANALYSIS

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.

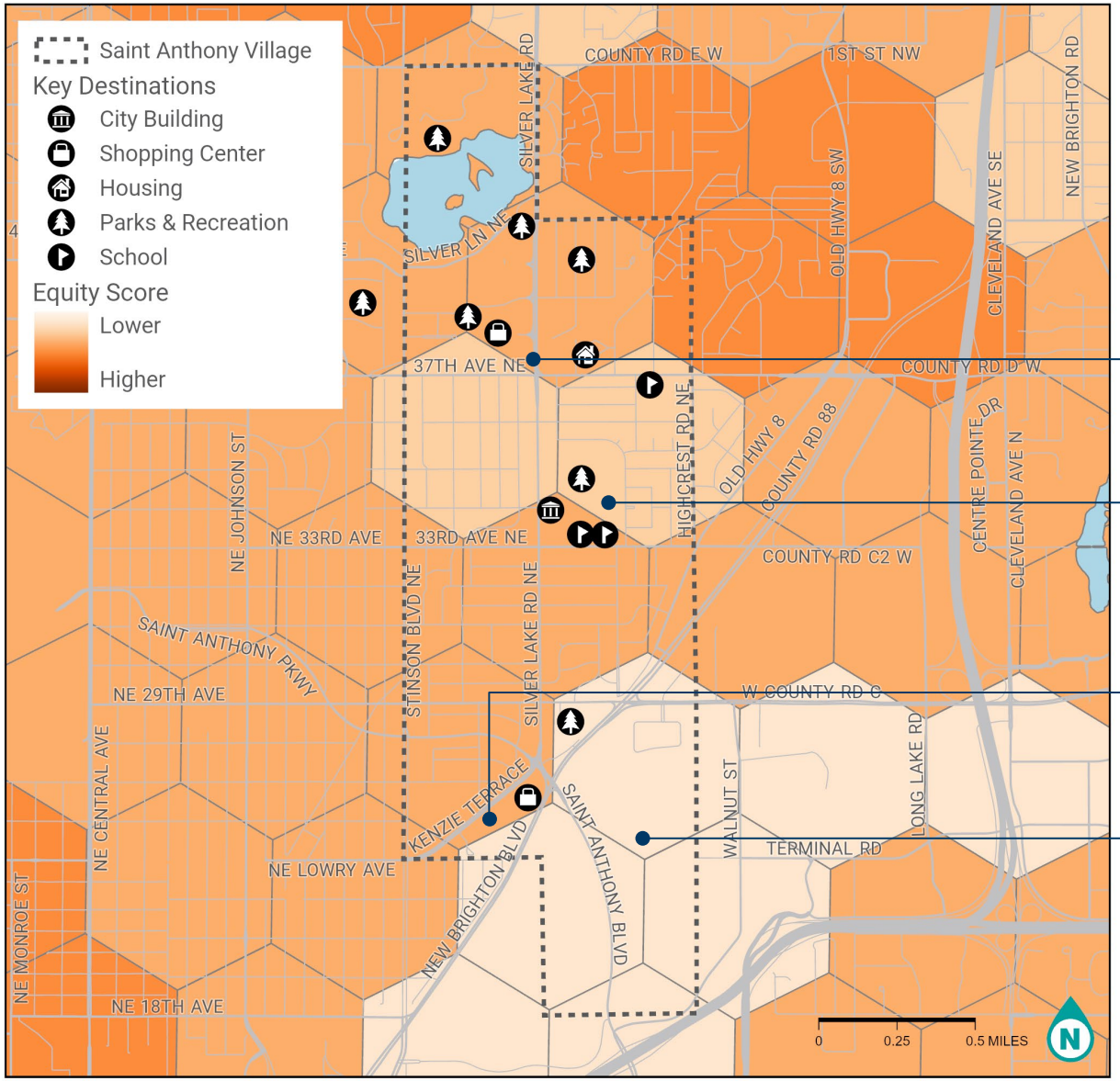
Intersection of 37th Avenue Northeast and Silver Lake Road Northeast includes a “free right” turn, which can allow faster vehicle speeds.

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.



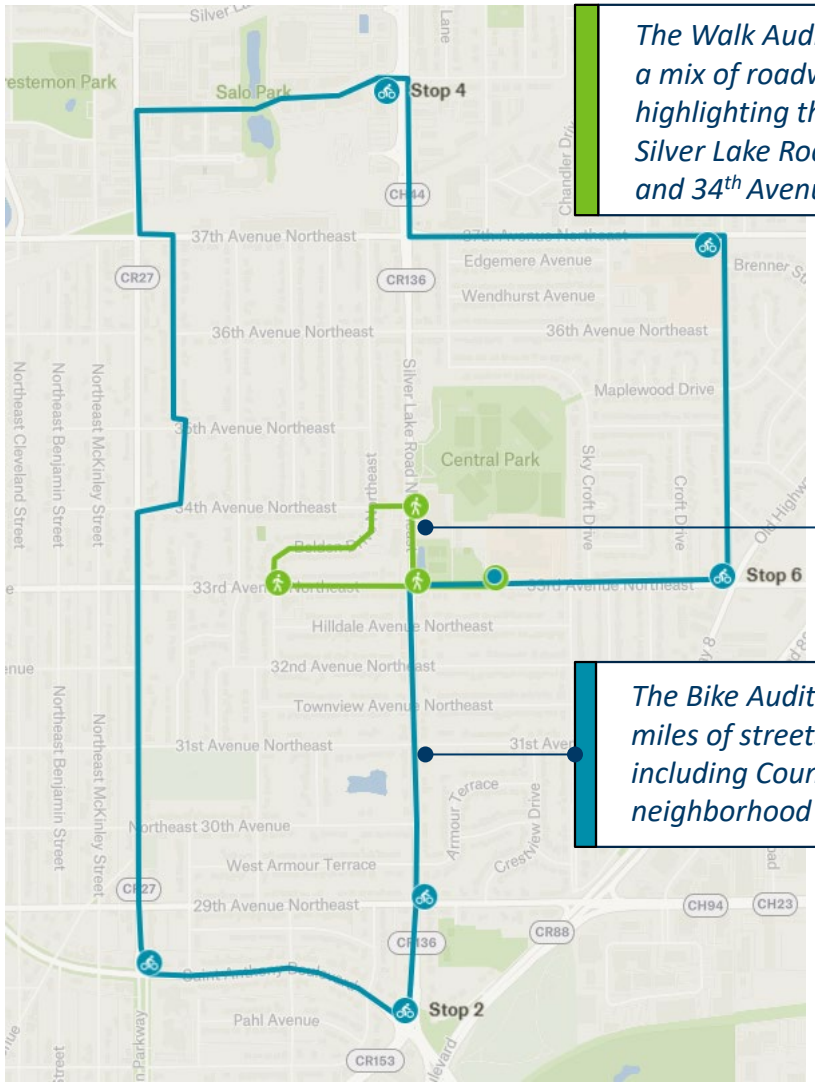
North of 37th Avenue Northeast is a busy part of the city for retail and recreation destinations, as well as high-density housing.

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.

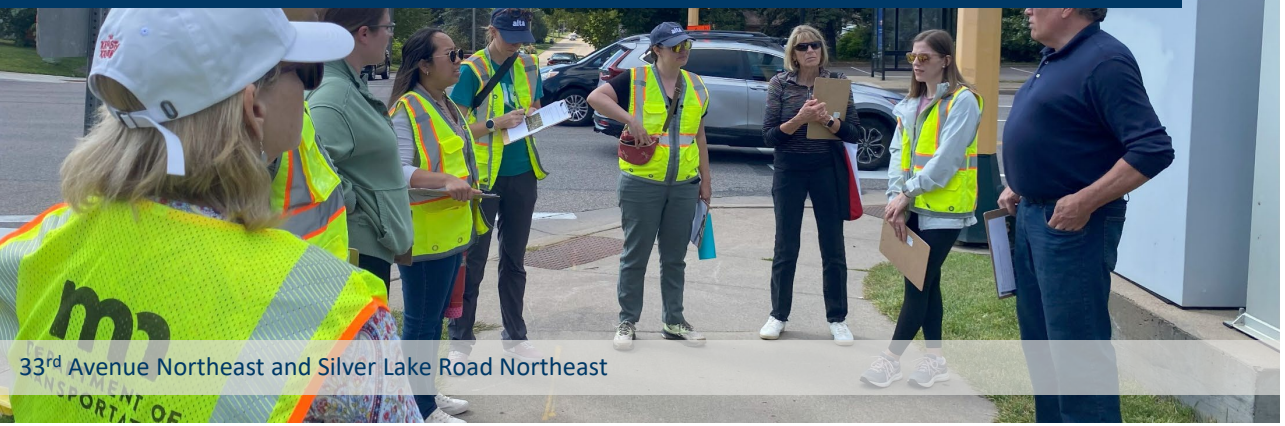
- Wednesday, September 10, 2025
- Starting location: Saint Anthony Village Middle School
- Timed with Middle School dismissal

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

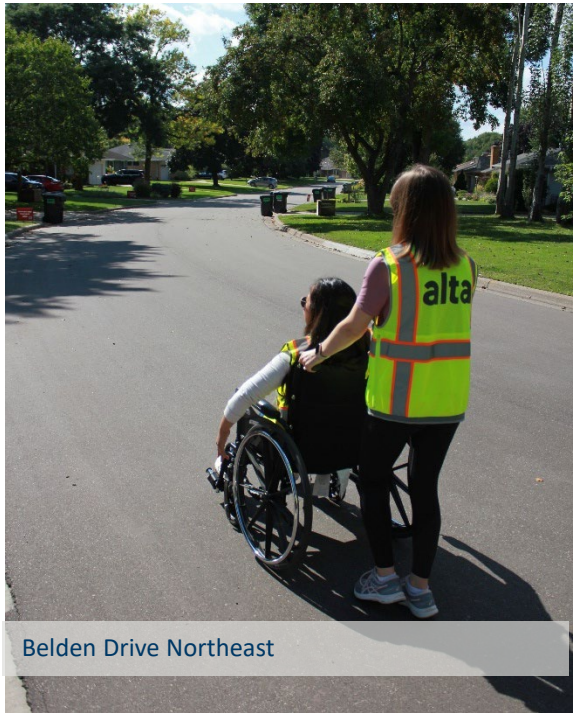
Walk Audit



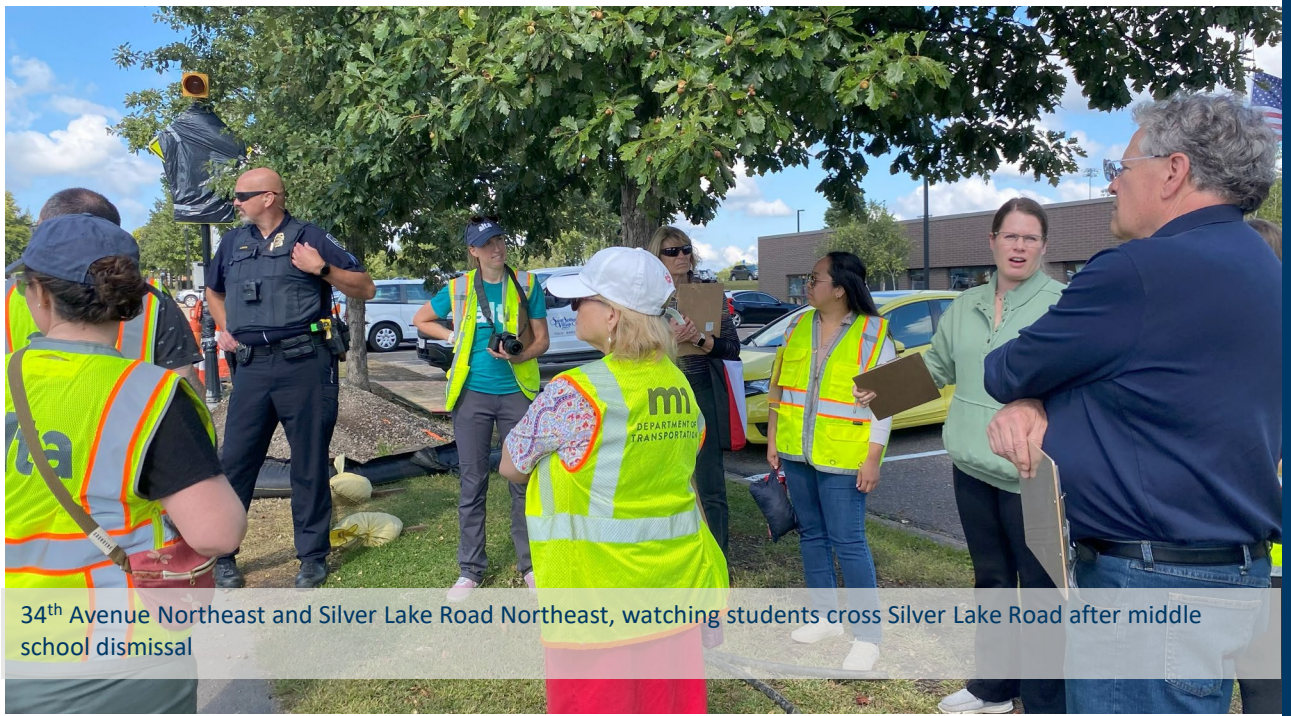
33rd Avenue Northeast and Silver Lake Road Northeast

Crossing island (still under construction) at 34th Avenue Northeast and Silver Lake Road Northeast

33rd Avenue Northeast, west of Silver Lake Road Northeast

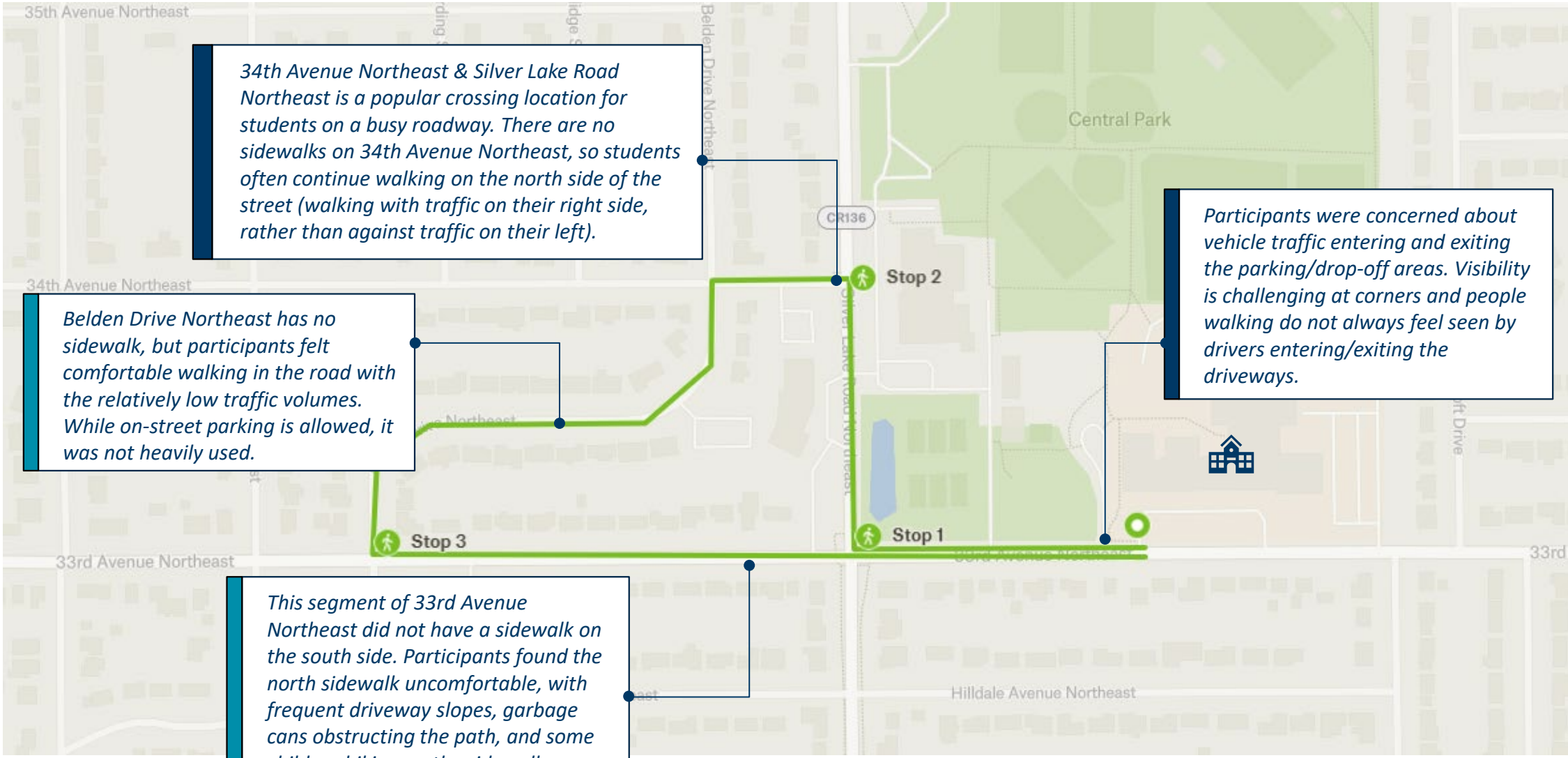


Belden Drive Northeast



34th Avenue Northeast and Silver Lake Road Northeast, watching students cross Silver Lake Road after middle school dismissal

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

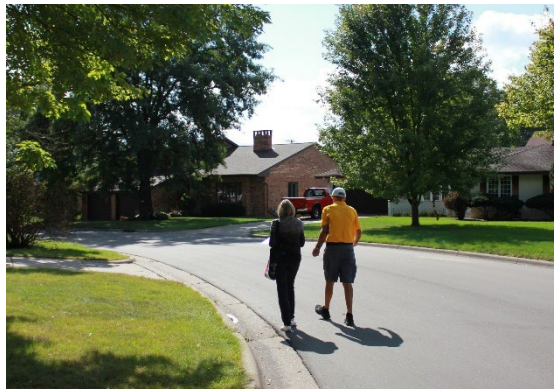
Visibility is challenging at corners and people walking do not always feel seen by drivers entering/exiting the driveways for the school and park facilities The participant using the wheelchair on/along this segment of 33rd Avenue Northeast noticed a significant cross slope on the sidewalk that caused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

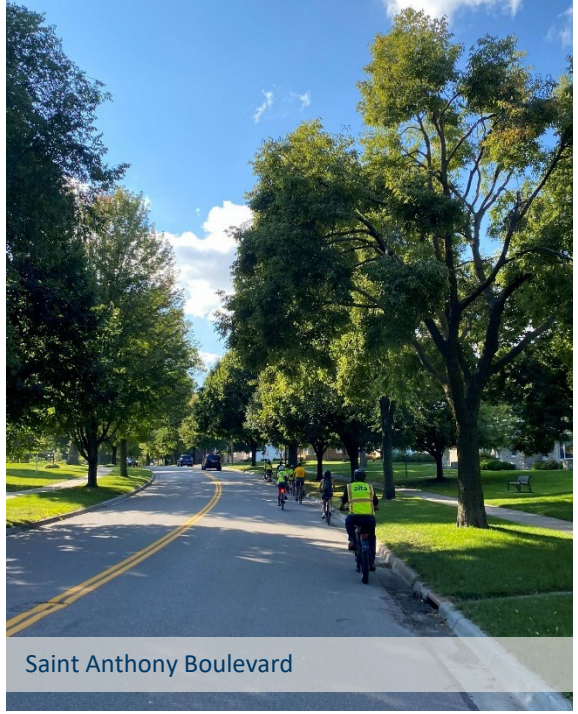
33rd Avenue Northeast & Silver Lake Road Northeast

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



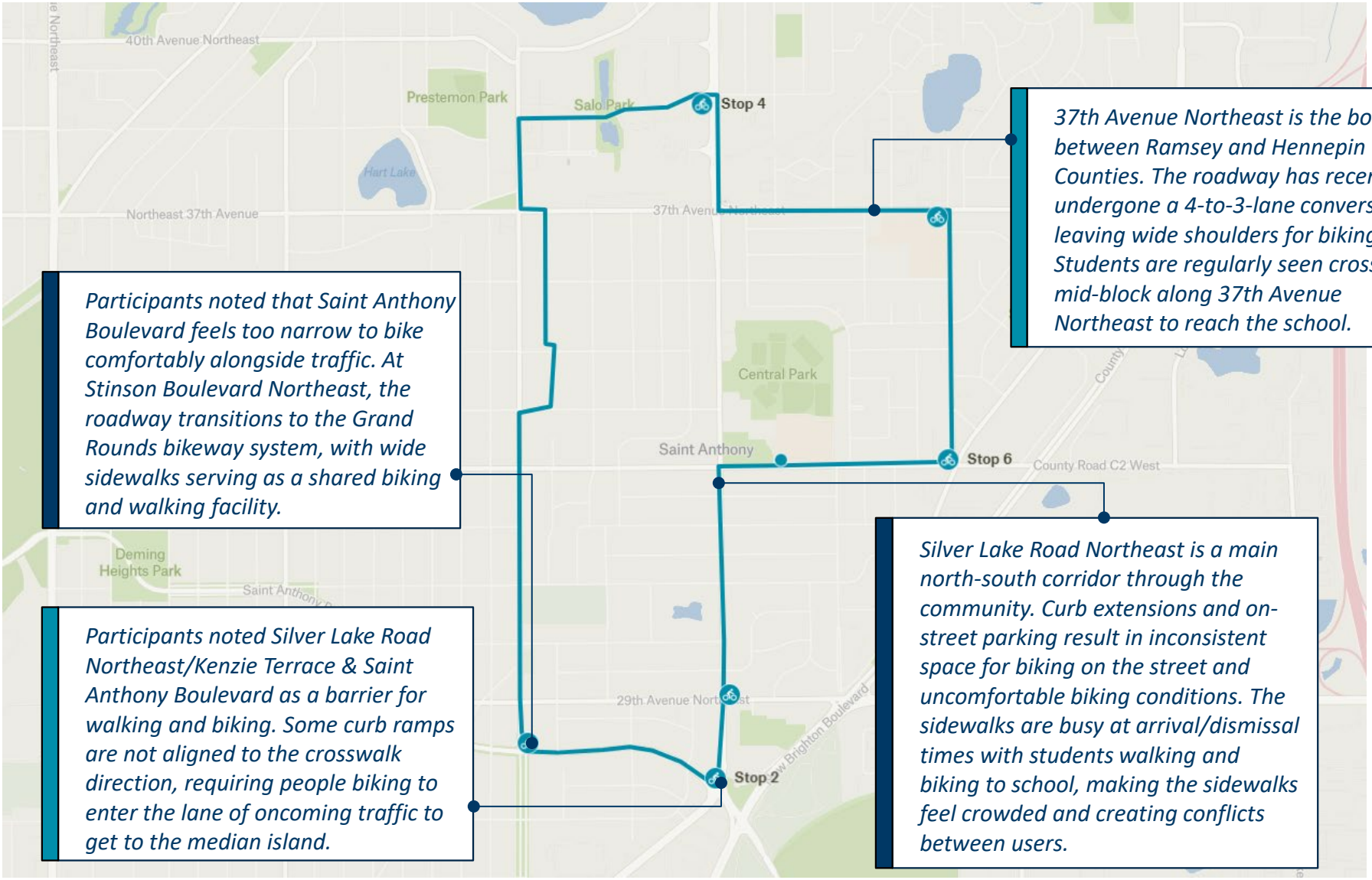
Saint Anthony Boulevard

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



37th Avenue Northeast is the border between Ramsey and Hennepin Counties. The roadway has recently undergone a 4-to-3-lane conversion, leaving wide shoulders for biking. Students are regularly seen crossing mid-block along 37th Avenue Northeast to reach the school.

Participants noted that Saint Anthony Boulevard feels too narrow to bike comfortably alongside traffic. At Stinson Boulevard Northeast, the roadway transitions to the Grand Rounds bikeway system, with wide sidewalks serving as a shared biking and walking facility.

Silver Lake Road Northeast is a main north-south corridor through the community. Curb extensions and on-street parking result in inconsistent space for biking on the street and uncomfortable biking conditions. The sidewalks are busy at arrival/dismissal times with students walking and biking to school, making the sidewalks feel crowded and creating conflicts between users.

Participants noted Silver Lake Road Northeast/Kenzie Terrace & Saint Anthony Boulevard as a barrier for walking and biking. Some curb ramps are not aligned to the crosswalk direction, requiring people biking to enter the lane of oncoming traffic to get to the median island.

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

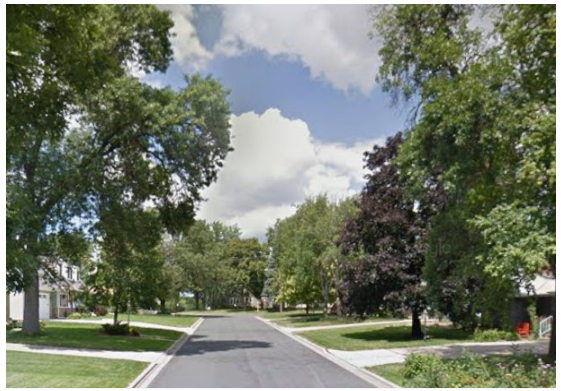
BIKE AUDIT KEY FINDINGS, CONTINUED

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.

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.



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.

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.

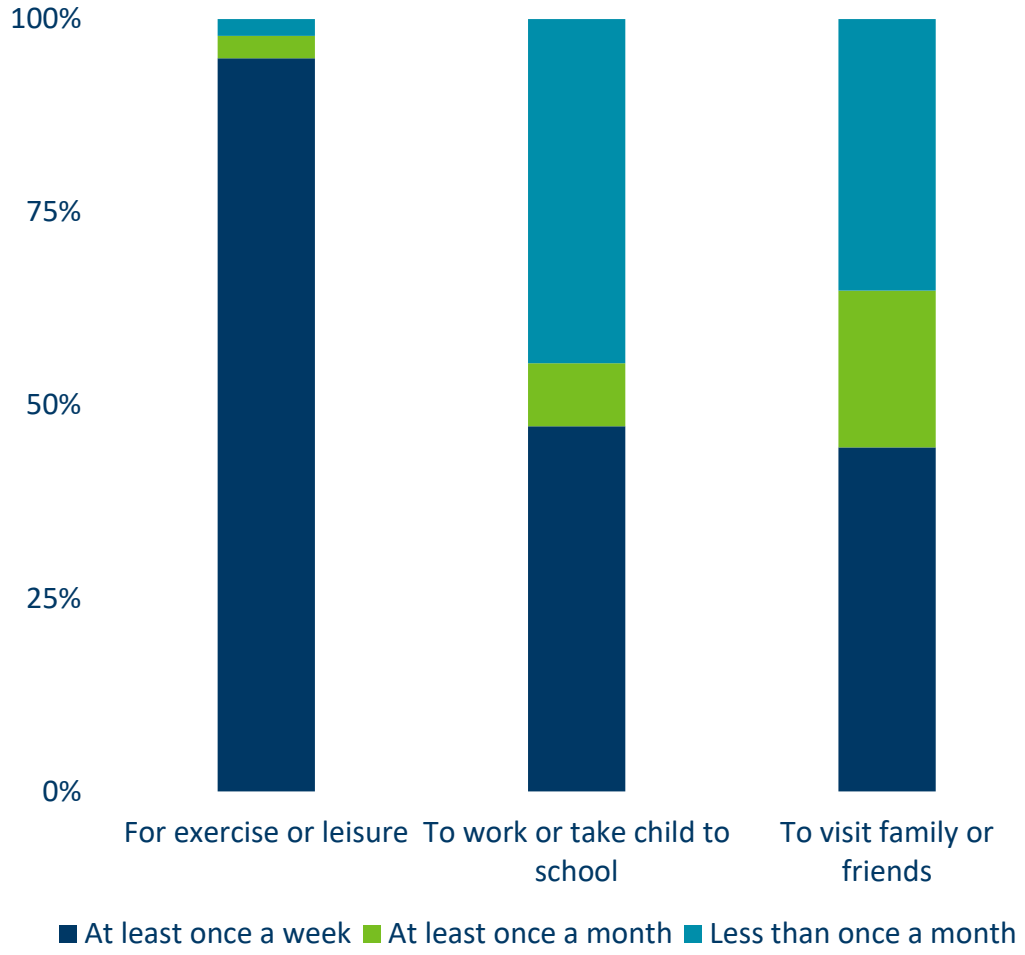
Half of respondents said they felt unsafe biking or riding a bike-like mode (including scooters, skateboards, etc) in Saint Anthony Village.

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**

139 RESPONSES



95%

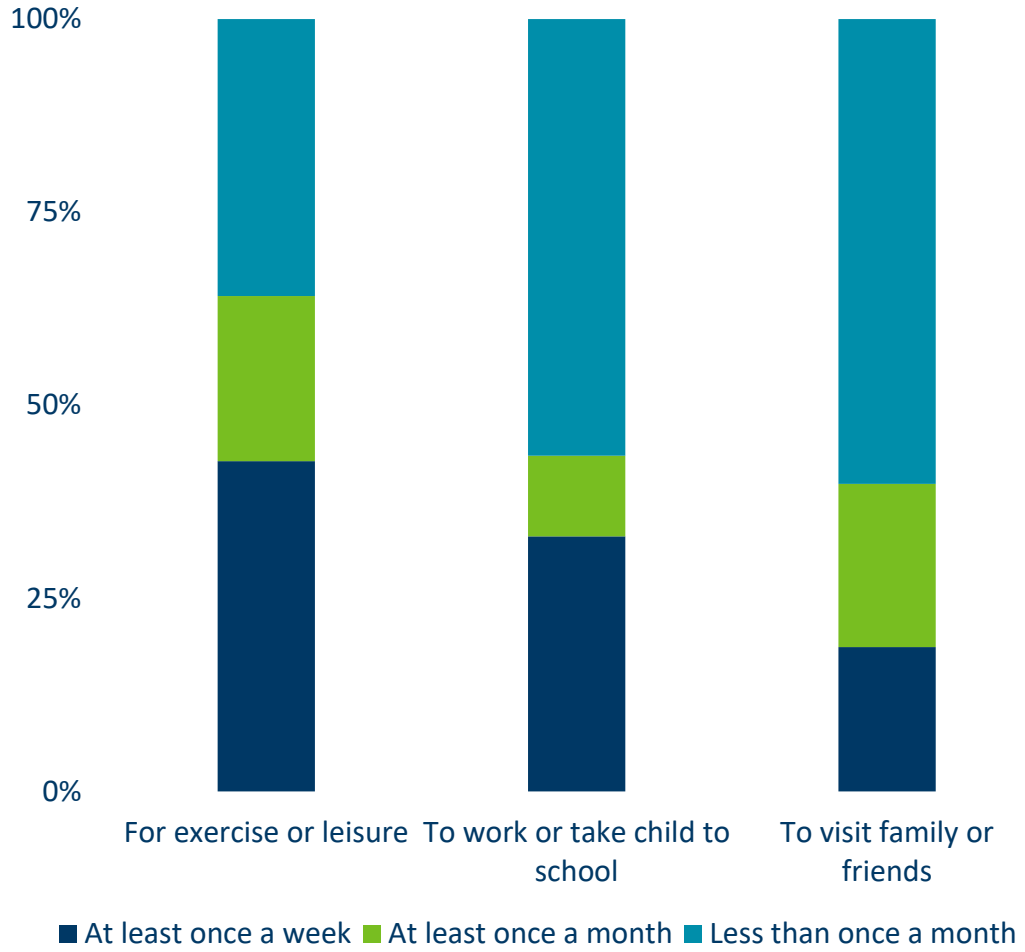
of respondents said they walk or use a mobility device for exercise or leisure at least once a week.

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**

137 RESPONSES



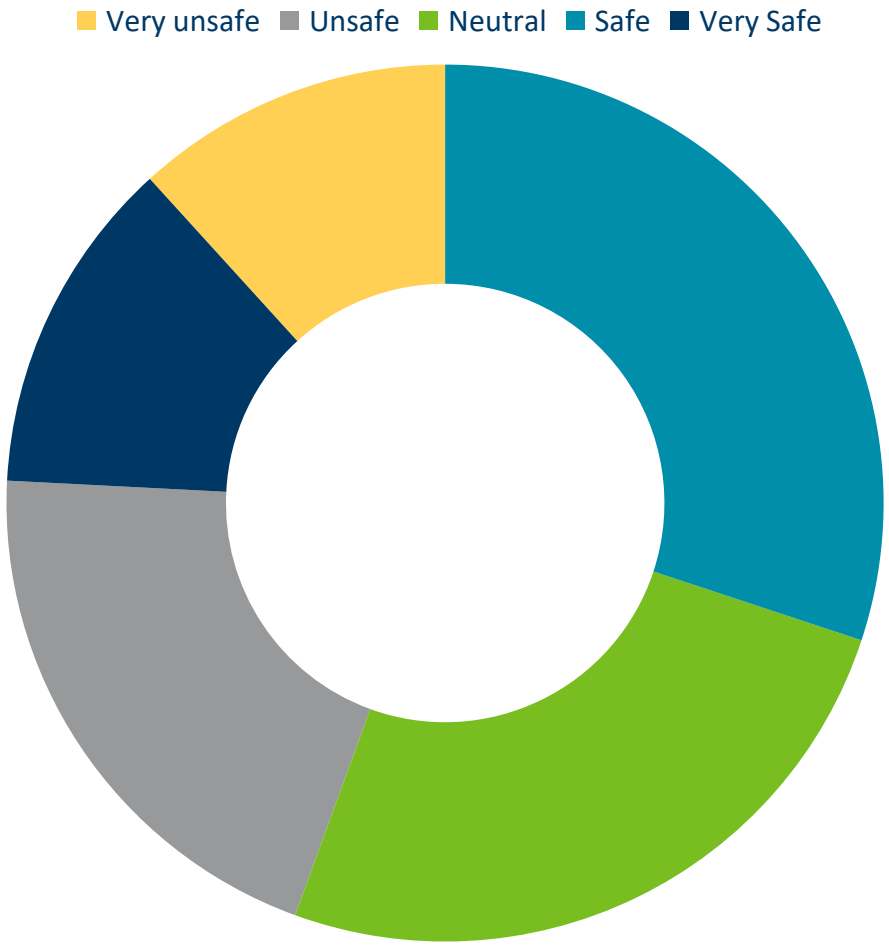
43%

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**

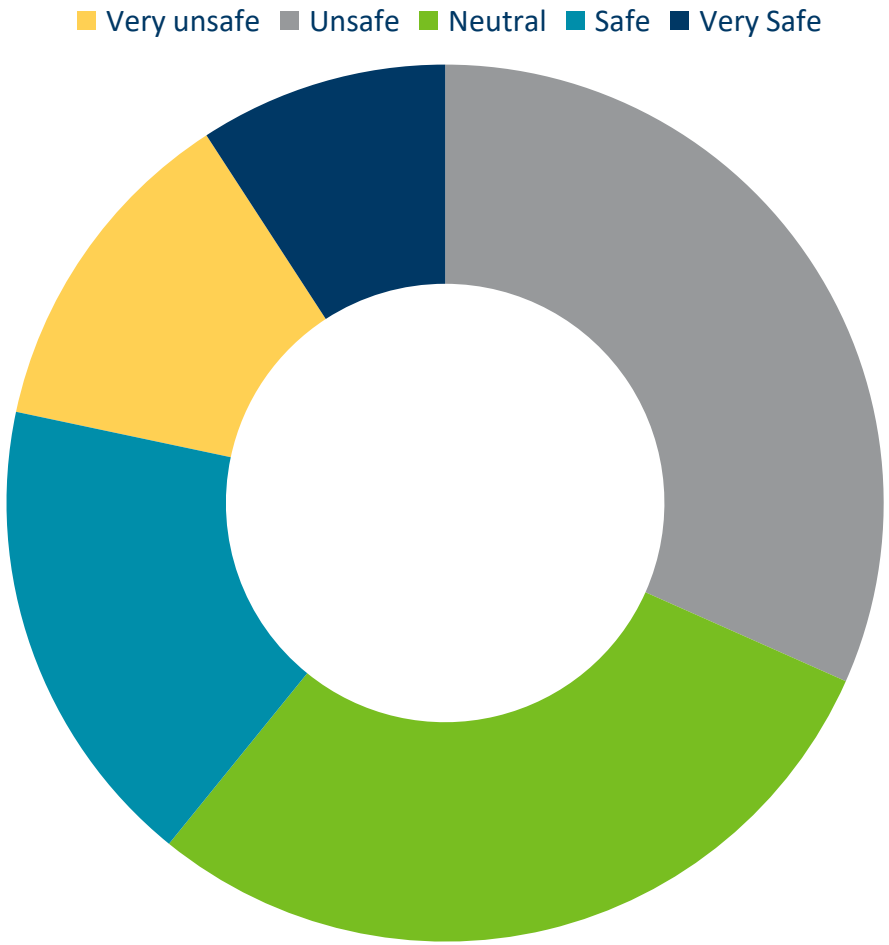


144 RESPONSES

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.

- ***11.8%*** *Very unsafe*
- ***20.3%*** *Unsafe*
- ***25.5%*** *Neutral*
- ***30.1%*** *Safe*
- ***12.4%*** *Very safe*

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



144 RESPONSES

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.

- ***12.5%*** *Very unsafe*
- ***31.7%*** *Unsafe*
- ***29.2%*** *Neutral*
- ***17.5%*** *Safe*
- ***9.2%*** *Very safe*

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."*

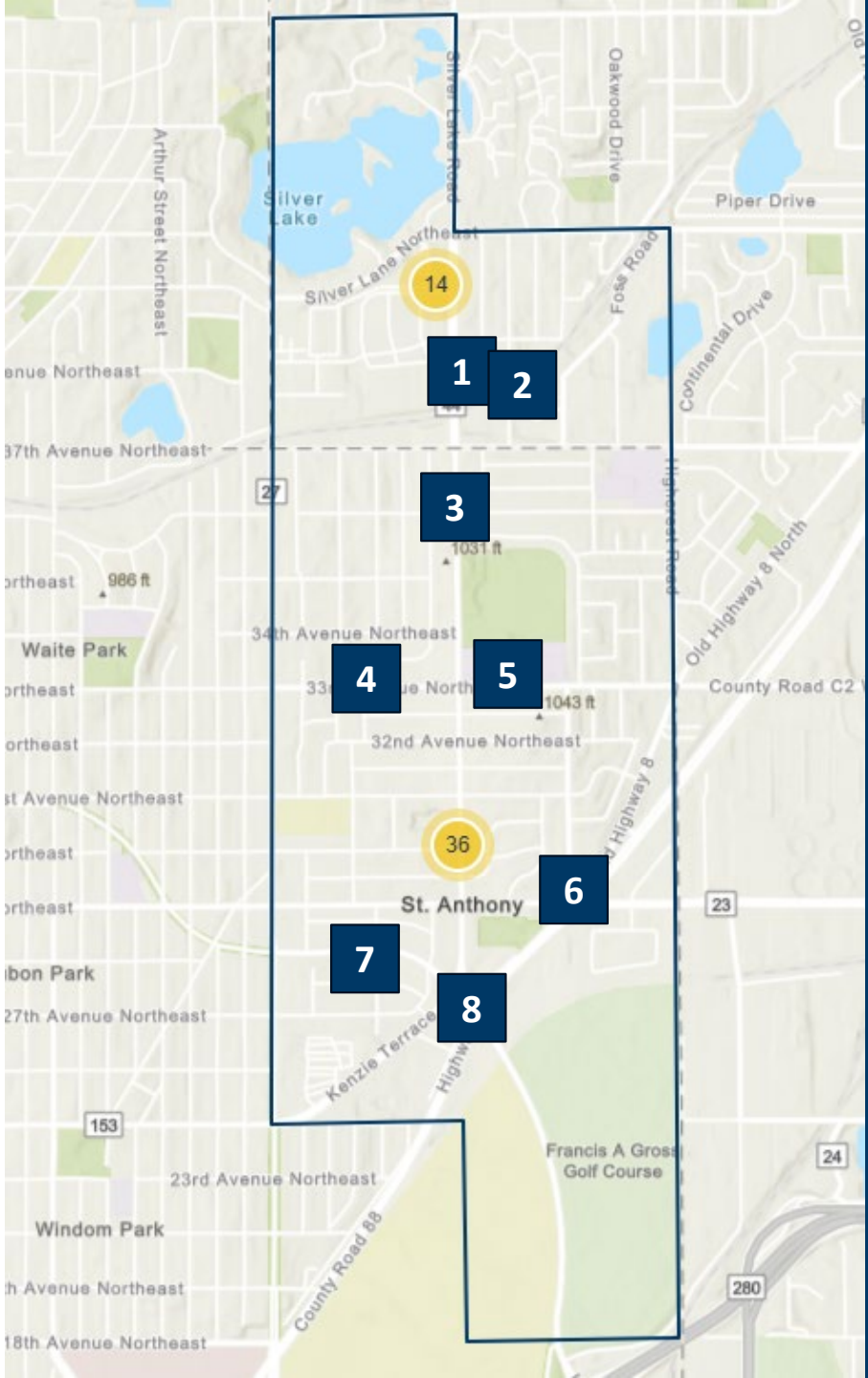
4 *"Biking 33rd Avenue feels unsafe, but is an important connector to churches, daycares, schools and parks from the west side"*

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

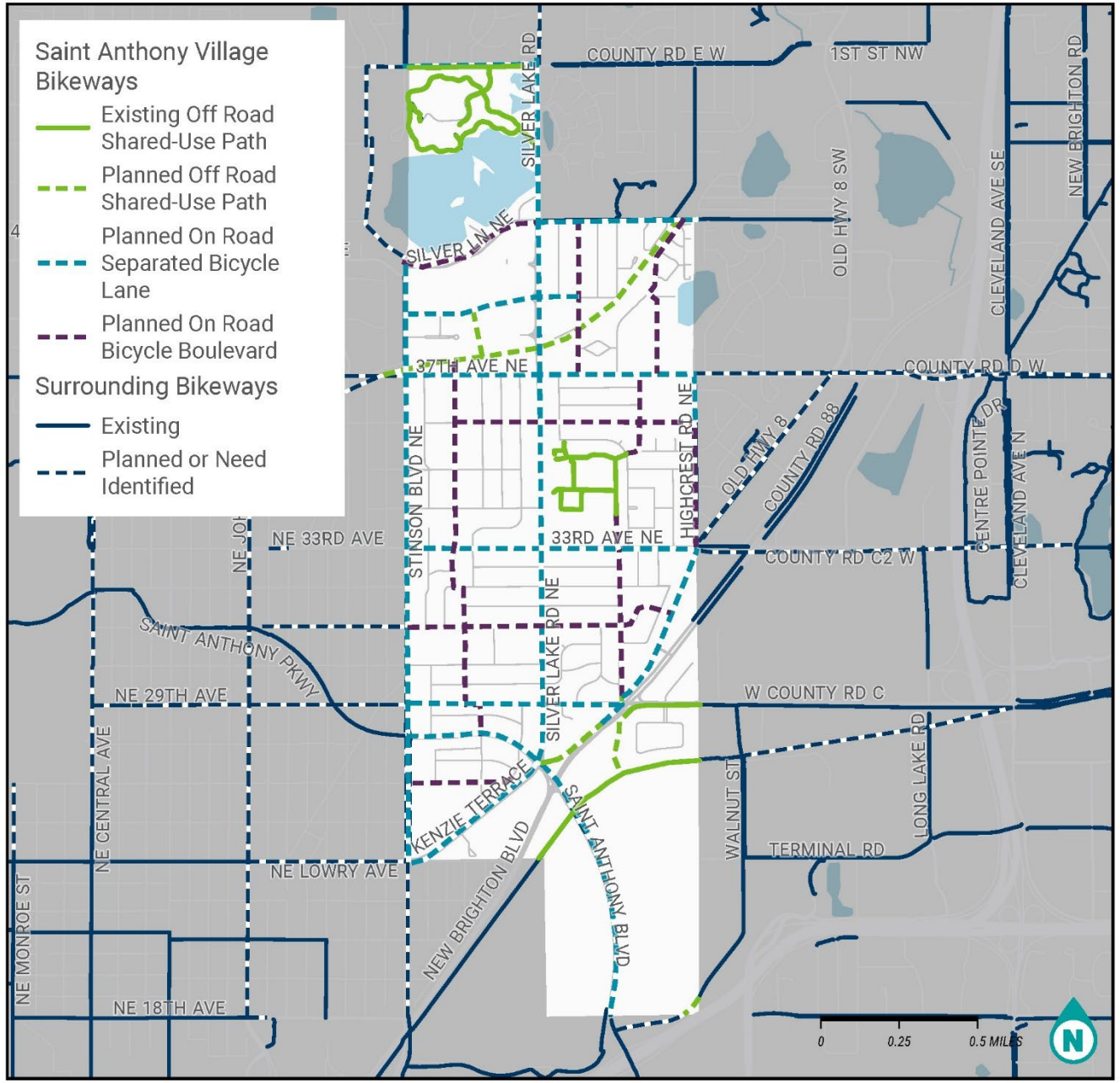
Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

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**

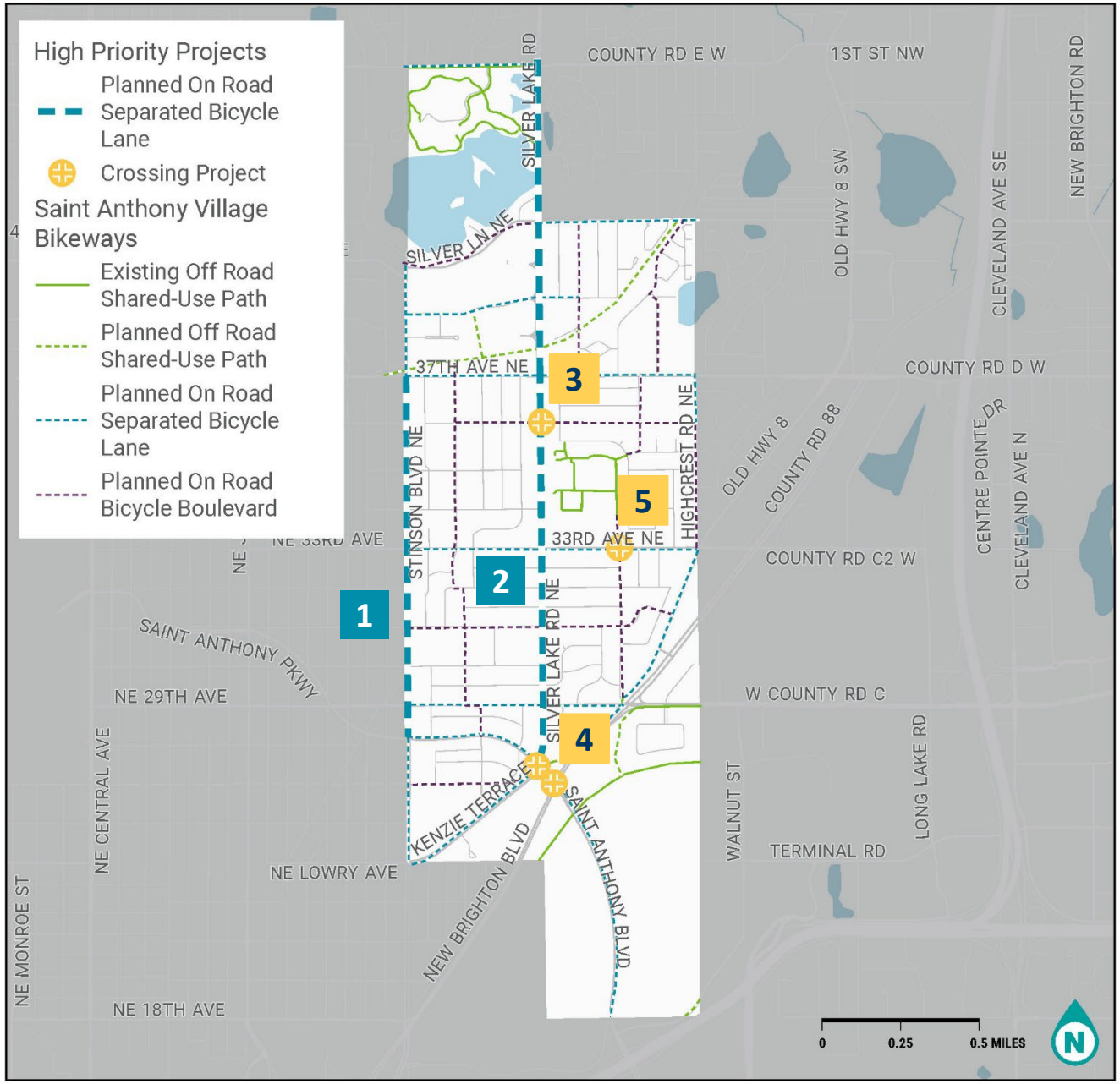
1. **Stinson Boulevard** – Short-term, support striping bike lanes and installing low-cost physical separation. Long-term, support addition of a sidewalk on the east side of Stinson Boulevard and permanent separation for bike lanes.

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.	❑ Coordinate with Hennepin County and the City of Minneapolis on striping timelines and maintenance roles. ❑ Consider demonstration project to add bike lane and buffer. ❑ 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.	❑ Convene both counties to discuss a corridor study for the full Silver Lake Road corridor, including parking utilization. ❑ 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.	❑ Identify any upcoming planned capital improvement timing. ❑ 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.	❑ Short-term, study intersection and/or test designs through a demonstration project. ❑ 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	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. 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.	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.	❑ Invite Hennepin County Commissioner to join a walk audit at this site, align with bike bus crossing or school activity. ❑ Coordinate with Hennepin County staff around this location as a vital SRTS connection and better understand crosswalk guidance considerations. ❑ Coordinate with Ramsey County on upstream traffic configuration study.	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
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.	❑ Continue coordination with Hennepin County around previously developed project scope. ❑ 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	Stripe road to add bikeable shoulder and narrow lanes on both sides. Explore using bollards as short-term separation until long-term MPRB off road shared-use path is implemented.	Opportunity to use existing right-of-way for increased biking access on a potential link in the Grand Rounds bikeway system.	❑ Review parking reallocation impacts along this segment. ❑ Coordinate with City striping and road maintenance efforts to program this roadway for 2027. ❑ 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	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. Medium-term, support recommendations that arise from a demonstration project.	Opportunity to improve crossing visibility and calm traffic.	❑ 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.	❑ Coordinate with Hennepin and Ramsey County to conduct turning movement counts. ❑ 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 37th Avenue Northeast as an Identified Need.	❑ 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	Consider signage and incremental low-cost/quick-build infrastructure improvements to designate a neighborhood bike route system. Explore crossing improvements along the proposed network at busier cross-streets, such as 29th Avenue Northeast and 33rd Avenue Northeast.	Opportunity to improve comfort and visibility of biking on neighborhood routes, while improving crossings for people walking and biking.	❑ Identify set of possible crossing treatments based on existing infrastructure and design guidance. ❑ 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.	❑ 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.	❑ 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.	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. 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.	❑ 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.	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. 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. *Learn more and join the Minnesota TZD network.*	❑ Establish a shared understanding among City staff about existing Police Department Toward Zero Deaths efforts. ❑ 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*	❑ 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
Neighbor-hood 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.	❑ 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: • National Association of City Transportation Officials (NACTO) Urban Street Design Guide • NACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes) • MnDOT Bicycle Facility Design Manual • MnDOT Complete Streets Handbook	❑ 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

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	*Are we building safer, higher-quality places for everyone to walk, bike, and roll?*	• Number of high-risk intersections improved • Miles of new bike/pedestrian infrastructure • Sidewalk/trail/bike gap closures • Crash 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	*How do people feel about the active transportation network and are they using it?*	• Public perception of safety and comfort • Parent perception of kids' ability to walk or bike • Walking and biking counts • Awareness of active transportation programs, routes, and resources • Frequency of active transportation for daily trips
Capacity & Implementation Readiness	*Are we resourced, supported, and structurally ready to deliver the work?*	• Funding secured (grants, capital improvement plans, state and federal dollars) • Staff capacity to implement • Updated policies • Stakeholder and partner alignment • Number of project advancing through the pipeline • Implementation barriers removed • Right-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."