



MEETING AGENDA

Golden Valley Bicycle and Pedestrian Planning Task Force

2019 Implementation Update - April 30, 2019

Council Conference Room
Tuesday, April 30, 2019
6 pm - 8 pm

1. INTRODUCTIONS

2. IMPLEMENTATION UPDATE

A. INFRASTRUCTURE

B. PLANNING, POLICIES, & PROGRAMS

C. UPDATES FROM NEIGHBORING CITIES

3. NEXT STEPS

4. ADJOURNMENT



This document is available in alternate formats upon a 72-hour request. Please call 763-593-8006 (TTY: 763-593-3968) to make a request. Examples of alternate formats may include large print, electronic, Braille, audiocassette, etc.





STAFF MEMORANDUM

Golden Valley Bicycle and Pedestrian Planning Task Force

2019 Implementation Update – April 30, 2019

Summary

At this meeting, staff will provide the annual summary of the implementation efforts that have taken place since the last meeting on April 18, 2018. There will be time for the Task Force to ask questions about the implementation of the City's Bicycle and Pedestrian Plan, which was formally adopted by the City Council in 2018 as part of the 2040 Comprehensive Plan.

Implementation Update

The Bicycle and Pedestrian Plan and Map are attached to this memo. The Plan includes a list of recommended improvements that coincide with the map. Staff has been utilizing these resources to implement improvements throughout the city.

Infrastructure

The City has been actively implementing a variety of investments to the city's bicycle and pedestrian infrastructure. The list generally moves through the city from west to east:

On-Street Bike Lanes

Staff is preparing to install nearly 7 miles of striped on-street bike lanes later this year in accordance with the Bicycle and Pedestrian Plan. The proposed striping for this project may exceed the allotted budget, so each route will be evaluated for cost. Routes that do not fit into this year's budget would be scheduled for a later year. Some routes will require the removal of on-street parking to make room for the bike lanes. This will be discussed at public meetings with residents this summer (see attached map).

Signed Bicycle Routes

Public Works staff installed signage on local streets in Maintenance District 3 last summer. Public Works staff will be installing signage on nearly 6 miles of local streets in Maintenance District 2 this summer, with some leftover work in Maintenance District 3 from last year (see attached map).

Active Living Demonstration Grant

The City received a grant from Hennepin County's Active Living Program to demonstrate how the Luce Line can better connect people to Downtown Golden Valley. This will be done by installing a temporary project such as a crosswalk, walkway, wayfinding signage, or pop-up event this summer or fall. The City and County are working with Community Design Group (CDG) to determine the location and type of project. One of the key benefits of demonstration projects is the opportunity to communicate project benefits and receive comments and questions from the public. The data will be analyzed to determine the demonstration's effectiveness. By demonstrating a project on a temporary basis, it builds support for permanent installations later. Designs for the installation will be based on realistic and constructible geometries and other considerations, adhering to applicable state and national standards and best practices for user-friendly and safe pedestrian and bicycle facilities. More information about Hennepin County Active Living can be found at: <https://www.hennepin.us/activeliving>



Hwy 55 Crossings

There is currently work underway at Hwy 55 and Meadow Lane near Theodore Wirth Parkway. The improvements are compliant with Americans with Disabilities Act (ADA) standards. Golden Valley staff met with MnDOT staff in January about opportunities to improve crossings at Highway 55 for bicyclists and pedestrians. MnDOT will be repaving Hwy 55 from General Mills Boulevard/Boone Avenue to Hwy 100 in 2022 (could range from 2022-2027). This will provide the opportunity to update pavement markings at intersections to make pedestrian crossings more visible and comfortable. Staff also intends to study lighting at crossings to understand if lighting can be moved directly over crossings to improve visibility. The MnDOT repaving project may also include the scoping and construction of portions of the multi-use trail parallel to Hwy 55 as identified in the City's bike/ped plan.

Hwy 55 and Winnetka Avenue Intersection

Staff has proposed a project to the legislature for funding of an elevated trail above this intersection for ease of pedestrian traffic across Hwy 55. The project is still in preliminary phasing, and funding from the legislature is a key component to the project moving forward. Two basic concepts are attached.

Hwy 55 and Douglas Drive Intersection

Staff is working toward a funding application for the advanced design and construction of an underpass at Douglas Drive and Hwy 55. The next phase in this pursuit requires approximately \$70,000 in design work. Many large funding applications require that a project be at the advanced design level with construction costs calculated. This step may be considered during the City budgeting process. The project is expected to cost approximately \$6 million. The two funding sources that have been identified are from the State's capital budget (secured through legislative action) and federal transportation funds (secured through the regional solicitation process facilitated by the Metropolitan Council). Local funding from the City's Capital Improvement Program (CIP) will also be utilized.

Glenwood Avenue Bike Lanes

In 2017, on-street bike lanes were installed by Hennepin County on Glenwood Avenue from Hwy 55 to Xenia Avenue. In 2020, the County plans to resurface Glenwood Ave from Hwy 100 to Thomas Ave in Minneapolis and needs to prepare specifications this fall to bid the work. County staff has convened a small work group of interested residents, Task Force members, and City staff to discuss potential bike and pedestrian improvements, such as bike lanes, crosswalks, and sidewalks. These improvements may be incorporated into the resurfacing project or planned for as part of a future reconstruction project. More information about the project can be found here: <https://www.hennepin.us/glenwoodgoldenvalley>

Meadowbrook Elementary

The City has been working with the School District to evaluate opportunities to improve traffic safety, bicycle and pedestrian safety, and connectivity. The School District is eligible for Safe Routes to School grants from the State of Minnesota for planning and construction of new facilities. This year, as part of a Meadowbrook Elementary expansion project, the City will be constructing turn lanes on Glenwood Ave and Turners Crossroad to alleviate traffic congestion bordering the school. The work consists of installation of a northbound turn lane on Turners Crossroad and an eastbound turn lane on Glenwood Ave.



Trail Connection at Laurel Avenue and Colorado Avenue

In March 2019, the City applied for a grant from the Minnesota Department of Natural Resources (DNR) Local Trail Connections program to build a short trail connection between Laurel Avenue, Dakota Avenue, and Brunswick Avenue (see attached site map). This project is identified in the Bicycle and Pedestrian Plan. Construction of the 10-foot wide, 170-foot long, multi-use trail is estimated to be \$70,000. It will replace an existing dirt path. The project also includes a crosswalk on Laurel Avenue that connects to an existing sidewalk on Colorado Avenue, but is not eligible for funding by the grant. The sidewalk improvements are estimated to be \$15,000. The City will be notified of the DNR's grant funding decision in July. Construction would take place in summer 2020.

Xenia and Golden Hills

Street and signal improvements will be made to streets this summer in the Xenia Ave and Golden Hills Dr area (see attached map). The improvements are necessitated by redevelopment in the area, including the Arcata Apartments, Talo Apartments, and the Xenia Apartments. The project includes the construction of turn lanes and medians, addition of sidewalks, accessibility improvements to existing sidewalks, storm sewer modifications, traffic signal modifications and upgrades, mill and overlay of bituminous pavement, restriping, and railroad crossing improvements. The project was originally bid last fall, but bids came in over budget, were rejected, and the project was rebid over the winter.

As part of this project, a trail connection along the south side of the Colonnade PUD from Xenia Avenue to Turners Crossroad will be construction in 2019. The majority of this work is being funded by the Developer of the Arcata Apartments.

Bassett Creek Regional Trail on Golden Valley Road

Three Rivers Park District applied for two grants in 2018 to complete this trail, but the applications were not successful. Three Rivers and Hennepin County are continuing to coordinate their resources in order to obtain grant funding for this project. The trail from Bonnie Lane to Theodore Wirth Parkway will be completed when the Golden Valley Road bridge over the BNSF railway is reconstructed as part of the Blue Line Extension light rail project. Construction is anticipated between 2020 to 2023.

Talo Apartments Multi-Use Trail

The developer of Talo Apartments, located on the northwest quadrant of Hwy 100 and I-394 (accessed from Circle Down), finished the construction of an off-street trail from the west boundary of the development east to the Circle Down cul-de-sac, along the south side of the property near I-394.

Planning, Policies, & Programs

The City has been working on a variety of policies, programs, and planning efforts that implement the goals and objectives set forth by the Bicycle and Pedestrian Plan.

Downtown Golden Valley Planning Study

Through the Comprehensive Plan process, the 2040 Future Land Use Plan identifies Downtown Golden Valley as one of four Planning Districts that will experience population growth and redevelopment. The City



worked with the Urban Land Institute in 2018 to begin to identify opportunities and challenges to guiding redevelopment and improving bicycle and pedestrian connections throughout the area. Staff encourages the Task Force to read the ULI report here: http://www.goldenvalleymn.gov/planning/studies/downtown-west/pdf/Golden%20Valley%20Final%20Report_.pdf. The City Council has budgeted for additional work; Phase II will be conducted June through December in 2019 and will utilize an outside planning consultant. The concepts developed as part of this work will be focused on the four quadrants around the Golden Valley Road and Winnetka Avenue intersection, but will extend to explore connections with the Luce Line and the south side of Olson Memorial Highway.

LimeBike

In 2018, Golden Valley entered into a Memorandum of Understanding (MOU) with LimeBike (Lime) to deploy dockless bikes in Golden Valley. There were 30 to 50 bikes deployed between August and October with approximately 750 rides. Sixty scooters were deployed for about three weeks in the fall and had a similar number of rides. Following inquiries from similar bike and scooter sharing companies, the Council concluded that an ordinance was necessary to manage micro-mobility vehicles and protect the City's right of way. Staff has met with other first-ring suburbs and Minneapolis to prepare the ordinance, which was adopted on April 16. Notable components include relative consistency among neighboring communities, a limit of 2 vendors, and no more than 200 vehicles. It is expected that vendors will deploy scooters and perhaps e-bikes, but not traditional pedal bikes.

2040 Comprehensive Plan

The City Council recently approved the Comprehensive Plan for submission to the Metropolitan Council. It is still under final review. The recommendations, maps, input, and meeting minutes of the Bicycle and Pedestrian Planning Task Force were included in the 2040 Comp Plan. The Bicycle and Pedestrian Plan has been incorporated into the City's CIP, grant writing, maintenance and operations, redevelopment project approvals, and agency partnerships.

2019 Bike Rodeo

This annual event will take place on Thursday, May 2, 6-8 pm, at Sonnesyn Elementary and St. Joseph's Parish (3421 Boone Avenue North) in New Hope. The Bike Rodeo educates kids in bike safety and introduces them to local law enforcement in a fun environment. Participants try out their biking skills on an obstacle course while experts teach hand signals and fix mechanical problems with bikes and helmets. It is sponsored by the Cities of Golden Valley, New Hope, and Crystal, and Golden Valley VFW Post 7051. Registration is not required and the event is free. A video promoting the event was released by CCX Media: <https://ccxmedia.org/cities/get-ready-to-ride-at-the-bike-rodeo/>

Updates from Neighboring Cities

New Hope

City staff, Hennepin County, and CenterPoint Energy will be coordinating work on Winnetka Avenue from the Golden Valley border at Medicine Lake Road to 42nd Avenue. Work on the roadway is expected to take place in 2020. New Hope and Hennepin County staff are investigating whether on-street bike lanes can be included in the project so that the design is similar to Winnetka Avenue in Golden Valley south of Medicine Lake Road.



Plymouth

There are roadway projects underway in Plymouth, but none that affects the bicycle and pedestrian network near Golden Valley.

Crystal

Last year, improvements were made to the pedestrian bridge over Hwy 100 between Crystal and Golden Valley (near Briarwood Nature Area), which is part of the Bassett Creek Regional Trail. Since the trail is operated by Three Rivers Park District, the District is in the process of obtaining ownership of the bridge. The City of Crystal is also updating several trails within their park system this year.

Robbinsdale

The City will be upgrading trails in Lakeview Terrace Park in 2019.

St. Louis Park

The City is in the process of hosting public meetings about a bicycle and pedestrian bridge over the Burlington Northern railroad tracks at Dakota Park. The project would also include bicycle and pedestrian improvements to Edgewood Avenue and Dakota Avenue between Cedar Lake Road and Lake Street. More information about the project can be found here: <https://www.stlouispark.org/government/departments-divisions/engineering/connect-the-park/2019-projects>

What's Next

Staff will continue to pursue a variety of infrastructure projects, studies, programs, grant funding, and agency partnerships in order to implement the Bicycle and Pedestrian Plan.

Attachments

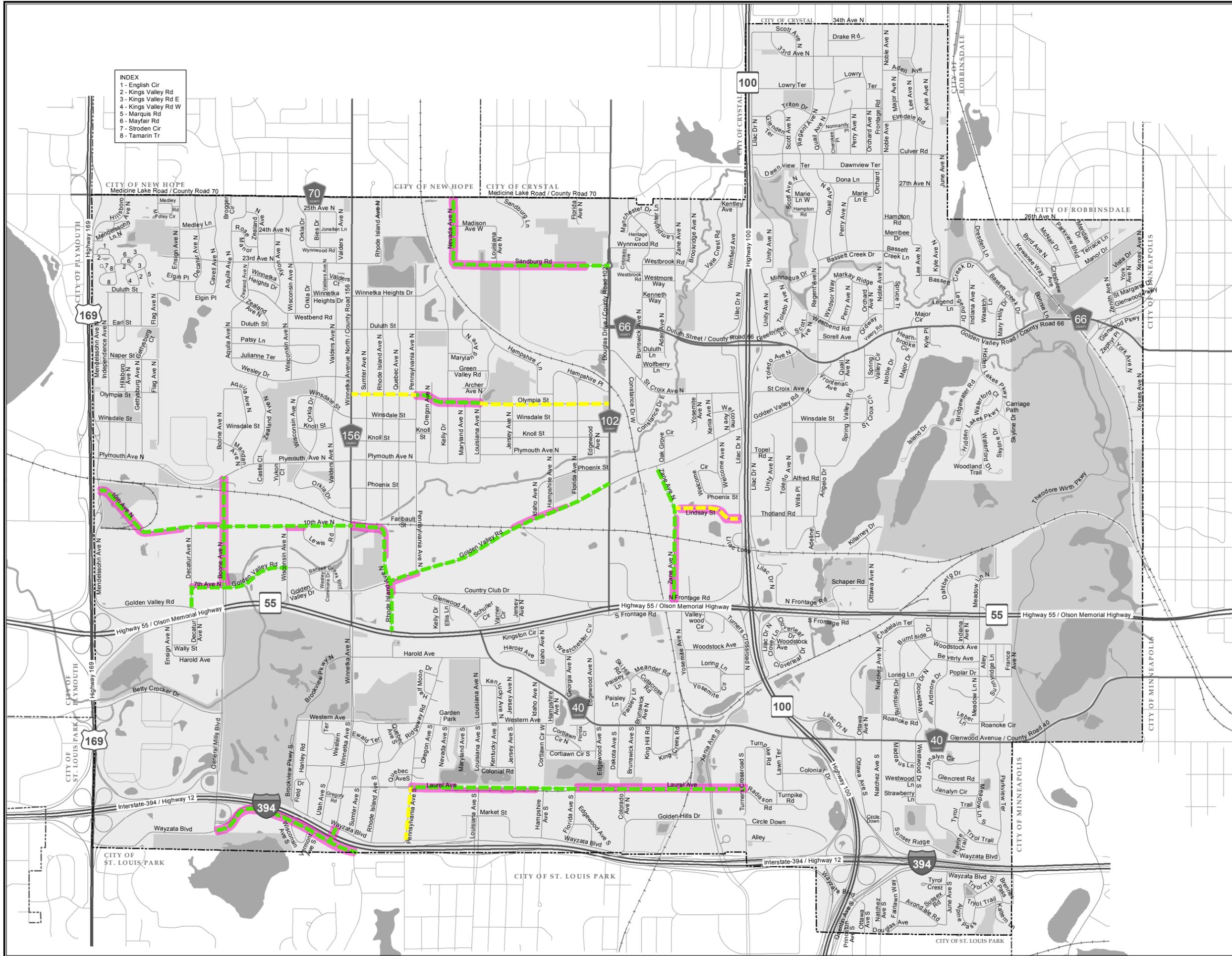
- 2019 Bike Lane Installations with Parking Restrictions (1 page)
- Signed Bike Routes in Maintenance Districts 2 and 3 - 2018 and 2019 (1 page)
- Winnetka Avenue and Hwy 55 Bridge Design Concepts (2 pages)
- Hwy 55 and Douglas Drive Proposed Improvements Map (1 page)
- Trail Connection at Laurel Avenue and Colorado Avenue (1 page)
- Xenia Avenue - Golden Hills Drive Improvement Area (1 page)
- Bassett Creek Regional Trail (1 page)
- Downtown Study Area (1 page)
- Golden Valley Bicycle and Pedestrian Plan Map (1 page)
- Golden Valley Bicycle and Pedestrian Plan (13 pages)

Bicycle & Pedestrian Network

Existing and Proposed Bikeways and Sidewalks

- Parking Allowed
- Bike Lane
- Enhanced Sharrow

INDEX	
1	English Cir
2	Kings Valley Rd
3	Kings Valley Rd E
4	Kings Valley Rd W
5	Marquis Rd
6	Mayfair Rd
7	Stroden Cir
8	Tamarin Tr



Sources:
 -Hennepin County Surveyors Office for Property Lines (2017).
 -City of Golden Valley for all other layers (2017).



Bicycle & Pedestrian Network

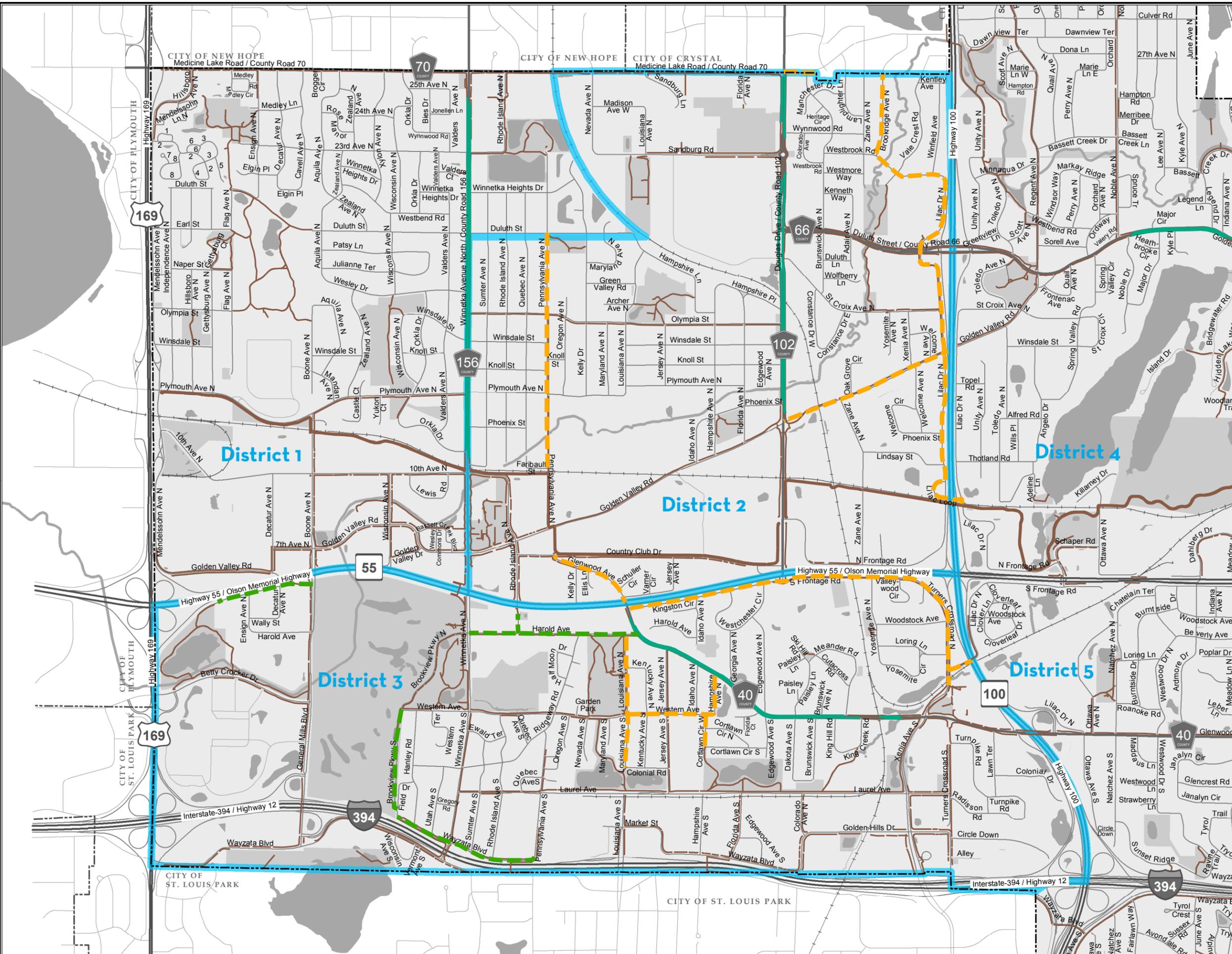
Public Works Maintenance Districts

Existing

- Regional Trail
- Local Trail or Sidewalk
- On-Street Bike Lane

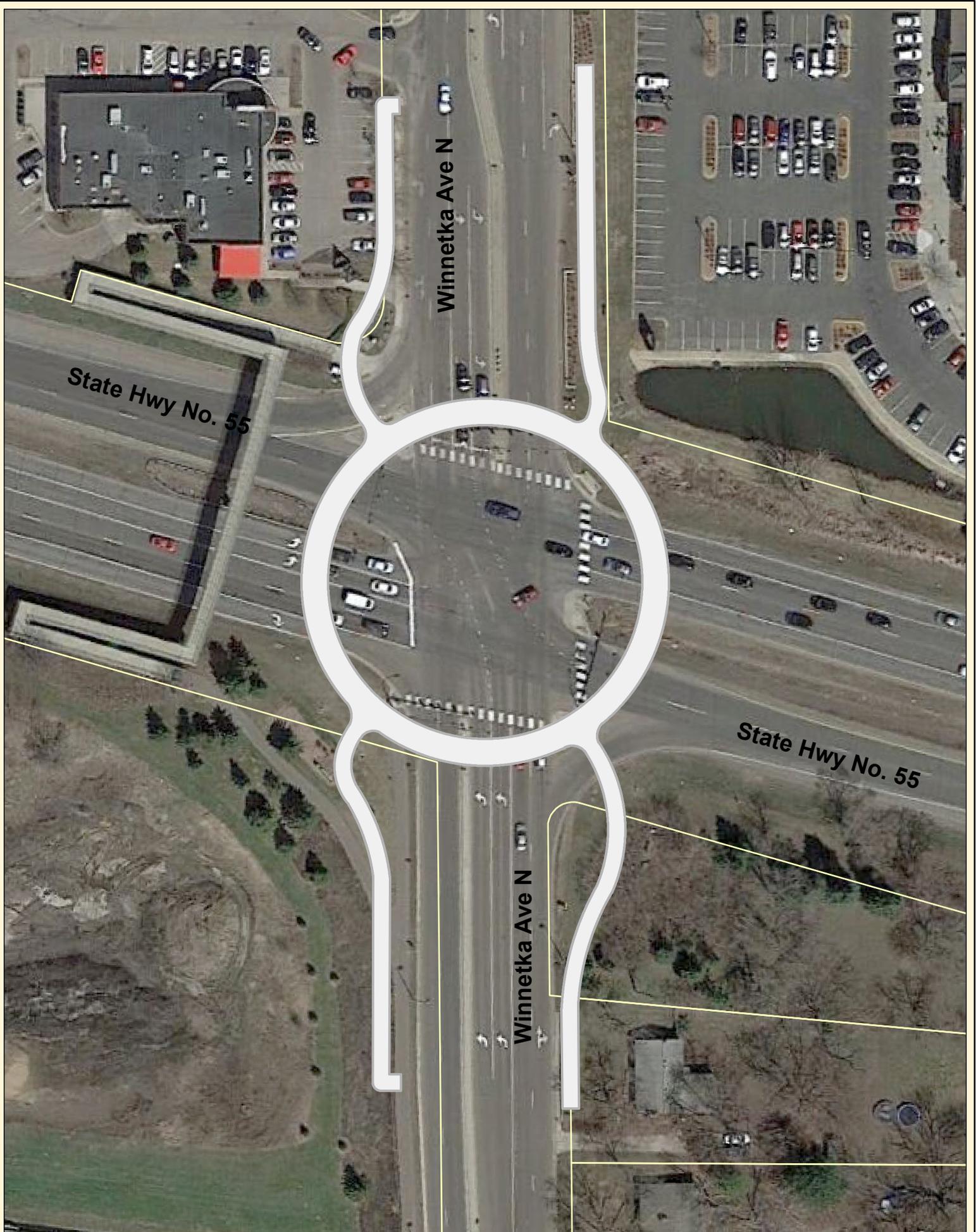
Proposed

- To be installed this year
- Installed in 2018



Sources:
 -Hennepin County Surveyors Office for Property Lines (2017).
 -City of Golden Valley for all other layers (2017).





Winnetka Ave N

State Hwy No. 55

State Hwy No. 55

Winnetka Ave N



Winnetka Ave N

State Hwy No. 55

State Hwy No. 55

Winnetka Ave N



Transit Stop

Lane Line

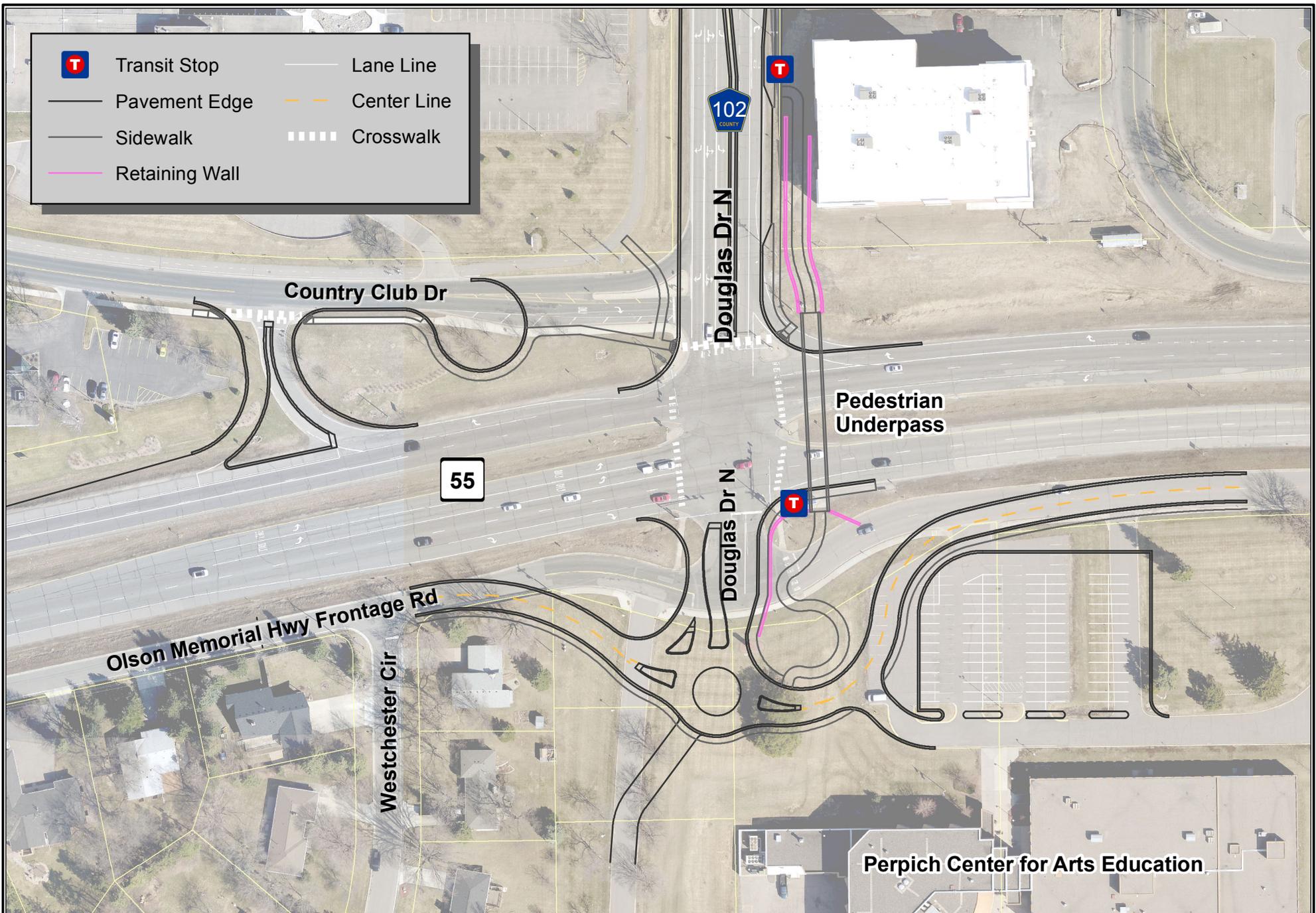
Pavement Edge

Center Line

Sidewalk

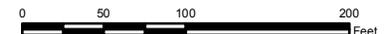
Crosswalk

Retaining Wall



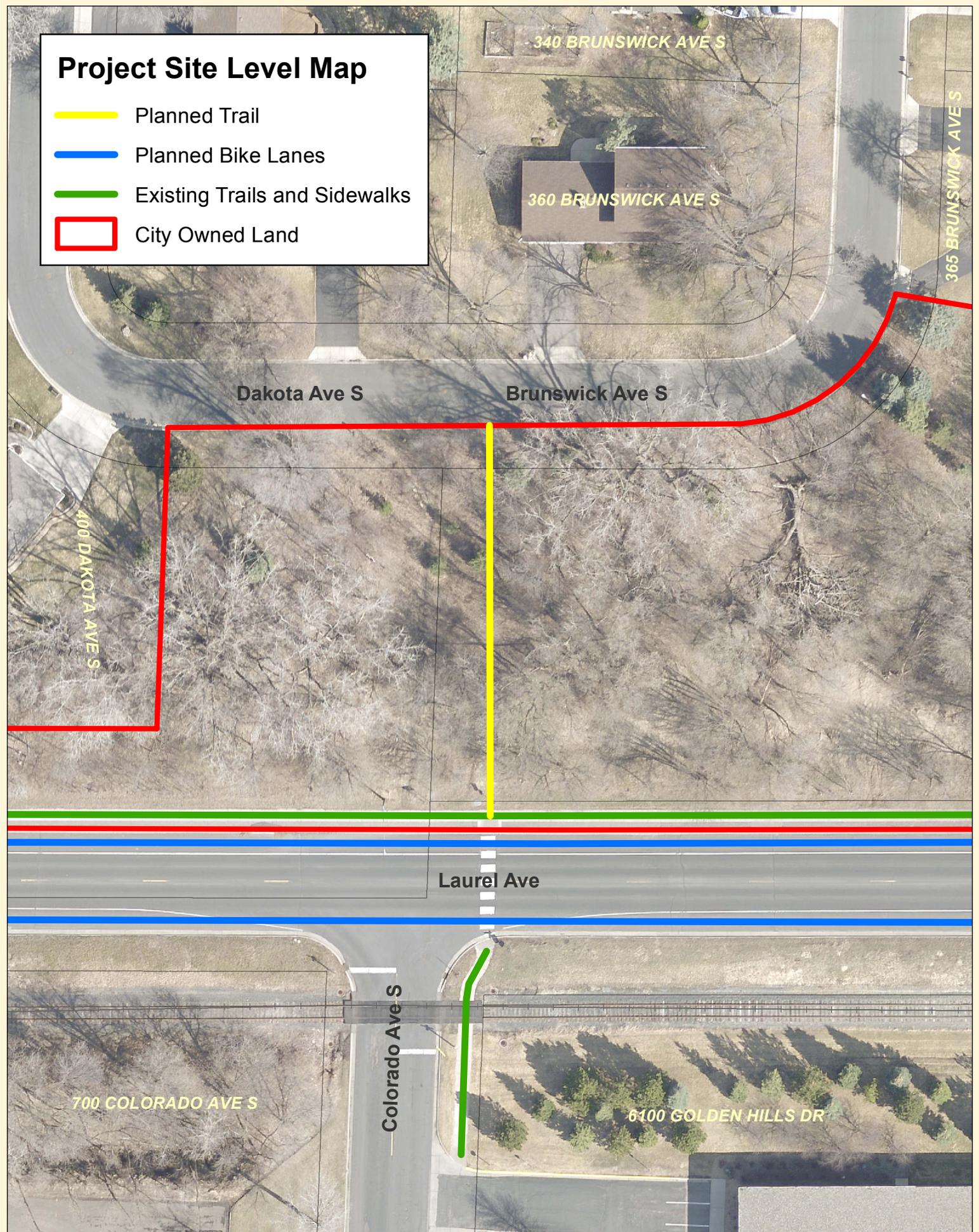
Hwy 55 & Douglas Dr - Proposed

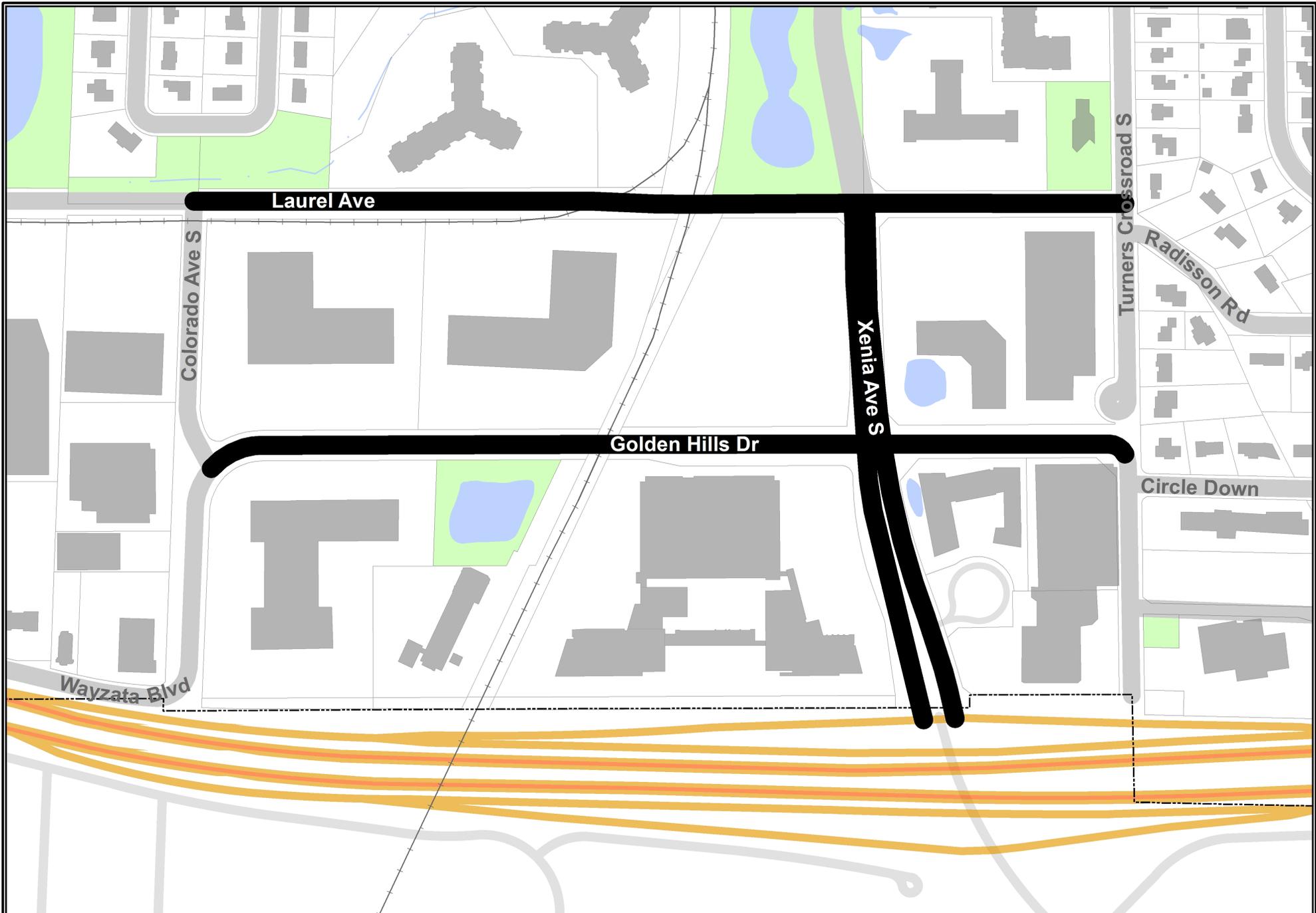
Sources: Print Date: 4/1/2016
 -Hennepin County Surveyors Office for
 Property Lines (2016) & Aerial Photography (2015).
 -City of Golden Valley for all other layers.



Project Site Level Map

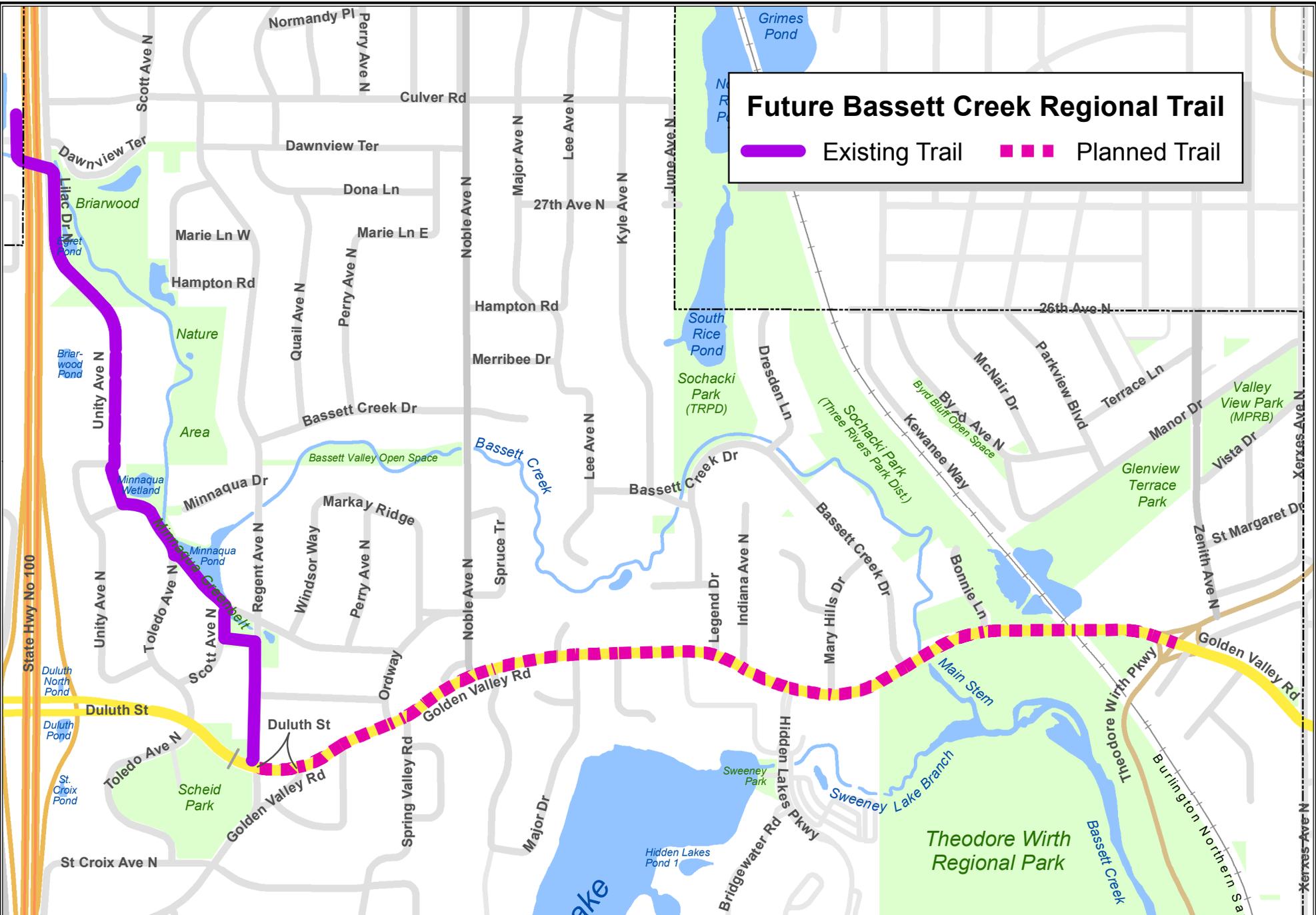
-  Planned Trail
-  Planned Bike Lanes
-  Existing Trails and Sidewalks
-  City Owned Land





Future Bassett Creek Regional Trail

-  Existing Trail
-  Planned Trail



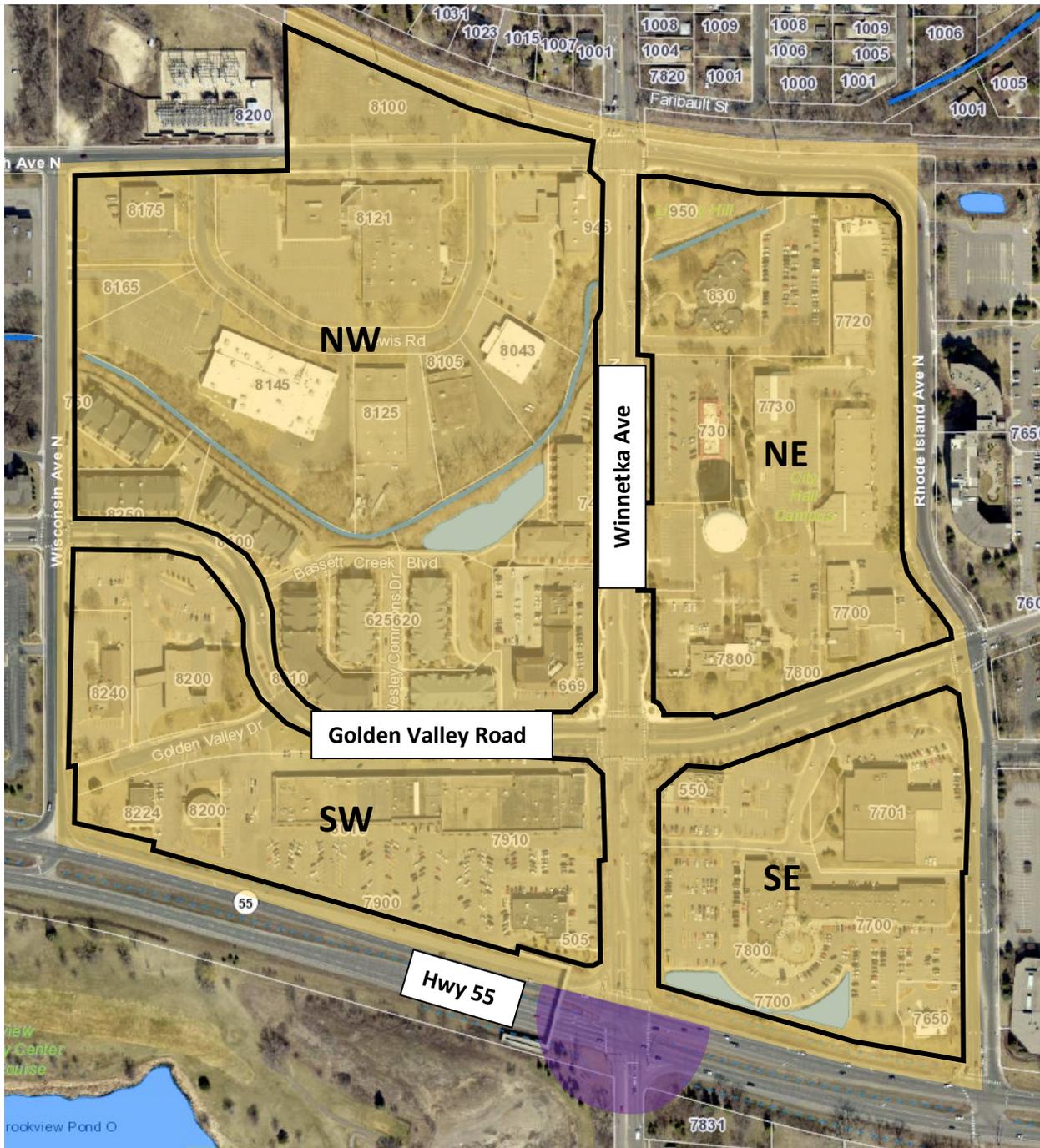
Location Map Bassett Creek Regional Trail CSAH 66

Sources:
-Hennepin County Surveyors Office &
City of Golden Valley

Print Date: 4/9/2018




Downtown Study Area, Golden Valley



TRAIL, SIDEWALK, & BIKEWAY SYSTEM

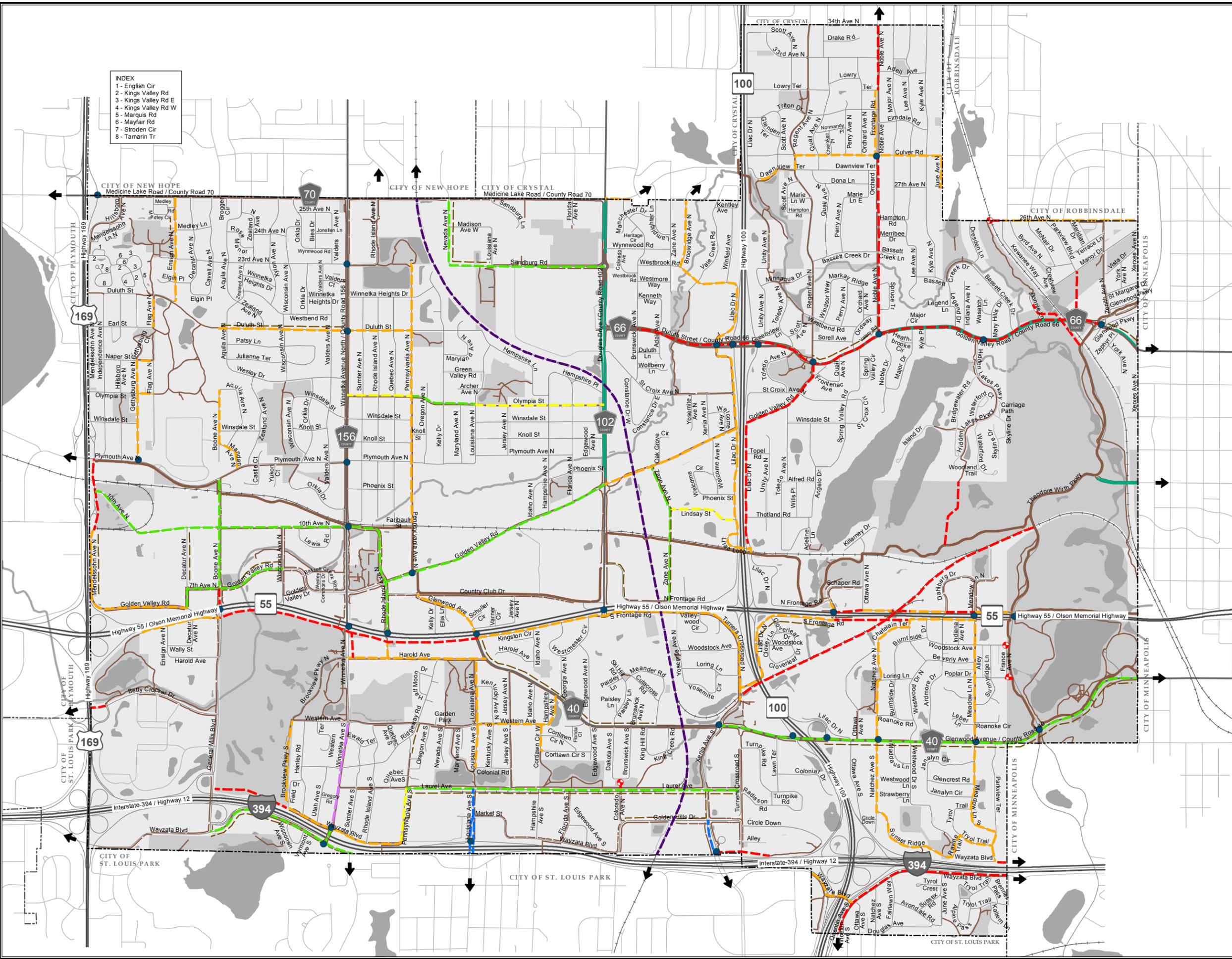
Existing

- Regional Trail
- Local Trail or Sidewalk
- On-Street Bike Lane

Proposed

- Bike Lane
- Enhanced Sharrow
- Multi-Use Trail
- Regional Multi-Use Trail
- Protected Bikeway
- Signed Bike Route
- Facility Type TBD
- To Be Constructed (2017-2018)
- Sidewalk
- Connection to Trail System in Adjacent City
- Intersection for Potential Crossing Treatments
- Multi-Use Trail Connection

INDEX
 1 - English Cir
 2 - Kings Valley Rd
 3 - Kings Valley Rd E
 4 - Kings Valley Rd W
 5 - Marquis Rd
 6 - Mayfair Rd
 7 - Stroden Cir
 8 - Tamarin Tr





BICYCLE AND PEDESTRIAN PLAN

Golden Valley Bicycle and Pedestrian Planning Task Force

Golden Valley 2040 Comprehensive Plan - Transportation Chapter

Introduction

The Golden Valley Transportation Plan includes the long-term goals for the bicycle and pedestrian network in the City. This section focuses on implementation of the community's vision from today through 2040. This plan is meant to be used as a guide by which decisions regarding transportation facilities and programs will be made in Golden Valley.

Bicycle and Pedestrian Policy Plan

The following text will be incorporated into the Goals Section of the Transportation Chapter of the 2040 Comprehensive Plan, which will include goals established for the roadway and transit networks.

Goal #1:

Expand the Bicycle and Pedestrian Network in Order to Provide a Balanced System of Transportation Alternatives

Objective #1: Ensure that Local and Regional Destinations are Accessible by Biking and Walking

Policies:

- Prioritize the construction of routes and intersection improvements near destinations such as Brookview Community Center, Blue Line Light Rail Stations, schools, parks and nature areas, Greater Downtown, retail centers, senior housing developments, healthcare facilities, and the West End
- Conduct further study opportunities to improve the bicycle and pedestrian network in the Downtown West area
- Conduct site plan review as redevelopment occurs to ensure that sites provide an environment conducive to walking and biking

Objective #2: Work with other Agencies and Property Owners to Construct New Bicycle and Pedestrian Routes and Upgrade Intersections

Policies:

- Require property owners to install sidewalks in identified areas as redevelopment occurs
- Collaborate with Hennepin County, Minnesota Department of Transportation, Three Rivers Park District, Minneapolis Park and Recreation Board, and other applicable agencies during repaving and reconstruction projects on roads and intersections
- Work with adjacent city governmental agencies to implement consistent facility treatments across municipal boundaries
- Seek opportunities to partner with organizations to implement the recommended improvements

Objective #3: Prioritize the Implementation of Primary North-South Bicycle Routes

Policies:

- Prioritize improvements to north-south connections to the Luce Line
- Prioritize north-south connection across Highway 55 and Interstate 394

Objective #4: Implement a Multi-Modal System that Balances Space and Financial Constraints

Policies:

- Utilize existing road width when roads are scheduled for pavement replacement to implement bicycle facilities
- Reevaluate facility options when roads are scheduled for reconstruction and build multi-use trails or buffered/protected bikeways as well as sidewalks when feasible

Goal #2:

Maximize Safety, Comfort, and Convenience for Pedestrians and Bicyclists of All Ages and Abilities

Objective #1: Identify and Remove Safety Challenges for Pedestrians and Bicyclists at Intersections, Particularly on Principle Arterial Roadways

Policies:

- Continue to monitor accidents with bicyclists and pedestrians and prioritize the improvement of facilities that reduce potential for accidents
- Work with the Minnesota Department of Transportation to improve intersections on Highway 55 for bicyclists and pedestrians, with consideration for grade-separated crossings
- Continue enhancing existing pedestrian facilities to comply with standards established in the Americans with Disabilities Act
- Prioritize the construction of sidewalks and trails along roadways in locations that are identified as uncomfortable or unsafe for pedestrians

Objective #2: Design Routes and Facilities that are Comfortable for All Users

Policies:

- Build multi-use trails in identified locations to maximize comfort and safety
- Provide a clear separation between different modes of transportation

Objective #3: Ensure that Bicycle and Pedestrian Network is Convenient and Easily Understood System

Policies:

- Fill gaps in the sidewalk and bikeway system to maximize convenience and connectivity
- Provide consistent wayfinding signage on bicycle and pedestrian routes that includes mileage to major destinations, including routes in adjacent cities
- Provide bicycle racks at destinations located along existing and planned bicycle routes
- Strive for a consistent design in bicycle and pedestrian facilities for the entire length of a route

Objective #4: Provide Information that Educates and Builds Awareness on Safety Precautions

Policies:

- Review City Sidewalk Policy for bicyclists, make adjustments to policy as bicycle and pedestrian network expands, and educate the public on this topic
- Develop an education campaign on bicycle and pedestrian safety
- Explore programming that encourages walking and biking in Golden Valley

Objective #5: Encourage Year-Round Walking and Biking by Ensuring that Winter Maintenance of Bicycle and Pedestrian Facilities is Adequately Addressed

Policies:

- Continue providing winter maintenance on bicycle and pedestrian facilities in the City
- Evaluate the option of shifting winter maintenance responsibilities to property owners
- Consider enhancing volunteer opportunities to ensure timely winter maintenance

Implementation Plan

Implementation of this plan will occur as opportunities arise and financial resources become available. Exact timing of implementation will depend on funding, staff time, grant funding, and opportunities to partner with other organizations and property owners. It is important that City staff evaluate the assumptions that were made when this plan was created and update the plan as assumptions change. These assumptions include cost estimates, financial resources, future population and employment growth projections, the City's Land Use plan, community and City Council input on goals and priorities, existing roadway classifications, rate of accidents involving bicyclists or pedestrians, destinations within the community, and other factors that affect implementation.

Bicycle Route Improvements

Since most of the roadways in Golden Valley have been reconstructed in the last 25 years, reconstruction is not expected again on most roadways until the 2040s. During reconstruction, the City has the opportunity to build sidewalks, multi-use trails, or protected bike lanes at a fraction of the cost. It is more cost-effective to complete many of these improvements at that time. In the meantime, City staff will implement improvements that balance the space and cost constraints on current roadways. Projects will be implemented as financial resources become available or redevelopment opportunities arise.

Signed bicycle routes with wayfinding signage as well as on-street bicycle lanes can be constructed with mill and overlay projects, which occur in a shorter time frame than road reconstruction. Signs can be erected on these routes as a routine maintenance activity. The Public Works Division divides maintenance responsibilities into five geographic zones. Each year, staff will implement the projects identified within that zone.

Pedestrian Route Improvements

The City of Golden Valley has focused on implementing pedestrian routes for several decades. Nearly all major roadways in Golden Valley have a sidewalk or trail located on at least one side of the roadway. The 2040 Comprehensive Plan focuses on the following improvements for the pedestrian network:

- Fill important gaps in the existing sidewalk network
- Prioritize the enhancement of crossings and intersections for pedestrian safety and comfort
- Continue bringing existing facilities into compliance with the standards established by the Americans with Disabilities Act
- Continue to conduct regularly scheduled maintenance on existing pedestrian facilities
- Explore options for improving winter maintenance (snow removal) of existing and future facilities

List of Recommended Improvements

Map	Location	Treatment	Cost	Partnerships & Funding
	26th Avenue Kewanee Way/City of Robbinsdale boundary to Xerxes Avenue/City of Minneapolis Boundary	Signed Bicycle Route	\$\$	Hennepin County, City of Robbinsdale, CIP
	Boone Avenue and Mandan Avenue General Mills Research Nature Area to Plymouth Avenue	Signed Bicycle Route	\$	CIP
	Brookview Parkway Western Avenue to Wayzata Boulevard (I-394 North Frontage Road)	Signed Bicycle Route	\$	CIP
	Courtawn Circle West Western Avenue to Courtawn Circle South	Signed Bicycle Route	\$	CIP
	Culver Road, Regent Avenue, Dawnview Terrace, and June Avenue Briarwood Nature Area to Sochacki Park	Signed Bicycle Route	\$	CIP, Hennepin County
	Duluth Street General Mills Research Nature Area to Pennsylvania Avenue	Signed Bicycle Route	\$	CIP
	Ensign Avenue Medicine Lake Road to General Mills Research Nature Area	Signed Bicycle Route	\$	CIP
	Flag Avenue Duluth Street to Earl Street	Signed Bicycle Route	\$	CIP
	Gettysburg Avenue Naper Street to Plymouth Avenue with connection to General Mills Research Nature Area via Naper Street and Olympia Street	Signed Bicycle Route	\$	CIP
	Glenwood Avenue Country Club Drive to Highway 55	Signed Bicycle Route	\$	CIP
	Harold Avenue Winnetka Avenue to Glenwood Avenue	Signed Bicycle Route	\$	CIP



Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	Highway 55 South Frontage Road General Mills Nature Preserve to General Mills Boulevard	Signed Bicycle Route	\$	CIP
	Highway 55 South Frontage Road and Turners Crossroad Glenwood Avenue to Schaper Road	Signed Bicycle Route	\$	CIP, Municipal State Aid
	Lilac Drive (west of Highway 100), Westbrook Drive, and Brookridge Avenue City of Crystal Bassett Creek Park to Luce Line Regional Trail	Signed Bicycle Route	\$	CIP
	Louisiana Avenue Harold Avenue to Laurel Avenue	Signed Bicycle Route	\$	CIP
	Meadow Lane Highway 55 to Wayzata Boulevard (I-394 North Frontage Road)	Signed Bicycle Route	\$	CIP, Municipal State Aid
	Medicine Lake Road Douglas Drive to Brunswick Avenue/City of Crystal Boundary	Signed Bicycle Route	\$	CIP, City of Crystal
	Natchez Avenue Highway 55 to pedestrian bridge over I-394 on Sunset Ridge (route includes Chatelain Terrace, Westwood Drive, and Sunset Ridge)	Signed Bicycle Route	\$	CIP
	Pennsylvania Avenue Pennsylvania Woods to Luce Line Regional Trail	Signed Bicycle Route	\$	CIP
	Rhode Island Avenue Highway 55 to Harold Avenue	Signed Bicycle Route	\$	CIP
	Wayzata Boulevard (I-394 North Frontage Road) Brookview Parkway to Pennsylvania Avenue	Signed Bicycle Route	\$	CIP
	Western Avenue and Hampshire Avenue Louisiana Avenue to Glenwood Avenue	Signed Bicycle Route	\$	CIP
	Golden Valley Road Rhode Island Avenue to Lilac Drive	On-Street Bicycle Lanes and Signed Bicycle Route (varies by segment)	\$\$	CIP, Municipal State Aid



Map	Location	Treatment	Cost	Partnerships & Funding
	10th Avenue and Rhode Island Avenue Mendelssohn Avenue to Highway 55	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Boone Avenue Plymouth Avenue to 7 th Avenue/Golden Valley Road	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Decatur Avenue 10 th Avenue to Golden Valley Road	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Glenwood Avenue Highway 55 to Xerxes Avenue/City of Minneapolis boundary	On-Street Bicycle Lanes	\$\$	Hennepin County
	Golden Valley Road Decatur Avenue to Wisconsin Avenue	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Laurel Avenue Pennsylvania Avenue to Turners Crossroad	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Medicine Lake Road Highway 169 to Douglas Drive	On-Street Bicycle Lanes	\$\$	Hennepin County, CIP, City of Plymouth, City of New Hope, City of Crystal
	Plymouth Avenue Boone Avenue to Winnetka Avenue	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Sandburg Road Medicine Lake Road to Douglas Drive	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid
	Wayzata Boulevard (I-394 South Frontage Road) General Mills Boulevard to Texas Avenue/St. Louis Park City boundary	On-Street Bicycle Lanes and Signed Bicycle Route (varies by segment)	\$\$	CIP, Municipal State Aid, City of St. Louis Park
	Winnetka Avenue I-394 North Frontage Road to I-394 South Frontage Road	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid, MnDOT
	Zane Avenue Golden Valley Road to Highway 55 North Frontage Road	On-Street Bicycle Lanes	\$\$	CIP, Municipal State Aid, Property Owners
	Lindsey Street Zane Avenue to Lilac Drive	Enhanced Sharrow	\$\$	CIP



Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	Olympia Street Winnetka Avenue to Douglas Drive	On-Street Bicycle Lanes and Enhanced Sharrows (varies by segment)	\$\$	CIP, Municipal State Aid
	Pennsylvania Avenue Laurel Avenue to Wayzata Boulevard (I-394 North Frontage Road)	Enhanced Sharrow	\$\$	CIP, Municipal State Aid
	Louisiana Avenue Laurel Avenue to Wayzata Boulevard (I-394 South Frontage Road)/St. Louis Park City Boundary	Protected Bikeway	\$\$\$	CIP, Municipal State Aid
	Xenia Avenue Laurel Avenue to Wayzata Boulevard (I-394 South Frontage Road)/City of St. Louis Park Boundary	Multi-Use Trail and Protected Bikeway (varies by segment)	\$\$\$	CIP, Municipal State Aid
	Golden Valley Road Plymouth Avenue to Decatur Avenue	Multi-Use Trail and Signed Bicycle Route (varies by segment)	\$\$\$	CIP, Municipal State Aid
	Highway 55 North Frontage Road Schaper Road to Theodore Wirth Parkway	Multi-Use Trail and Signed Bicycle Route (varies by segment)	\$\$\$	CIP, Property Owners
	Highway 55 South Frontage Road Schaper Road to Theodore Wirth Parkway	Multi-Use Trail and Signed Bicycle Route (varies by segment)	\$\$\$	CIP, Property Owners
	Wayzata Boulevard (South Frontage Road of I-394) Xenia Avenue/Park Place to France Avenue/St. Louis Park City boundary	Multi-Use Trail and Signed Bicycle Route (varies by segment)	\$\$\$	CIP, Hennepin County, City of St. Louis Park, City of Minneapolis
	Betty Crocker Drive Existing multi-use trail to City of Plymouth boundary	Multi-Use Trail	\$\$\$	CIP, Municipal State Aid, MnDOT, City of Plymouth
	Boone Avenue Golden Valley Road/7 th Avenue to Highway 55	Multi-Use Trail	\$\$\$	CIP, Municipal State Aid
	Duluth Street from Brunswick Avenue to Lilac Drive	Multi-Use Trail	\$\$\$	Hennepin County, CIP



Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	Glenview Terrace Park and Church of St. Margaret Mary Manor Drive to Golden Valley Road	Multi-Use Trail	\$\$\$	Hennepin County, Minneapolis Park and Rec Board, Property Owners
	Golden Valley Road Toledo Avenue to Theodore Wirth Parkway	Multi-Use Trail	\$\$\$	Three Rivers Park District, Hennepin County, Metropolitan Council, CIP
	Hidden Lake Parkway Golden Valley Road to Luce Line Trail Regional Trail	Multi-Use Trail	\$\$\$	CIP
	Highway 55 (south side of road) General Mills Boulevard to Winnetka Avenue	Multi-Use Trail	\$\$\$	MnDOT, CIP
	Highway 55 (south side of road) Winnetka Avenue to Glenwood Avenue	Multi-Use Trail	\$\$\$	MnDOT, CIP, Property Owners
	Lilac Drive (east side of Highway 100) and Golden Valley Road Duluth Street to Luce Line Regional Trail	Multi-Use Trail	\$\$\$	CIP
	Noble Avenue 34 th Avenue/City of Crystal Boundary to Golden Valley Road	Multi-Use Trail and Signed Bicycle Route (varies by segment)	\$\$\$	CIP, Municipal State Aid, Hennepin County
	Wayzata Boulevard (I-394 North Frontage Road) General Mills Boulevard to Brookview Parkway	Multi-Use Trail	\$\$\$	CIP
	Wayzata Boulevard (I-394 North Frontage Road) and Sunset Ridge Pedestrian bridge over I-394 on Sunset Ridge to entrance into Theodore Wirth Park	Multi-Use Trail	\$\$\$	CIP
	Wayzata Boulevard (I-394 North Frontage Road) Xenia Avenue to Circle Down	Multi-Use Trail	\$\$\$	CIP, Property Owners
	Winnetka Avenue (east side of road) Highway 55 to Harold Avenue	Multi-Use Trail	\$\$\$	CIP, Municipal State Aid, Property Owners





Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	26th Avenue to Sochacki Park at BNSF Railroad and Blue Line Light Rail	Multi-Use Trail Connection	\$\$\$\$	No funding sources or partnerships identified
	Douglas Drive Underpass at Highway 55	Multi-Use Trail Connection	\$\$\$	MnDOT, CIP
	Laurel Avenue to Dakota Avenue/ Brunswick Avenue	Multi-Use Trail Connection	\$\$	CIP, Municipal State Aid
	Theodore Wirth Parkway to Woodstock Avenue	Multi-Use Trail Connection	\$\$	CIP, Minneapolis Park and Recreation Board
	Theodore Wirth Parkway to Poplar Drive	Multi-Use Trail Connection	\$\$	CIP, Minneapolis Park and Recreation Board
	Canadian Pacific Railroad City of New Hope Boundary to City of St. Louis Park Boundary	Regional Multi-Use Trail	\$\$\$\$	Three Rivers Park District, Rails to Trails Program, Metropolitan Council, Hennepin County, CIP
	Winnetka Avenue (east side of road) Western Avenue to Wayzata Boulevard (I-394 North Frontage Road)	Bicycle Facility TBD	\$\$\$\$	CIP, Municipal State Aid
	7th Avenue (both sides of road) Decatur Avenue to Boone Avenue	Sidewalk	\$\$\$	CIP, Property Owners, Municipal State Aid, TIF
	Decatur Avenue (one or both sides of road - varies by segment) 10 th Avenue to Golden Valley Road	Sidewalk	\$\$\$	CIP, Property Owners, Municipal State Aid, TIF
	Duluth Street (north side of road) from General Mills Research Nature Area to Winnetka Avenue	Sidewalk	\$\$\$	CIP, Property Owners
	Ensign Avenue (west side of road) Medicine Lake Road to Medley Lane/Medley Park	Sidewalk	\$\$\$	CIP, Property Owners
	Glenwood Avenue (north side of road) Highway 55 to Meander Road	Sidewalk	\$\$\$	Hennepin County, Property Owners
	Glenwood Avenue (south side of road)	Sidewalk	\$\$\$	Hennepin County, Property Owners



Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	Highway 100 bridge to Xerxes Avenue/City of Minneapolis Boundary			
	Golden Hills Drive (north side of road) Colorado Avenue to Xenia Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	Golden Valley Road (one or both sides of road - varies by segment) Railroad Spur to Decatur Avenue	Sidewalk	\$\$\$	CIP, Property Owners, TIF
	Golden Valley Road (north side of road) Regent Avenue to Noble Avenue	Sidewalk	\$\$\$	Hennepin County, CIP, Property Owners
	Golden Valley Road (north side of road) Theodore Wirth Parkway to Xerxes Avenue/City of Minneapolis Boundary	Sidewalk	\$\$\$	Hennepin County, Property Owners
	Highway 55 North Frontage Road Douglas Drive to Zane Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	Laurel Avenue (south side of road) Pennsylvania Avenue to Xenia Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	Lilac Drive and Highway 55 South Frontage Road Woodstock Avenue to Schaper Road	Sidewalk	\$\$\$	CIP, Property Owners
	Nevada Avenue and Sandburg Road (east and north sides of roads) Medicine Lake Road to Louisiana Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	Pennsylvania Avenue and Ridgeway Road Western Avenue and Wayzata Boulevard (I-394 South Frontage Road)	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	Wayzata Boulevard (I-394 South Frontage Road) General Mills Boulevard to Wisconsin Avenue	Sidewalk	\$\$\$	MnDOT, CIP, Property Owners





Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	Highway 55 & Boone Avenue	Potential Intersection Treatments: <ul style="list-style-type: none"> Modified Design of Channelized Slip Lanes Curb Extensions Median Refuges Reduced Turning Radii High-Visibility Pavement Markings (Advance Stop Bars, Crosswalks, Elephant Tracks, Bicycle Boxes) Enhanced Traffic Signal Devices (Countdown Timers, Leading Interval) Rectangular Rapid Flashing Beacon Overhead Pedestrian Warning System High Intensity Pedestrian Actuated Crosswalk System Pedestrian Crossing Signage, Channelized Right Island Signage 		MnDOT, CIP
	Highway 55 & Winnetka Avenue		MnDOT, Hennepin County, CIP	
	Highway 55 & Rhode Island Avenue		MnDOT, CIP	
	Highway 55 & Glenwood Avenue		MnDOT, Hennepin County, CIP	
	Highway 55 & Douglas Drive		MnDOT, Hennepin County, CIP	
	Highway 55 & Schaper Road		MnDOT, CIP	
	Highway 55 & Meadow Lane		MnDOT, CIP	
	Highway 55 & Theodore Wirth Parkway		MnDOT, Minneapolis Park and Recreation Board, CIP	
	Highway 100 & Duluth Street		MnDOT, Hennepin County	
	Highway 100 & Glenwood		MnDOT, Hennepin County	
	Highway 169 & Luce Line/Plymouth Avenue		Three Rivers Park District, MnDOT, Hennepin County, CIP	
	Highway 169 & Medicine Lake Road		MnDOT, Hennepin County	
	Winnetka & Medicine Lake Road		Hennepin County	
	Winnetka & 23 rd Avenue		Hennepin County, CIP	
	Winnetka & Duluth Street		Hennepin County, CIP	
	Winnetka & Plymouth Avenue		Hennepin County, CIP	
	Winnetka & Luce Line/10 th Avenue		Three Rivers Park District, Hennepin County, CIP	
	Winnetka & Western Avenue		CIP	
	Winnetka & Wayzata Boulevard (I-394 North Frontage Road)		MnDOT, CIP	
	Winnetka & Wayzata Boulevard (I-394 South Frontage Road)		MnDOT, CIP, City of St. Louis Park	
	Pennsylvania Avenue & Golden Valley Road	CIP		
	Pennsylvania Avenue & Wayzata Boulevard (I-394 North Frontage Road)	MnDOT, CIP		
	Gettysburg Avenue & Plymouth Avenue	CIP		
	Golden Valley Road & Duluth Street & Regent Avenue	Hennepin County, CIP		



Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	Golden Valley Road & Noble Avenue			Hennepin County, CIP
	Noble Avenue & Culver Road			Hennepin County, CIP
	Golden Valley Road & Hidden Lakes Parkway			Hennepin County, CIP
	Glenwood Avenue & Natchez Avenue			Hennepin County, CIP
	Glenwood Avenue & Meadow Lane			Hennepin County, CIP
	Glenwood Avenue & Theodore Wirth Parkway			Hennepin County, Minneapolis Park and Recreation Board, CIP
	Xenia Avenue & I-394			MnDOT, Metropolitan Council, Hennepin County, City of St. Louis Park, CIP
	Glenwood Avenue & Xenia Avenue			Hennepin County, CIP

Funding Sources Summary

Funding Source	Description	Opportunities
Capital Improvement Plan (CIP)	The Golden Valley CIP is used to guide capital investments within the community. It is updated annually to reflect the changing needs in the transportation network.	Improvements to streets owned by City of Golden Valley
Municipal State Aid	Funds are allocated to the City from the State of Minnesota for improvements to streets identified as Municipal State Aid streets, which are typically collector roadways that are owned by the City of Golden Valley.	Improvements to streets owned by City of Golden Valley and identified as Municipal State Aid streets.
Tax Increment Financing (TIF)	Improvements may be made using anticipated tax revenue from a redevelopment project. A TIF district must be formally established and improvements must be identified in TIF plan.	Improvements to streets within an established TIF district.
Metropolitan Council	Programs Include: <ul style="list-style-type: none"> Regional Solicitation for Federal Funding Transportation Alternatives Program Livable Communities Demonstration Account Transit Oriented Development Grants 	Improvements that are eligible for funding, which are typically identified as regional investments or located near transitways, employment centers, or affordable housing developments.





Bicycle and Pedestrian Plan

Funding Source	Description	Opportunities
State of Minnesota (including MnDOT and DNR)	Programs Include: <ul style="list-style-type: none"> • Safe Routes to School • Corridor Investment Management Strategy • Trails Legacy Grant Program • Local Trail Connection Program • Regional Trail Grant Program • Outdoor Recreation Grant Program 	MnDOT is responsible for improvements to streets owned by the State of Minnesota. Improvements within 2-mile radius of schools are eligible for Safe Routes to School funding for capital costs and studies. Regional trails and trails located in parks are eligible for certain programs.
Hennepin County	Programs Include: <ul style="list-style-type: none"> • Bicycle and Pedestrian Capital Improvement Program • Transit Oriented Development Grants 	Hennepin County is responsible for improvements to streets owned by Hennepin County. Improvements identified in adopted Hennepin County Plans are eligible for grants for capital costs and feasibility studies.
Property Owners	Property owners that benefit from a roadway improvement may be assessed for the cost of construction by the City. Developers may be required to provide trails and sidewalks at the time of redevelopment, which can be negotiated during the site plan review process.	Staff will utilize the Bicycle and Pedestrian Plan when working with developers and property owners on redevelopment projects and roadway improvement projects.
Public/Private Partnerships	Organizations can provide assistance in design, funding, outreach, easements, use agreements, and maintenance of bicycle and pedestrian facilities on public and private land.	The City will continue to explore this option for funding
Organizations and Corporate Donors	Donations from private organizations and corporations can be accepted for projects.	The City will continue to explore this option for funding.
Increase in Franchise Fees	The City has the ability to increase franchise fees for customers of Xcel Energy and CenterPoint Energy in order to fund improvements to the network.	The City will continue to explore this option for funding.
Trail Dedication Funds	Minnesota State Statute allows local governments to require dedication of land for trails or cash in-lieu of land with subdivision or Planned Unit Development applications. This is currently not permitted by City Code.	The City will continue to explore this option for funding.