



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



# Bicycle and Pedestrian Plan

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





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



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





# Bicycle and Pedestrian Plan

Map	Location	Treatment	Cost	Partnerships & Funding
	<b>Glenview Terrace Park and Church of St. Margaret Mary</b> Manor Drive to Golden Valley Road	Multi-Use Trail	\$\$\$	Hennepin County, Minneapolis Park and Rec Board, Property Owners
	<b>Golden Valley Road</b> Toledo Avenue to Theodore Wirth Parkway	Multi-Use Trail	\$\$\$	Three Rivers Park District, Hennepin County, Metropolitan Council, CIP
	<b>Hidden Lake Parkway</b> Golden Valley Road to Luce Line Trail Regional Trail	Multi-Use Trail	\$\$\$	CIP
	<b>Highway 55</b> (south side of road) General Mills Boulevard to Winnetka Avenue	Multi-Use Trail	\$\$\$	MnDOT, CIP
	<b>Highway 55</b> (south side of road) Winnetka Avenue to Glenwood Avenue	Multi-Use Trail	\$\$\$	MnDOT, CIP, Property Owners
	<b>Lilac Drive (east side of Highway 100) and Golden Valley Road</b> Duluth Street to Luce Line Regional Trail	Multi-Use Trail	\$\$\$	CIP
	<b>Noble Avenue</b> 34 <sup>th</sup> 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
	<b>Wayzata Boulevard (I-394 North Frontage Road)</b> General Mills Boulevard to Brookview Parkway	Multi-Use Trail	\$\$\$	CIP
	<b>Wayzata Boulevard (I-394 North Frontage Road) and Sunset Ridge</b> Pedestrian bridge over I-394 on Sunset Ridge to entrance into Theodore Wirth Park	Multi-Use Trail	\$\$\$	CIP
	<b>Wayzata Boulevard (I-394 North Frontage Road)</b> Xenia Avenue to Circle Down	Multi-Use Trail	\$\$\$	CIP, Property Owners
	<b>Winnetka Avenue</b> (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
	<b>26<sup>th</sup> Avenue</b> to Sochacki Park at BNSF Railroad and Blue Line Light Rail	Multi-Use Trail Connection	\$\$\$\$	No funding sources or partnerships identified
	<b>Douglas Drive</b> Underpass at Highway 55	Multi-Use Trail Connection	\$\$\$	MnDOT, CIP
	<b>Laurel Avenue</b> to Dakota Avenue/ Brunswick Avenue	Multi-Use Trail Connection	\$\$	CIP, Municipal State Aid
	<b>Theodore Wirth Parkway</b> to Woodstock Avenue	Multi-Use Trail Connection	\$\$	CIP, Minneapolis Park and Recreation Board
	<b>Theodore Wirth Parkway</b> to Poplar Drive	Multi-Use Trail Connection	\$\$	CIP, Minneapolis Park and Recreation Board
	<b>Canadian Pacific Railroad</b> 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
	<b>Winnetka Avenue</b> (east side of road) Western Avenue to Wayzata Boulevard (I-394 North Frontage Road)	Bicycle Facility TBD	\$\$\$\$	CIP, Municipal State Aid
	<b>7<sup>th</sup> Avenue</b> (both sides of road) Decatur Avenue to Boone Avenue	Sidewalk	\$\$\$	CIP, Property Owners, Municipal State Aid, TIF
	<b>Decatur Avenue</b> (one or both sides of road - varies by segment) 10 <sup>th</sup> Avenue to Golden Valley Road	Sidewalk	\$\$\$	CIP, Property Owners, Municipal State Aid, TIF
	<b>Duluth Street</b> (north side of road) from General Mills Research Nature Area to Winnetka Avenue	Sidewalk	\$\$\$	CIP, Property Owners
	<b>Ensign Avenue</b> (west side of road) Medicine Lake Road to Medley Lane/Medley Park	Sidewalk	\$\$\$	CIP, Property Owners
	<b>Glenwood Avenue</b> (north side of road) Highway 55 to Meander Road	Sidewalk	\$\$\$	Hennepin County, Property Owners
	<b>Glenwood Avenue</b> (south side of road)	Sidewalk	\$\$\$	Hennepin County, Property Owners



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Map	Location	Treatment	Cost	Partnerships & Funding
	Highway 100 bridge to Xerxes Avenue/City of Minneapolis Boundary			
	<b>Golden Hills Drive</b> (north side of road) Colorado Avenue to Xenia Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	<b>Golden Valley Road</b> (one or both sides of road - varies by segment) Railroad Spur to Decatur Avenue	Sidewalk	\$\$\$	CIP, Property Owners, TIF
	<b>Golden Valley Road</b> (north side of road) Regent Avenue to Noble Avenue	Sidewalk	\$\$\$	Hennepin County, CIP, Property Owners
	<b>Golden Valley Road</b> (north side of road) Theodore Wirth Parkway to Xerxes Avenue/City of Minneapolis Boundary	Sidewalk	\$\$\$	Hennepin County, Property Owners
	<b>Highway 55 North Frontage Road</b> Douglas Drive to Zane Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	<b>Laurel Avenue</b> (south side of road) Pennsylvania Avenue to Xenia Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	<b>Lilac Drive and Highway 55 South Frontage Road</b> Woodstock Avenue to Schaper Road	Sidewalk	\$\$\$	CIP, Property Owners
	<b>Nevada Avenue and Sandburg Road</b> (east and north sides of roads) Medicine Lake Road to Louisiana Avenue	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	<b>Pennsylvania Avenue and Ridgeway Road</b> Western Avenue and Wayzata Boulevard (I-394 South Frontage Road)	Sidewalk	\$\$\$	CIP, Municipal State Aid, Property Owners
	<b>Wayzata Boulevard (I-394 South Frontage Road)</b> 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	<b>Potential Intersection Treatments:</b> <ul style="list-style-type: none"> <li>Modified Design of Channelized Slip Lanes</li> <li>Curb Extensions</li> <li>Median Refuges</li> <li>Reduced Turning Radii</li> <li>High-Visibility Pavement Markings (Advance Stop Bars, Crosswalks, Elephant Tracks, Bicycle Boxes)</li> <li>Enhanced Traffic Signal Devices (Countdown Timers, Leading Interval)</li> <li>Rectangular Rapid Flashing Beacon</li> <li>Overhead Pedestrian Warning System</li> <li>High Intensity Pedestrian Actuated Crosswalk System</li> <li>Pedestrian Crossing Signage, Channelized Right Island Signage</li> </ul>		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 <sup>rd</sup> Avenue		Hennepin County, CIP	
	Winnetka & Duluth Street		Hennepin County, CIP	
	Winnetka & Plymouth Avenue		Hennepin County, CIP	
	Winnetka & Luce Line/10 <sup>th</sup> 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		



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	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"> <li>Regional Solicitation for Federal Funding</li> <li>Transportation Alternatives Program</li> <li>Livable Communities Demonstration Account</li> <li>Transit Oriented Development Grants</li> </ul>	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"> <li>• Safe Routes to School</li> <li>• Corridor Investment Management Strategy</li> <li>• Trails Legacy Grant Program</li> <li>• Local Trail Connection Program</li> <li>• Regional Trail Grant Program</li> <li>• Outdoor Recreation Grant Program</li> </ul>	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"> <li>• Bicycle and Pedestrian Capital Improvement Program</li> <li>• Transit Oriented Development Grants</li> </ul>	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.