

Hwy 55 Trail Project

Open House Feedback

Red text signifies an updated answer.

Q&A

Q1. How will the trail affect my yard and landscaping abutting Highway 55?

ANSWER

The trail will be constructed within Minnesota Department of Transportation (MNDOT) right-of-way. It is anticipated that some right-of-way trees will be removed with the project, but the exact amount is not yet determined. Tree and landscape impacts will be determined through the final design process for the project which will take place over the course of the summer of 2020 and is scheduled to be completed late summer/early fall 2020.

Q2. Is there any plan to provide a barrier or separation of some kind (i.e. guard rail) between eastbound traffic and the proposed trail?

ANSWER

The trail will be setback from the highway to meet MNDOT's clear zone requirements and other design guidelines for trails. ~~No barriers are being considered at this time as the clear zone requirements can be accommodated.~~ **Barrier curb will installed in certain locations where clear zone requirements cannot be accommodated (near the intersections of Rhode Island Avenue and Glenwood Avenue) to protect the trail from eastbound traffic.** This design is consistent with other similar MNDOT roadways.

Q3. How will the wetlands be protected and erosion prevention be taken into account?

ANSWER

During construction, the contractor will follow the Stormwater Pollution Prevention Plan (SWPPP) and best practices will be put in place to accommodate drainage and prevent runoff from exposed soil. After construction, drainage will be maintained within the same MNDOT right-of-way ditch section adjacent to the proposed trail. The ditch section will shift but remain within existing MNDOT right of way.

Q4. Have you conducted any kind of environmental impact surveys or studies?

ANSWER

No, environmental impacts surveys or studies have not been conducted for the trail. All work is taking place in MNDOT right-of-way and MNDOT will document impacts from the project and coordinate with their Office of Environmental Services to determine if any mitigation measures are necessary.

Q5. Are you intending on planting any types of trees (specifically conifers) to replace trees that your crews have already removed?

ANSWER

Tree replacement is not part of the scope of the trail project, however, there may be a future opportunity for the City to add trees on the south side of the trail as a post construction project.

Q6. Are you planning any barriers between the path and highway 55?

ANSWER

The trail will be setback from the highway to meet MNDOT's clear zone requirements and other design guidelines for trails. ~~No barriers are being considered at this time as the clear zone re-~~

requirements can be accommodated. Barrier curb will be installed in certain locations where clear zone requirements cannot be accommodated (near the intersections of Rhode Island Avenue and Glenwood Avenue) to protect the trail from eastbound traffic. This design is consistent with other similar MNDOT roadways.

Q7. Are there any plans for a barrier wall or fence?

ANSWER

There are no plans for a barrier wall or fence as part of the trail project. The plans do identify a short fence segment near the east end of the trail where the terrain adjacent to the trail exceeds allowable slope standards and therefore the fence will be to provide fall protection for trail users.

Q8. Will the trail project take away funding from other City street repair/replacement projects?

ANSWER

No, the trail will be funded through MNDOT and does not affect the City's local street repair/reconstruction funds.

Q9. There is a stretch of bike trail that is south of 55 between Theodore Wirth Parkway and Schaper Road that goes west a few hundred feet and ends. Is there any consideration to extend this trail further west along 55 to connect to Schaper Road?

ANSWER

The City is currently working with MNDOT to determine the feasibility of a potential trail in this area.

Q10. There already is Harold Ave that can be used to connect Winnetka and Glenwood for bikers. Was this thought about when you came up with this idea to change 55?

ANSWER

Harold Avenue does connect Winnetka Avenue and Glenwood Avenue, however, the proposed trail along Trunk Highway 55 will provide an off-street facility for multimodal transportation including walking, biking, and rolling.

Q11. Why are you planning on doing something along 55?

ANSWER

This trail is identified on the City of Golden Valley's Bicycle and Pedestrian Plan. The Plan was developed by the City's Bike and Pedestrian Task Force and included in the City's 2040 Comprehensive Plan to create a multi modal transportation network throughout Golden Valley.

Q12. What about the people's properties that you would be disrupting?

ANSWER

All work will take place in MNDOT right-of-way.

Q13. There also are lilac bushes that were planted there too. Are you going to take down the bushes you planted?

ANSWER

Tree and landscape impacts will be determined through the final design process for the project which will take place over the course of the summer of 2020 and is scheduled to be completed late summer/early fall 2020.

Q14. How much separation will there be from Highway 55 eastbound? Don't want cars mistaking the trail for an additional driving lane.

ANSWER

The separation from the edge of highway pavement to the edge of trail pavement varies along the corridor based on the alignment of the trail. Typically, the trail will be 15' – 25' back from the highway, with the exception being near the intersections of Rhode Island Avenue and Glenwood Avenue to connect to the existing pedestrian facilities. In these locations, barrier curb will be installed to protect the trail from eastbound traffic.

Q15. What happens to bikes when they get to Winnetka? It appears they are just “dumped” at the intersection. Suggest--at the very least--that there be a marked path across Winnetka and then paving to get to the pedestrian bridge over 55. At Glenwood, there is at least an on-road bike lane to continue heading east.

ANSWER

At Winnetka Avenue, there will be a crosswalk to cross Winnetka Avenue and connect to the existing trail along Winnetka Avenue to the south of Highway 55 or to the pedestrian bridge to go north of Highway 55.

Q16. How long will it be until this trail is extended? We don't need yet another trail that kind of goes nowhere. That's been a problem already with sidewalks around the city.

ANSWER

The extension of the trail west of Winnetka along Brookview Golf Course is not currently scheduled in the City's 10-year Capital Improvement Program (CIP).

Q17. Why do we need another trail when the Luce Line trail is so close plus all the other bike lanes on various streets in Golden Valley?

ANSWER

This trail is identified on the City of Golden Valley's Bicycle and Pedestrian Plan. The Plan was developed by the City's Bike and Pedestrian Task Force and included in the City's 2040 Comprehensive Plan to create a multi modal transportation network throughout Golden Valley.

Comments

C1. Sounds like a good idea! No feedback just wanted to thank you.

C2. 100% approve!!

C3. I live on Rhode Island Av N. The trail will increase an already unbearable traffic noise and further decrease my property value and worsen my quality of life. I strongly oppose this proposal.

I am very concerned about the increased sound the additional traffic this proposed trail along Highway 55 would generate.

I have young grandchildren that are constantly at my house and an increased traffic and road expansion will greatly endanger them and my quality of life besides extra reduction of my and the remaining neighborhood property values. The cutting of trees and change in landscaping will also have environment impact to the detriment of the property owners and would also be a source of concern of the neighborhood.

I have discussed this matter with some of my neighbors who also will be affected by this increase of noise, environment impact, and they too seem to agree with me.

I would urge the City of Golden Valley to include these in your design plans and ask you to include the neighborhood in the planning and implementation process.

C4. I am incredibly supportive of a trail along highway 55. Golden Valley is severely lacking in sidewalks and trails that are more than looped circuits. I live behind Kare 11 and have always resented Brookview's golf course as it makes getting to Brookview and Lions Park much more difficult. I have to cross a highway twice just to get around the darn thing. But I would love to be able to walk or bike along the northern edge of the course to get to, not only the parks, but also downtown.

C5. I think the trail is a great idea and fully support expanding bike infrastructure into downtown Golden Valley.

C6. Great Idea!

C7. On the surface does not seem prudent or safe for such a trail to parallel a highway. A shame to lose trees and brush etc, but I'd defer to those most impacted and living along the proposed trail. Still better than repurposing residential streets for bikes, which I am opposed. If you redo / remove the Winnetka bike lanes, and return that artery to the original design with four lanes so we can once again move

more swiftly, enjoy a productive traffic flow, I'd consider supporting the Hwy55 project.

- C8.** I think it's a great idea! More trails and non-motorized accessibility is always a positive!
- C9.** I for one would be opposed to it due to overlying safety concerns. Not to mention the cost factor in these uncertain times.
- C10.** My wife and I are 7-year residents of Golden Valley and we support the addition of the proposed mixed-use trail along the south side of Hwy 55. Our only concern is safety of those using the trail considering the close proximity to a high-speed divided highway.
- C11.** I think this trail would be a great addition to the Luce Line as a more direct path to get to downtown via bicycle. I am in full support of this trail!
- C12.** There already is Harold Ave that can be used to connect Winnetka and Glenwood for bikers. It has a nice sign that mentions connects to trails. It is less busy and safer for bikers than 55 would be. It is a very busy highway, and not very safe to have a lot of bikers bike down it to get onto Glenwood. You are spending a lot of money when there already is a good option and is safe.
- C13.** 100% Yes to including the trail in the Hwy 55 project.
- C14.** We live on Glenwood Ave (north side of 55) and we LOVE this idea!! We are in our 40's and plan to stay in our home as long as possible, and we love the ideas the city is bringing forward to make GV more walkable, bike friendly and livable.
- Thank you!
- C15.** This would be such a great addition to our community!
- C16.** We think this would be a great addition to our community. It does not look like it will interfere with traffic and will add to our extensive trail system
- C17.** This is two blocks south of the Luce line trail. It's a waste of money.
- C18.** I am absolutely in favor of increasing bike and pedestrian paths. This one seems a little redundant with Harold Avenue and/or Glenwood north of 55. The bigger problem for peds and bikes are the two intersections at the ends of the trail.
- C19.** YES! What a great idea!!
- C20.** I live along that stretch of Hwy 55 and I fully expect the state to install a fence along the south side of the trail to prevent people from going off the trail and trespassing on other people's property. I think this is a ridiculous waste of tax dollars when these bikes could easily drive through the neighborhood on existing, quiet streets on the north side of Hwy 55 but apparently, we have too much extra money in the coffers. I can't believe with all that's happening in the state right now that they are even considering spending this money. I will also watch the right of way very closely because I will not allow any of this to exist on my property. I will call the police anytime someone steps onto my property off this trail.
- C21.** I really like the idea!! I do not know how other street projects throughout the city are paid for, but I know there are a lot of neighborhood streets around my home that desperately need repairing. I would not want this project to take away money from those, as I believe those should be done first. If this is not the case, and nothing else we already have is not more of a priority for maintenance, I would say go ahead with it.
- C22.** Pedestrian crossings of Hwy 55 (Winnetka, Rhode Island & Glenwood) will need improvement. Things like longer crossing times, increased signage to drivers (push button for flashing light), and more pedestrian-centric connections to retail on north side of hwy.

C23. Hi,

My wife and I own property that will be adjacent to where the trail runs between Winnetka and Glenwood. Part of our property is a designated wetland. This trail will be right on the fringe of our wetland, within a few feet. We are very concerned about the grade, erosion, and potential damage to the wetland that this project may cause. We would like more information regarding how you intend on controlling erosion, damage caused by heavy machinery, the effects of asphalt/run-off, and grade of the

ditch behind our house. We have been trying to improve the quality of our wetland by planting native trees and removing invasives; we typically have several breeding pairs of wood ducks and mallards each year.

Additionally, we are concerned about exposure to highway 55. There was significant clearing done a couple summers ago and nothing was replaced. This is irritating knowing how tree conscious Golden Valley is about tree removal.

The ditch area is not wide and placing a 10' wide path there will bring pedestrians close to high speed traffic.

Ultimately we do not feel that this path is spending taxpayer's money well. Harold Ave is a quiet street that runs parallel to your proposed path and there is no reason that bike and pedestrian traffic can't use that street as opposed to spending several hundred thousand dollars to build your proposed path. Save the city some money and paint a designated bike lane on Harold Ave.

C24. dumb

C25. This addition will be fantastic. I'm looking forward to a trail that is a direct path to downtown and free of cars.

C26. I live on the corner of Rhode Island Ave N and Harold Ave at 7700 Harold Ave. It is exciting that we will have a trail along hwy 55, however, I want to express my concern with a couple of different things:

1) The traffic on Harold Ave can be quite heavy at times, especially around rush hour times. The intersection at Harold and Rhode Island is nearly blind heading South and I have witnessed several people on bicycles almost get hit because they do not stop before riding on Harold Ave. In my opinion a 4-way stop would be warranted here- there are many people who live in the condos on the south side of Harold, and the foot traffic in the area connecting Brookview and Lion's parks is extremely heavy. A stop sign would add additional safety for those crossing here.

2) People speed excessively on Harold Ave. This is a residential street and therefore there are no posted speed limits. As Harold is a nice wide-open road and very straight, it is easy for people to speed. I have raised this concern before and a speed monitor was placed on the road and I witnessed people driving 45-50mph! I fear that with this type of speed, someone is going to get hit. Possible solutions for this problem: 1) 4 way stop at Harold and Rhode Island will break up the distance people can speed 2) Put some speed limit signs on Harold to remind people of the speed limit.

I think with additional bike traffic with this new trail, we will see additional people riding on Harold Ave and for their safety, I feel that some control of the traffic and speed on Harold Ave is warranted. I look forward to your comments regarding this matter.

C27. Nice explanation. This looks like a great resource!

C28. YES to more (and wider) bike paths that are part of residential city streets. I bike with young children and these type of paths that easily connect are greatly needed in GV. I'd ask welcome more sidewalks.

C29. I think once bike rules/laws are enforced like automobile laws then you should consider adding additional lanes and trails.

C30. Love it! The more trails the better, especially if it is majority funded by the state.

C31. This is a much-needed and welcome trail connection.

C32. I think this is a great idea!

C33. Very needed for alternate safe transportation to Merchants in Golden Valley without having to use your car.

C34. Thank you, thank you, thank you... GV has needed this for so long! Love that this will better connect GV neighborhoods to businesses, parks, trails, library, restaurants, etc., while increasing public safety. I may even have to start biking to work once the path is up! Thanks again!

C35. That trail would be great and make commuting through the city more direct/faster.

C36. It looks like a good addition to the network of walking and bike trails in the area. I think that it is need-

ed as there is not an existing path there today.

I am looking forward to seeing the project completed.

C37. Seems like a silly and costly alternative to Harold Ave.

C38. great idea and plan!

C39. I think this is a great project and should go ahead.

C40. The last thing we need to do is remove more trees, first the light rail now this recommendation. We do not need a short multi use trail along 55 between Glenwood and Winnetka. There are 3 road on which to bike and walk between the 2, Harold Ave, Western and Laurel. Laurel is a wide easily ride-able road and much quieter than along 55. Part of our beauty is the trees and it also shelters the neighborhood from Hwy 55 noise. It is also easy to cross 55 at Glenwood onto the now “dead end” road and travel to downtown Winnetka from there. This is a complete waste of money.

C14. As a resident of GV for 46 years, I think this is an excellent idea.

We need to continue to make improvements to provide

more multi use trails Such as this. Hopefully it will receive full support and approval.