



STAFF MEMORANDUM

Golden Valley Bicycle and Pedestrian Planning Task Force

2020 Implementation Update - April 20, 2020

Summary

This memo serves to provide the annual summary of the implementation efforts that have taken place since the last meeting on April 30, 2019. Following this update, the role of the Bicycle and Pedestrian Task Force with the City will end and responsibility for monitoring the implementation efforts will shift to the Open Space and Recreation Commission. Staff will continue to annual report to implementation efforts to the OSRC.

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 over seven miles of striped on-street bike lanes later this year in accordance with the Bicycle and Pedestrian Plan. Bike lanes were planned for installation in 2019 but the bids exceeded the budgeted amount. These lanes are now planned to be included in the 2020 installation project and bid with other work to obtain better pricing. Some routes will require the removal of on-street parking to make room for the bike lanes.

Signed Bicycle Routes

Public Works staff installed signage on local streets in Maintenance District 2 last summer and will be installing signage on 1.6 linear miles of local streets in Maintenance District 4 this summer.

Active Living Demonstration Grant

The City received a grant from Hennepin County's Active Living Program in 2019 to demonstrate how the Luce Line can better connect people to Downtown Golden Valley. A walk audit of the City Hall Campus was conducted in August, looking at elements of the built environment that either enhanced or discouraged bicycle and pedestrian use. The Golden Valley Arts and Music Festival was used to test a public bike corral in front of the Vehicle Maintenance Building as well as a series of wayfinding signs to help direct users of the Luce Line to the festival. A questionnaire was distributed to those using the trail or who visited the City's booth to gain more understanding of the potential for improved bike/ped facilities on campus or within the downtown area. The final report can be viewed here:

<http://www.goldenvalleymn.gov/planning/studies/downtown-west/pdf/county-active-living.pdf>



Hwy 55 Crossings

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 2021. 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.

As part of MnDOT’s Hwy 55 overlay project, the State is proposing to install a multi-use trail along the south side of Hwy 55 between Winnetka Ave and Glenwood Ave as identified in City’s Bicycle and Pedestrian Plan. This has been discussed with Council and City lead public outreach about the trail is planned.

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 with the legislature is a key hurdle that would need to be overcome in order for the project to move forward. An exhibit of a basic concept is attached.

Hwy 55 and Douglas Drive Intersection

The City is working to obtain State funding for the advanced design and construction of an underpass at Douglas Drive and Hwy 55. The City is currently bringing the concept plans for the underpass and frontage road roundabout to 75% completion level. The project is expected to cost approximately \$7 million. Both the House and Senate Capital Improvement Committees have visited Golden Valley in the past six months to learn more about the intersection and the City’s funding request. House and Senate bills have been proposed to designate the City’s recent investment in Douglas Drive as the local match to fund the underpass.

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. The resurfacing will include the installation of buffered bike lanes, the reduction of traffic lane from 13’ to 11’ in width, and the elimination of on-street parking. County staff convened a small work group in 2019 of interested residents and City staff to discuss potential bike and pedestrian improvements, and prepared a memorandum outlining short, mid, and longer-term improvements desired for Glenwood Ave, which was presented to the City Council in September. The Council passed a resolution restricting parking on Glenwood to accommodate the installation buffered bike lanes as part of the County’s mill and overlay. The Council also include a statement in the resolution calling for more improvements to Glenwood Ave, such as crosswalks, improved pedestrian facilities, and improvements to the Highway 100 bridge. The County is currently exploring the installation of mumble strips through Theodore Wirth Park to monitor and test their effectiveness.

Meadowbrook Elementary

During an expansion of the school building in 2018 and 2019, the City also worked with the School District to evaluate opportunities to improve bicycle and pedestrian safety and connectivity. As part of a Meadowbrook



Elementary expansion project, the City worked with the School District and Hennepin County to construct turn lanes on Glenwood Ave and Turners Crossroad to alleviate traffic congestion bordering the school which should help create safer conditions for those walking or biking to and from school. A northbound right turn lane on Turners Crossroad as well as an eastbound left turn lane on Glenwood Ave were installed.

Xenia and Golden Hills

Street and signal improvements were made to the following streets last summer in the Xenia Ave and Golden Hills Dr area (see attached map). The improvements were necessitated by redevelopment in the area, including the Arcata Apartments, Talo Apartments, and the Xenia Apartments. The project included 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 also included installation of a sidewalk along the south side of the Colonnade building along I-394 between Xenia Avenue and Turners Crossroad. The developer of the Xenia Apartments will install sidewalk on Laurel Avenue, Turner's Crossroads, and Golden Hills Drive as part of the development project.

Bassett Creek Regional Trail on Golden Valley Road

Three Rivers Park District will apply in May for a Federal grant to construct an off-street trail and complete the Bassett Creek Regional Trail between Bonnie Lane and Regent Ave. Past grant applications have not scored well enough, so the Park District approached the City and County about including trail improvement from Regent Avenue to Douglas Drive along Duluth Street. Due to the number of multi-family and commercial developments, as well as the employment and transit opportunities in the area, it is expected that the grant application will have a much higher chance of success. If awarded the grant, construction would likely occur in 2024 or 2025.

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), has completed construction of a section of an off-street trail from Xenia Avenue to the terminus of Circle Down on the south side of the property near I-394. The remaining section along the Good Day Café and Metropolitan Ballroom southern property line will be completed as part of a future project.

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. In 2019, the City hired the planning consultant Hoisington Koegler Group, Inc. (HKGi) to develop these connections further while also envisioning redevelopment scenarios for the four quadrants surrounding the Golden Valley





Road/Winnetka Avenue intersection. The Phase II report can be found here:

<http://www.goldenvalleymn.gov/planning/studies/downtown-west/pdf/HGKi-final-report.pdf>

Phase III, which will finalize the bicycle and pedestrian system as well as generate design guidelines for redevelopment, will be conducted in 2020 and result in a Small Area Plan which will be adopted as an addendum to the 2040 Comprehensive Plan.

2040 Comprehensive Plan

The City Council recently adopted the Comprehensive Plan after receiving approval from the Metropolitan Council. 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.

2020 Bike Rodeo

Due to the COVID-19 outbreak, the Bike Rodeo will not be held in its usual format this year. Instead, organizers are working with sponsors to develop a virtual event that can be viewed online. Monitor the City website for updates at <http://www.goldenvalleymn.gov/events/bikerodeo/index.php>.

Updates from Neighboring Cities

St. Louis Park

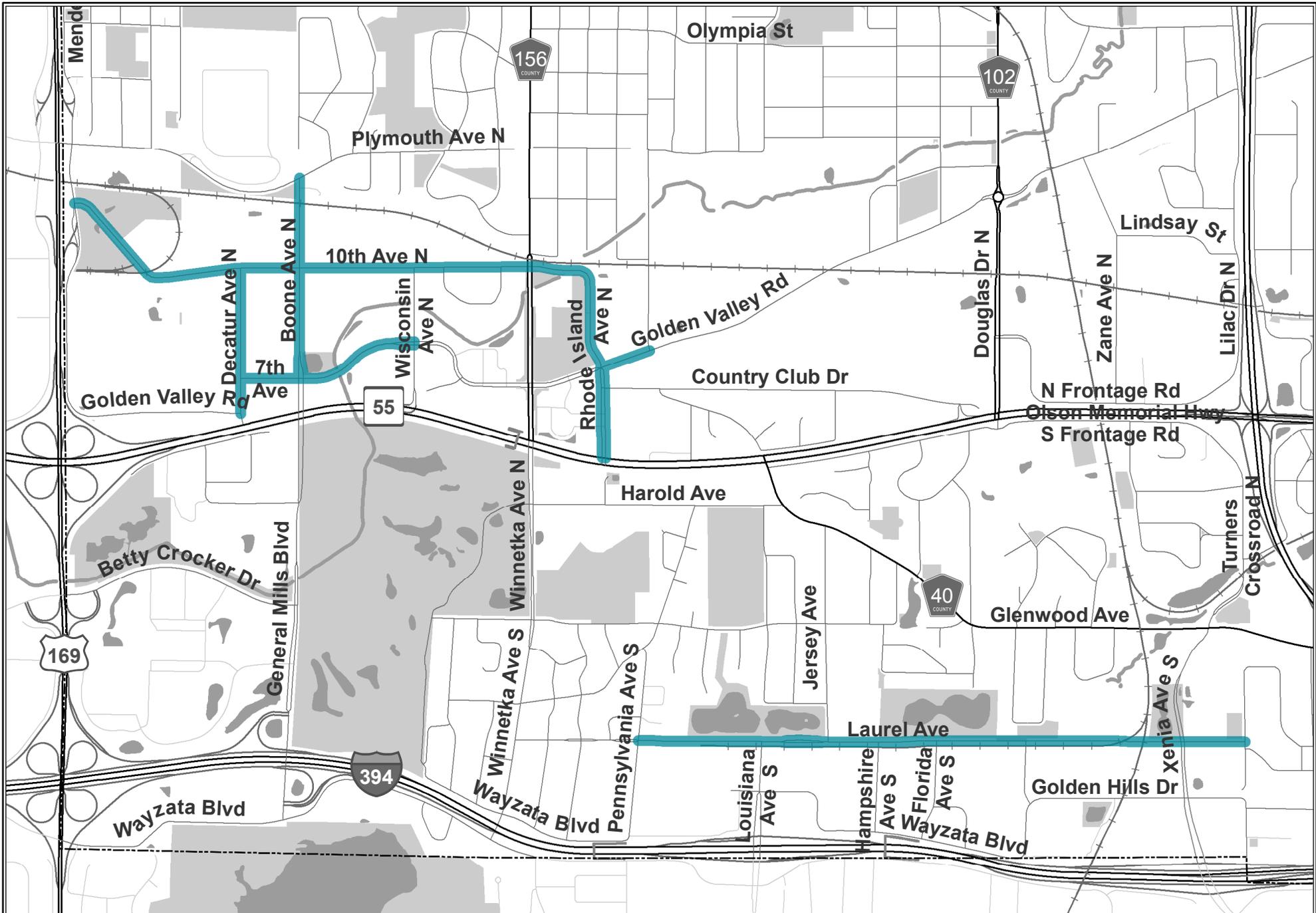
The City approved a bicycle and pedestrian bridge over the Burlington Northern railroad tracks at Dakota Park. The project includes bicycle and pedestrian improvements to Edgewood Avenue and Dakota Avenue between Cedar Lake Road and Lake Street. Construction is expected to begin in the fall of 2020. More information about the project can be found here: <https://www.stlouispark.org/government/departments-divisions/engineering/construction-projects/dakota-park-bridge-and-bikeway-project>

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

- 2020 Bike Lane Installations Location Map (1 page)
- Signed Bike Routes in Maintenance District 4 (1 page)
- Winnetka Avenue and Hwy 55 Bridge Design Concept (2 pages)
- Hwy 55 and Douglas Drive Proposed Improvements Map (1 page)
- Hennepin County Memo – Glenwood Avenue 2020 Resurfacing and Restriping (4 pages)
- Bassett Creek Regional Trail (1 page)
- Downtown Study Proposed Trail and Sidewalk Map (1 page)
- Golden Valley Bicycle and Pedestrian Plan Map (1 page)
- Golden Valley Bicycle and Pedestrian Plan (13 pages)



2020 Bike Lane Installations

Sources:
 -Hennepin County Surveyors Office for Property Lines (2019).
 -City of Golden Valley for all other layers.

Print Date: 2/5/2020

0 650 1,300 2,600 Feet

CITY OF CRYSTAL

34th Ave N

Signed Bike Routes

----- Install in 2020

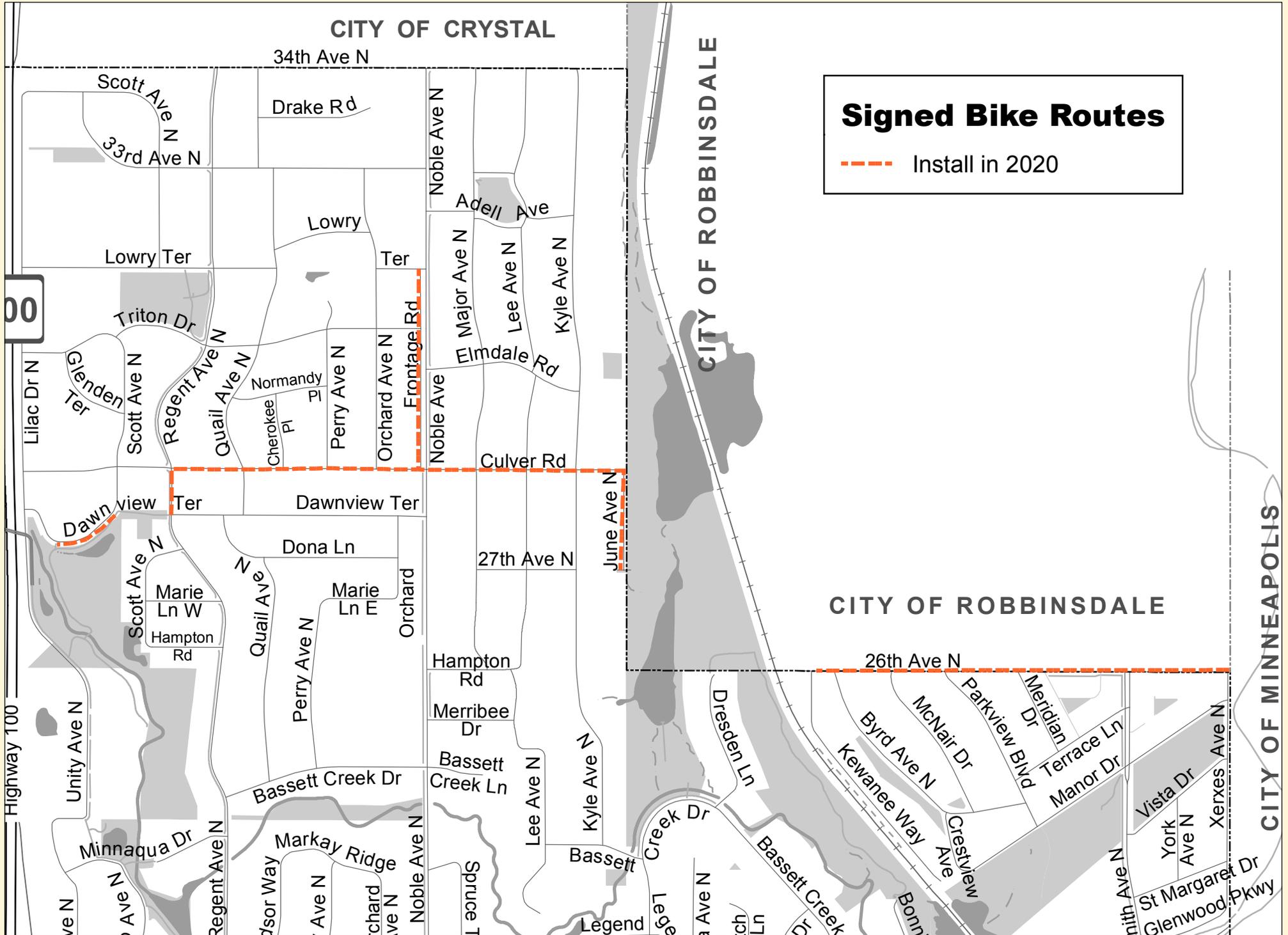
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Highway 100

CITY OF ROBBINSDALE

CITY OF ROBBINSDALE

CITY OF MINNEAPOLIS





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

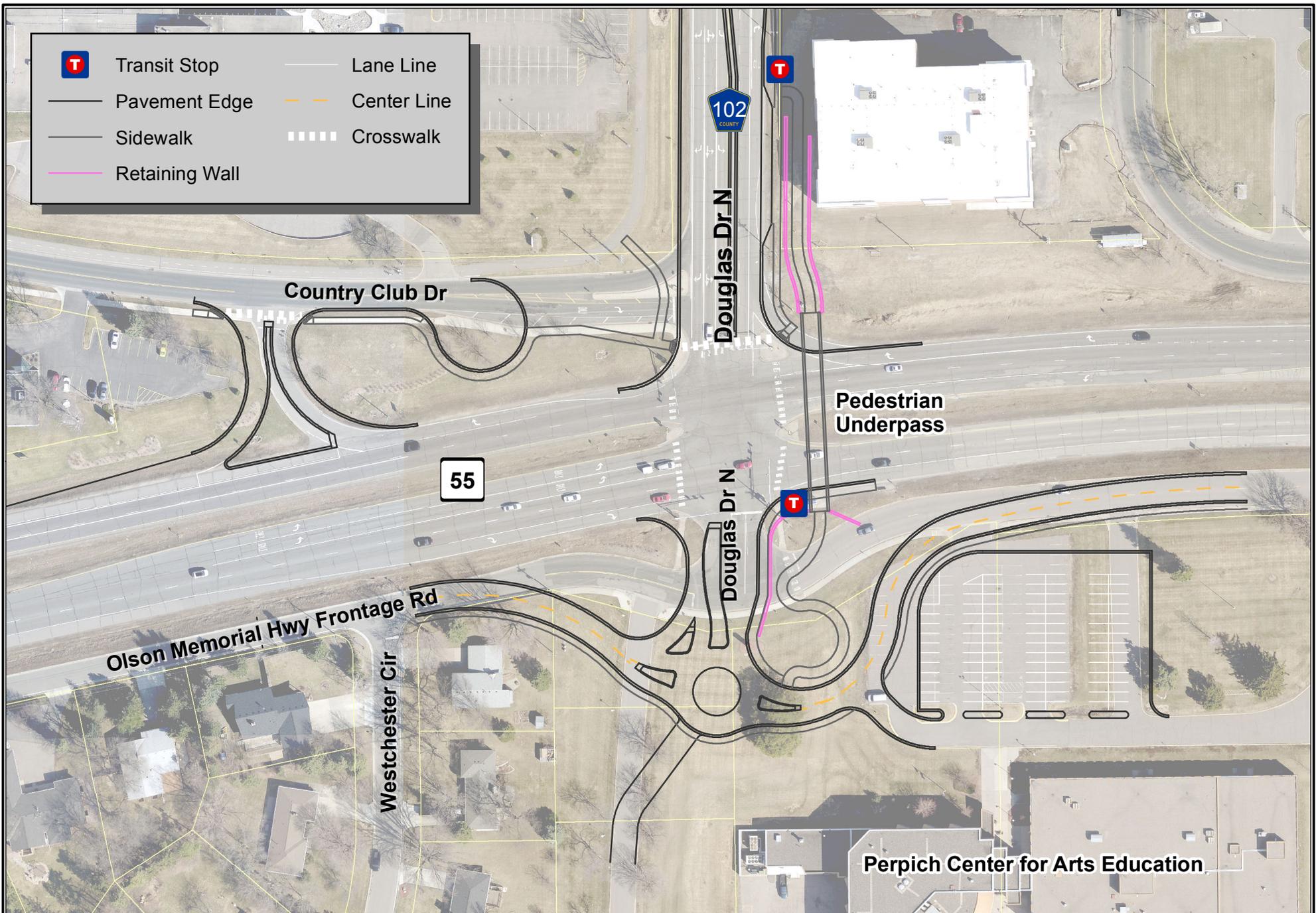
Pavement Edge

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.



Memo

To: Marc Nevinski, City of Golden Valley

From: Robert Byers & Emily Kettell, Hennepin County Public Works – Transportation Planning

Date: September 13, 2019

Re: Glenwood Avenue 2020 Resurfacing and Restriping

Purpose

The purpose of this memorandum is to provide an update to the Golden Valley City Council in regards to an upcoming county 2020 mill and overlay project along Glenwood Avenue (County Road 40) from Highway 100 in Golden Valley to Thomas Avenue in Minneapolis.

As part of the preparation for the 2020 mill and overlay project, city and county staff have conducted extensive outreach, including the formation of a study group to review options for the future of the entire Glenwood Avenue corridor.

This memorandum details the proposed changes to occur in conjunction with the 2020 mill and overlay as well as a timeline for recommended future improvements.

Outreach and communications

County and city staff have made it a priority to understand residents' and other stakeholders' needs and concerns for the Glenwood Avenue corridor. Between November 2018 and August 2019, the project team has completed the following:

- Announcing the project in a mailing to more than 800 residents that included a project information sheet, open house invitation, and comment form
- Providing project updates and promoting a community-wide open house, through the Golden Valley newsletter and on a project-specific webpage: www.hennepin.us/glenwoodgoldenvalley

- Hosting an open house at Golden Valley City Hall to provide an overview of the project and gather initial input
- Meeting with key stakeholders, including:
 - Breck School to discuss general parking and traffic control at Ottawa and Glenwood avenues
 - Minneapolis Parks & Recreation Board staff to discuss the Theodore Wirth intersection, trail alignments and parking along Glenwood Avenue
 - Metro Transit staff to discuss bus stop locations and pedestrian connections
- Coordinating a study group comprised of city and county staff, Breck School staff and interested residents
- Hosting a second open house at Brookview to share community feedback and proposed recommendations

Proposed recommendations

The attached community feedback document summarizes the key concerns that county staff have heard at various outreach events over the past year. After completing studies (e.g. parking studies and pedestrian crossing counts) and considering these concerns, Hennepin County recommends the following actions:

Immediate

In coordination with the 2020 mill and overlay:

- Promote traffic calming by reducing lane widths from 13 feet to 11 feet.
- Convert existing shoulder space to dedicated buffered bike lanes to provide a consistent connection along the entire Glenwood corridor and provide a buffer between people walking on the sidewalk and people driving.
- Remove parking along the corridor due to low use.
- Re-establish landscaping (boulevard space) to improve the pedestrian environment by providing a buffer between the sidewalk and roadway between Ottawa and Natchez avenues and re-establish landscaping near Theodore Wirth Park.
- Continue to work with the Minneapolis Park and Recreation Board to address parking needs at Theodore Wirth Beach.
- Evaluate crossing locations along Meadow Lane, Natchez Avenue and Ottawa Avenue and their potential integration with the 2020 repaving project.
 - Additionally, evaluate connections to potential future crossing locations to ensure crossings are ADA accessible and accommodate multimodal movements. Design details will need to be evaluated and neighborhood engagement will need to take place before moving forward.

Near future

Over the course of the next few years:

- Evaluate sidewalk improvements, particularly between Westwood Drive and Ardmore Drive.
 - The City and County will need to coordinate on this section of sidewalk to determine the feasibility of improving the sidewalk in the near or mid-term. Improvements are likely to include the construction of a large retaining wall on pilings to support a wider sidewalk.
- Conduct pedestrian crossing analyses at additional locations across Glenwood Avenue.

- Evaluate feasibility of a planted median at Highway 100 in place of existing painted median.
 - The median would need to be compliant with Hennepin County's landscaping guidelines, which will be finalized later this year.
- Pilot temporary bike lane improvements along curves.
 - Pending further discussion, county staff are interested in testing "mumble strips," which help notify drivers they are veering off into the bike lane, along curved portions of the roadway, particularly near Theodore Wirth Park.
- Evaluate safety improvements to the intersection of Glenwood Avenue and Theodore Wirth Parkway.
 - County staff have begun discussions with Minneapolis Park and Recreation Board in regards to this intersection.
 - Key areas of improvement may include crossings, trail locations, and overall intersection geometry.

Long term

Additional ideas require more time for study, discussion, coordination, design and construction, and would have to be considered as part of a more extensive reconstruction, including:

- Make improvements for the Highway 100 bridge in coordination with MnDOT.
 - Improvements may include improved ADA accessibility, sidewalks and dedicated bike space.
- Add consistent sidewalk, boulevard space and other landscaping elements throughout the corridor.
- Evaluate long-term improvements to better align Ottawa Avenue.
- Add pedestrian scale lighting.
- Enhance bike lanes.

Next steps

This memo was presented at a Golden Valley council-manager meeting on September 10th and will be shared at a full city council meeting on September 17th. The discussion at the September 10th meeting focused on implementation of additional improvements beyond repaving and restriping, including pilot studies, crosswalk locations, and collaboration with outside agencies at Highway 100 and Theodore Wirth Parkway. City and county staff will be meeting to discuss these potential improvements in more detail in fall 2019.

Hennepin County staff are recommending to move forward with the proposed immediate improvements in 2020 as detailed in this memo.

- County staff will seek support for the recommendations outlined in this memo, which will also include a resolution for no parking.
- If approved, Hennepin County will take the next steps to communicate with stakeholders and finalize designs.
- Timing of implementation will be coordinated with county and city staff as part of the county's 2020 mill and overlay program.
- Staff will continue to work through those items listed as 'near future' and 'long-term' in this memo.

Attachments

Attachment 1 – Community feedback board

Community feedback

Walking and rolling



- Repair sidewalks and add boulevard space between the sidewalk and roadway
- Ensure that sidewalks are comfortable for people of all ages and abilities.
- Provide marked crosswalks at designated locations across Glenwood Avenue.
- Improve drainage and clear sidewalks better in the winter.
- Redesign the Glenwood and Theodore Wirth Parkway intersection to improve visibility for people walking and biking.

Biking



- Provide a dedicated space for people biking that is consistent with the segments on either end of this project corridor.
- Create a connection to Theodore Wirth Park that is comfortable for a variety of users (families, routine users, etc).
- Address the bike gap on Highway 100 and improve sidewalk access due to curb issues and pole/ signage obstructions.

Driving



- Implement traffic calming - people speed through the corridor, especially when exiting Highway 100.
- Improve issues with truck traffic traveling through the corridor.
- Remove parking to create a more multi-modal and accessible street.

Also noted:

- Parking (where allowed) should be better signed.
- Some concern about the loss of parking, particularly around Ottawa.

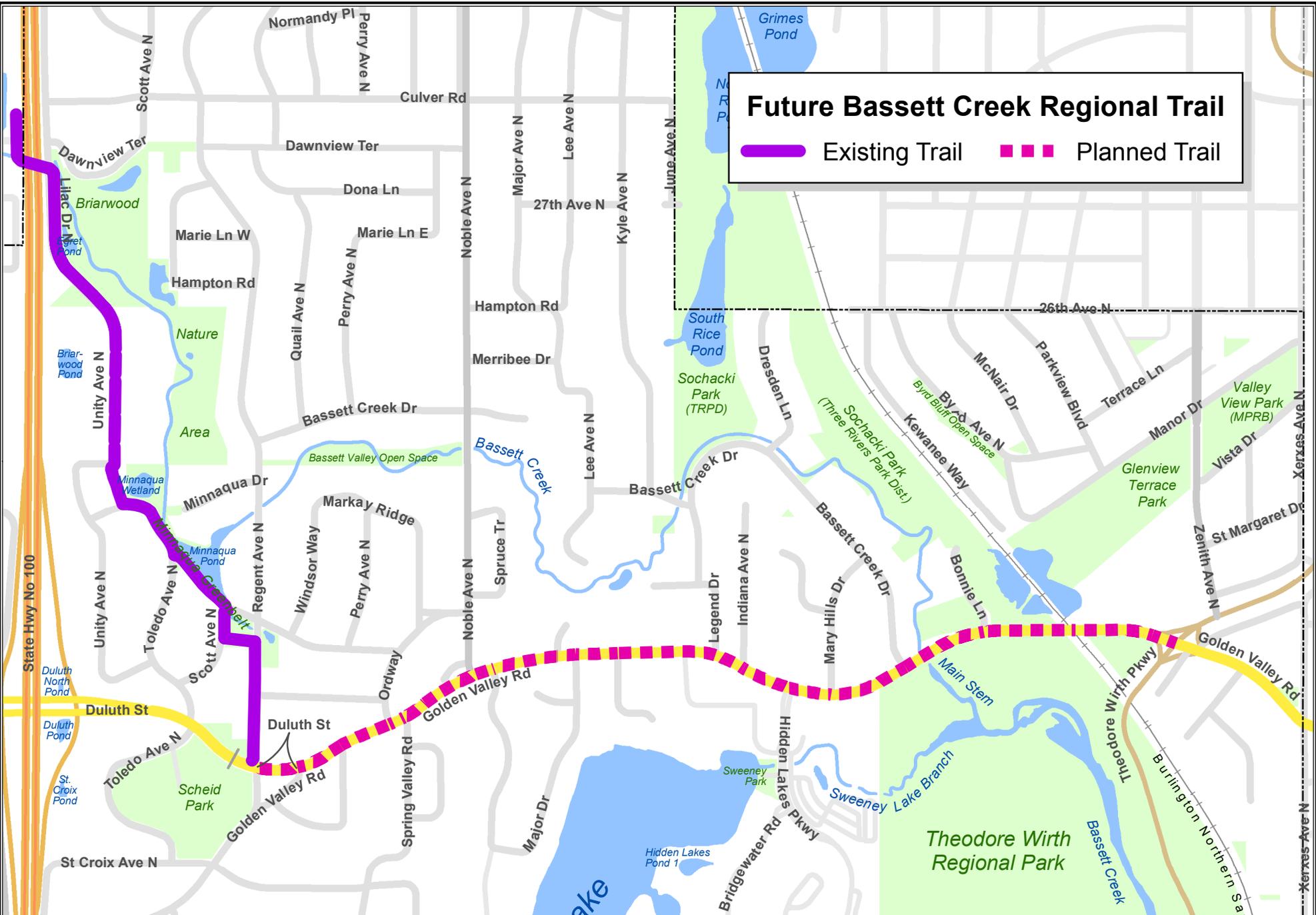
Miscellaneous



- Add lighting along Glenwood Avenue.
- Preserve neighborhood feel through signage and landscaping.
- Provide more landscaping to the corridor; in particular, consider using the median at Highway 100 for landscaping.
- Improve bus stop facilities.

Future Bassett Creek Regional Trail

- Existing Trail
- Planned Trail

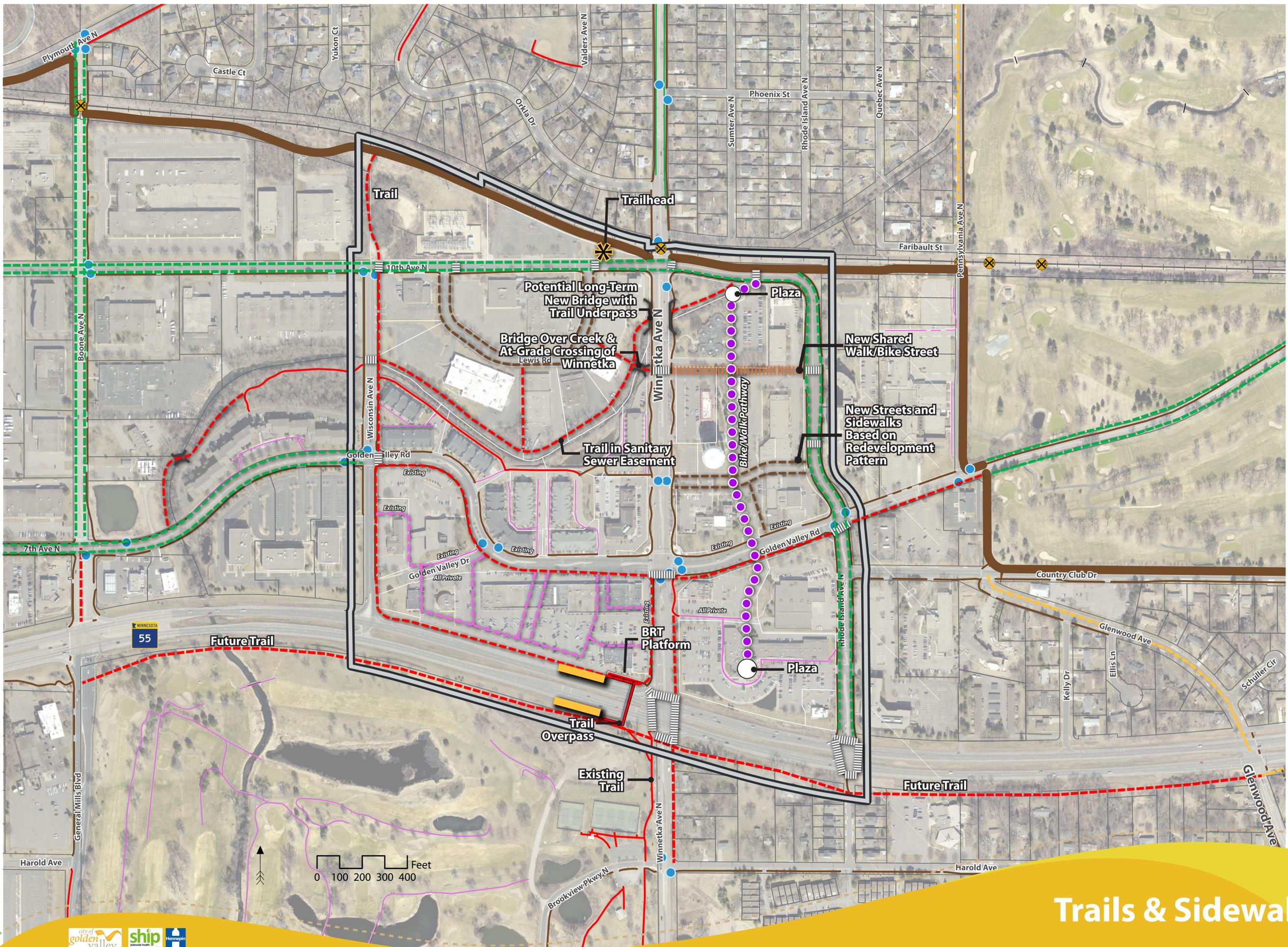


Location Map Bassett Creek Regional Trail CSAH 66

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

Print Date: 4/9/2018

0 400 800 1,600 Feet



LEGEND

- Study Area
- Metro Bus Stop
- Existing**
- Regional Trail
- Sidewalk
- Multi-Use Trail
- On-Street Bike Lane
- Private Sidewalk
- Proposed**
- Shared Street (Woonerf)
- Signature Bike/Walk Pathway
- Multi-use Trail
- On-Street Bike Lane
- Signed Bike Route
- Sidewalk
- Private Sidewalk
- BRT Platform
- Bike/Pedestrian Crossing

Trails & Sidewalks

TRAIL, SIDEWALK, & BIKEWAY SYSTEM

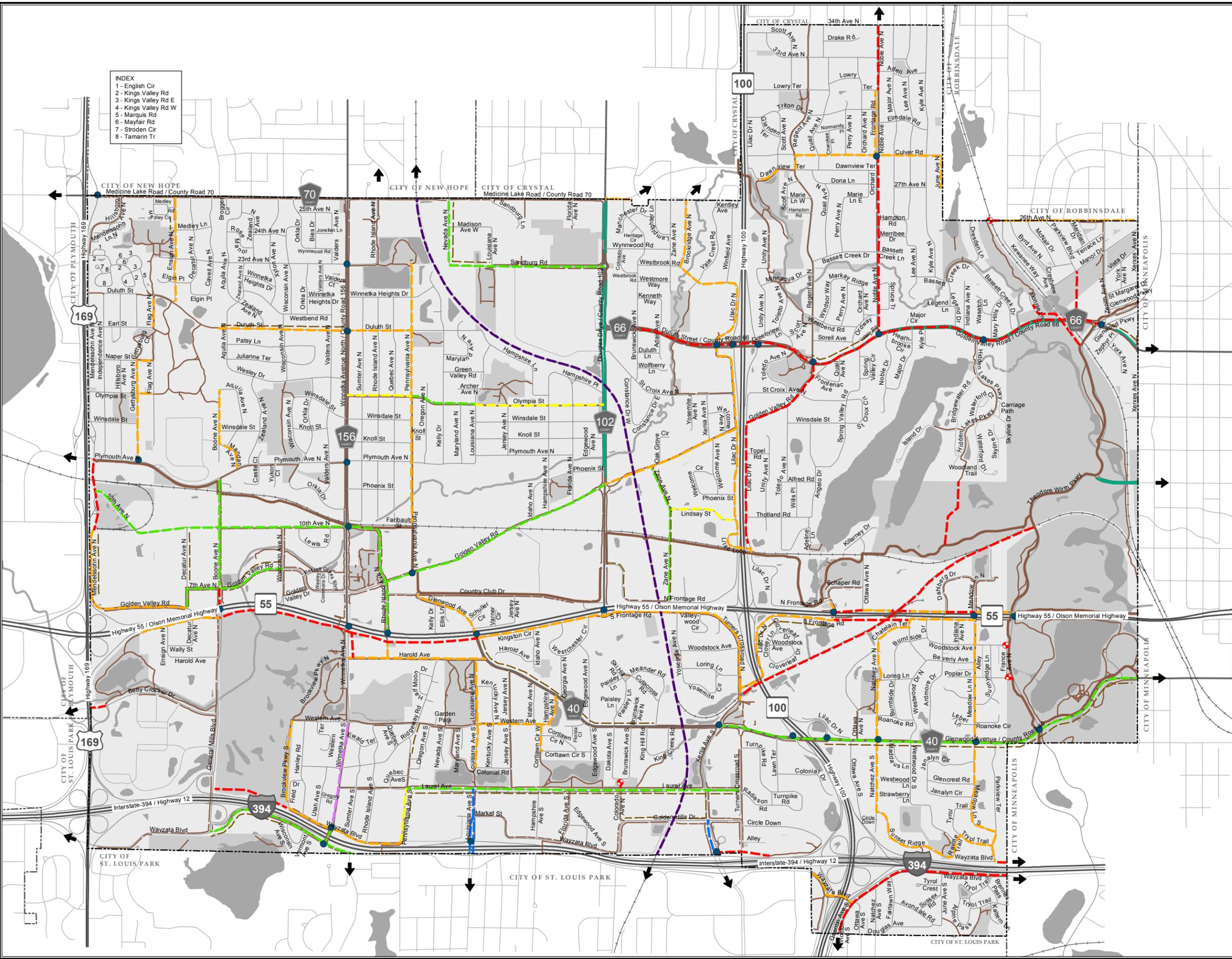
Existing

- 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





Bicycle and Pedestrian Plan

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.



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.