



DOWNTOWN GOLDEN VALLEY WALK/BIKE CONNECTIVITY ACTIVE LIVING COMMUNITY ENGAGEMENT PROJECT

Project Report JANUARY 2020



TABLE OF CONTENTS

01 PROJECT OVERVIEW.....	2
02 BACKGROUND & EXISTING CONDITIONS.....	4
03 PROJECT APPROACH AND ELEMENTS.....	6
04 FINDINGS.....	8
05 RECOMMENDATIONS.....	14

PROJECT PARTNERS AND FUNDING

Project Partners:

Hennepin County Active Living,
City of Golden Valley, HKGi

Funding:

The project is part of the Hennepin County Active Living Partnership project grants. The City of Golden Valley was awarded a grant to fund an Active Living Technical Assistance project. The Active Living Partnership is a collaborative effort between Hennepin County Public Works and Public Health. Funding comes from the Statewide Health Improvement Partnership (SHIP) from the Minnesota Department of Health. SHIP is working to create healthier communities across Minnesota by expanding opportunities for active living, healthy eating and tobacco-free living, while prioritizing health equity.

PROJECT OVERVIEW

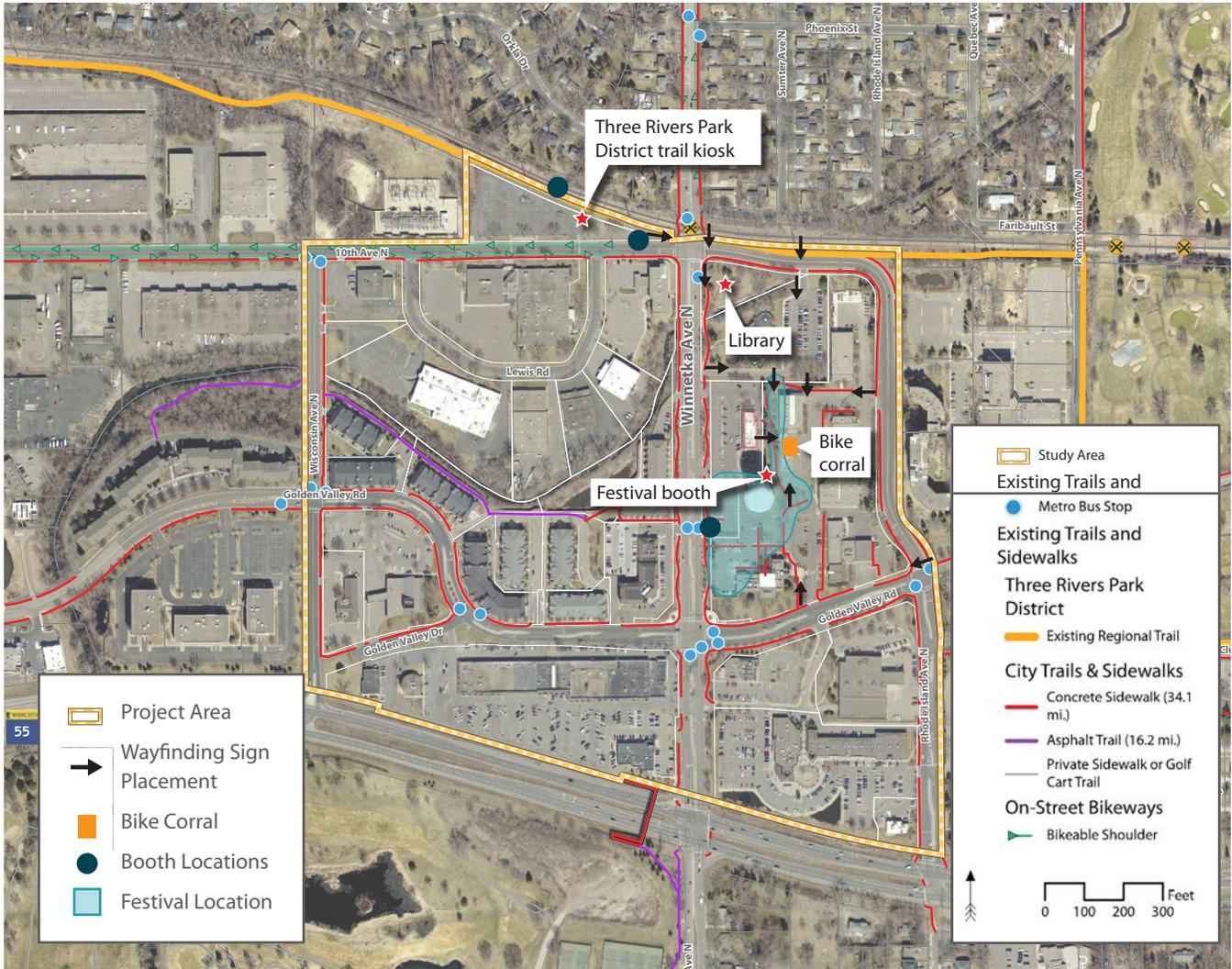
Project Purpose

This project was a collaborative effort between Hennepin County Active Living and the City of Golden Valley in Fall 2019. The purpose of the project was to promote walking and biking to and within downtown Golden Valley and gain meaningful community engagement in conjunction with a major downtown event, the Golden Valley Arts & Music Festival. The project had five goals:

- Make changes to the built environment to support active living
- Promote active transportation in and around downtown Golden Valley
- Improve the environment for pedestrians in downtown Golden Valley with a focus on providing safer options for pedestrians at special events
- Build upon the work that has been done through Golden Valley's comprehensive plan, Urban Land Institute's Downtown Study, METRO Blue Line Light Rail Transit Station Area Planning, and other engagement opportunities that occur during the project to advance a vision and identity for downtown Golden Valley
- Build partnerships between businesses, residents, the City and community organizations to support and encourage biking and walking to and within downtown Golden Valley

Project Description

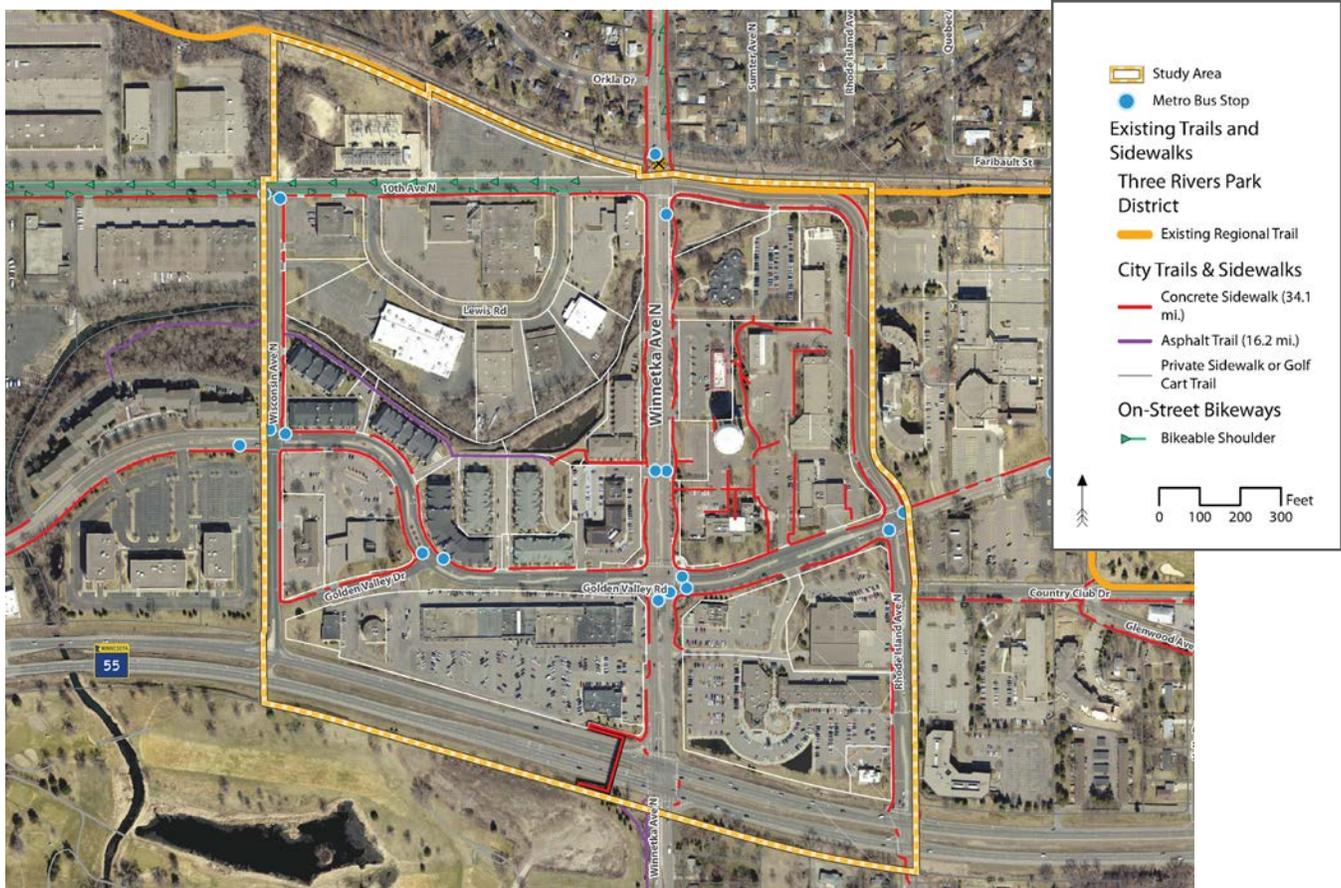
This project involved the demonstration of strategies to encourage walking and biking to and within downtown Golden Valley and community engagement activities to gain people's input on downtown's walking and biking environment. The project was conducted during the Golden Valley Arts & Music Festival, which was held in downtown on Saturday, September 14, 2019. The demonstration activities included installation of temporary wayfinding signage between the Luce Line Regional Trail and the Arts & Music Festival and a temporary bike corral for festival goers to park their bikes. The community engagement activities included a walking/biking survey and informational boards at three booths located at the festival, the library and along the Luce Line Regional Trail. In addition, the surveys were submitted by participants in a downtown walking/biking audit that took place on August 8, 2019 and library patrons from September 16-30, 2019.



Project Area

This project was conducted in conjunction with the City's Downtown Study Phase II. The map above shows the Downtown Study Area, which is bounded by Hwy 55 (south), Rhode Island Ave (east), the Luce Line Regional Trail/10th Ave (north), and Wisconsin Ave (west). The Golden Valley Arts & Music Festival took place in the northeast quadrant of downtown on the civic campus, "under the water tower". The map above also shows the location of the festival, the bike corral, temporary wayfinding signage/bike route from the Luce Line Regional Trail to the festival, and the walking/biking info booths set up for the festival.

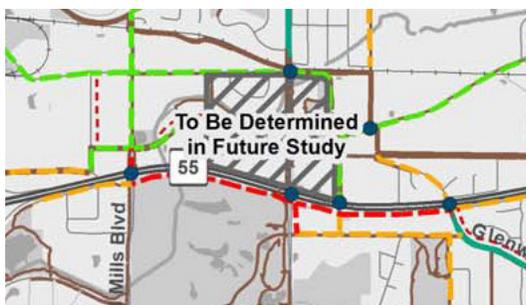
BACKGROUND & EXISTING CONDITIONS



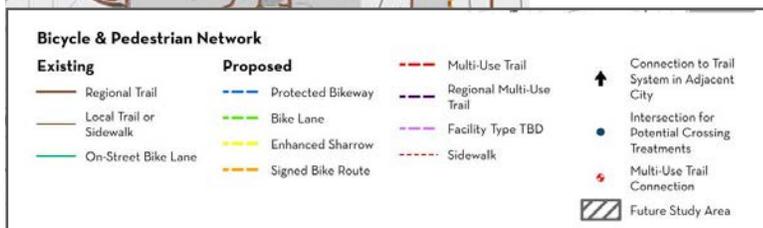
Existing Non-Motorized Facilities

The map above shows existing sidewalks (public and private), city trails, regional trails, bikeable shoulder lanes, and the pedestrian bridge over Hwy 55 at Winnetka. Biking facilities are currently very limited in downtown, consisting only of the Luce Line Regional Trail that skirts along the north edge of downtown and bikeable shoulder lanes on 10th Ave (west of Winnetka). There are no designated bike routes through downtown north-south or east-west. While downtown has sidewalks, there are major gaps in the heart of downtown along Golden Valley Road and Winnetka. Walking and biking to the pedestrian bridge is also challenging. Walk/bike street crossings are limited to controlled intersections whose spacing is pretty far apart from a walking/biking perspective.

Planned Non-Motorized Facilities



The City's Bicycle and Pedestrian Network Map, which is part of the 2040 Comprehensive Plan, identifies existing and proposed walk/bike routes and intersection improvements. In 2016, a Bicycle and Pedestrian Planning Task Force was established by the City to assist in planning for additional bicycle and pedestrian facilities in the community. This walk/bike network resulted from the task force's work, including gathering and evaluating input from the community. This map identifies walking/biking facilities to downtown but not within downtown. The planned connections to downtown are the Luce Line Regional Trail, a multi-use trail along the south side of Hwy 55, bike lanes, and signed bike routes. The Downtown Study Phase II will identify planned routes within downtown.



Previous Downtown Studies

2007 Walkable Community Workshop

The City, in association with Hennepin County Public Works and Blue Cross Blue Shield of Minnesota, organized a Walkable Community Workshop in May 2007. Workshop participants participated in a walking tour of downtown Golden Valley and then brainstormed ideas for walking/biking improvements in downtown. This effort resulted in the identification of 12 action items which are listed in the table below. Primary responsibilities and partners were also identified for each action item. Since it was a walking workshop, none of the improvements addressed downtown’s biking environment. These action items are essentially split between improvements to walkways and crosswalks, and are still relevant today.

2007 Walk Audit Table

ACTION ITEMS	RESPONSIBILITY/PARTNERS
1. Create a crosswalk over Winnetka Ave between McDonalds and the Common Bond Homes.	Golden Valley Department of Public Works, Hennepin County Department of Public Works
2. No right turns permitted on red lights at the intersection of Rhode Island Ave and Highway 55.	Minnesota Department of Transportation
3. Provide bicycle and pedestrian access to shopping district from the Three Rivers Park Trail.	Three Rivers Park District, City of Golden Valley, Business owners
4. Create an accessible pathway from 10th Ave N to the Hennepin County Library.	Hennepin County Public Libraries, Three Rivers Park District
5. Provide a pedestrian connection between Golden Valley Commons and Golden Valley Shopping Center.	Trach Properties Inc. , Owners of Golden Valley Shopping Center, Golden Valley Commons, LLC, Golden Valley Department of Public Works, Hennepin County Department of Public Works
6. Improve sidewalks on Winnetka Ave on the south side of Highway 55.	Golden Valley Department of Public Works
7. Adjust crosswalk timing on existing crosswalks.	Golden Valley Department of Public Works, Hennepin County Department of Public Works
8. Inventory and improve small area connections within Valley Square.	Trach Properties Inc. , Owners of Golden Valley Shopping Center, Golden Valley Commons, LLC, Golden Valley Department of Public Works, Hennepin County Department of Public Works
9. Improve connections between Valley Square and Calvary Lutheran Church and Housing Cooperative.	Golden Valley Department of Public Works, Calvary Lutheran Church and Cooperative Housing
10. Encourage local businesses to trim trees in their property that hang over public and private sidewalks and pathways.	United States Post Office, Trach Properties, Inc., Golden Valley Commons, LLC, Cliff Corporation, CNL Funding 2000, Sun Life Assurance Company – Canada, Brookstone, Vanman, LLC, Valley Square Commons, LTD, McDonald’s Corporation, Hennepin County
11. Improve pedestrian mobility along Rhode Island Ave near Country Club Dr.	Golden Valley Department of Public Works, Possible citizen task force
12. Improve signage along sidewalks and bike trails to advertise pedestrian and biker amenities, such as parking, water fountain locations, etc.	Three River Park District, Local Businesses

2018 Walk/Bike Connections to Downtown Project

In 2018, the City and Hennepin County Active Living worked with Community Design Group on this project to plan for a temporary walk/bike demonstration project between the Luce Line Regional Trail and downtown Golden Valley. The identified demonstration project was temporary bike lanes on Winnetka Ave. This report includes a summary of conditions in the general project area, a high-level summary of factors considered in the design process, and a potential design configuration for the demonstration project. It also includes description of potential activation strategies that can be used to successfully deploy the demonstration project and invite residents and visitors to enjoy it.

PROJECT APPROACH AND ELEMENTS

Golden Valley Arts & Music Festival

The project's temporary demonstration strategies and community engagement effort was focused on the Golden Valley Arts & Music Festival, which took place on September 14, 2019. The walking/biking survey was also made available outside of this event, including a downtown walk audit event on August 8, 2019 and a post-event display at the library from September 16-30, 2019. The project consisted of the following elements:



Bike corral wayfinding



Bike corral



Luce Line trail booth

Walking/Biking Info Booths

Three walking/biking info booths were set up during the Arts & Music Festival, which were located at the festival, the library and along the Luce Line Regional Trail. City staff, Hennepin County Active Living staff, and HKGi consultants facilitated these info booths from 10am to 1pm. During this time period, staff and consultants reached out to walkers and bicyclists to share information about the City's walking/biking efforts, the Downtown Study, and invite their input via the walking/biking survey. Each booth also had a large info board with a large aerial map showing downtown businesses, destinations, streets, and trails and photo examples of ways to improve downtown intersections and crosswalks, as well as potential mid-block crosswalks in the future. People were invited to place colored dots on the large map to identify places that they currently walk or bike to, places that are challenging to walk or bike to, and barriers that prevent walking or biking.

Walking/Biking Survey

People walking and biking to the event were invited to fill out a short, one-page downtown walking/biking survey to help the City and County understand how people get to, from and around the downtown area by walking and biking.

Temporary Bike Corral

A temporary bike corral was set up at the festival to demonstrate the potential for adding bike parking facilities in downtown and as a destination to test out wayfinding signage.

Temporary Wayfinding Signage/Bike Route

Temporary wayfinding signage was set up to guide walkers and bikers from the Luce Line Regional Trail to the Arts & Music Festival, the bike corral and downtown.

Pre-Event Downtown Walk Audit

At the Downtown Walk Audit conducted on August 8, 2019, the walking/biking survey was distributed to participants. These survey responses are included in the survey summary on the following pages.

Post-Event Library Patrons Engagement

The large walking/biking info board was displayed at the library from September 16-30, 2019. The walking/biking survey was also made available at the library during this time period. These survey responses are included in the survey summary on the following pages.

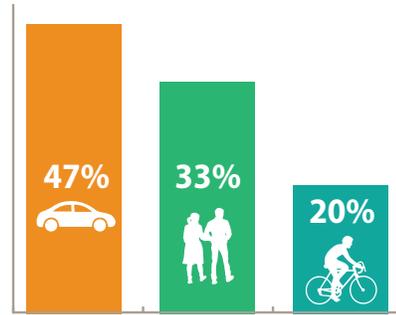
FINDINGS: SUMMARY OF DOWNTOWN WALKING/BIKING SURVEY

Survey Responses from Walking Audit (August 2019) and Golden Valley Arts & Music Festival & Library Patrons (September 2019)

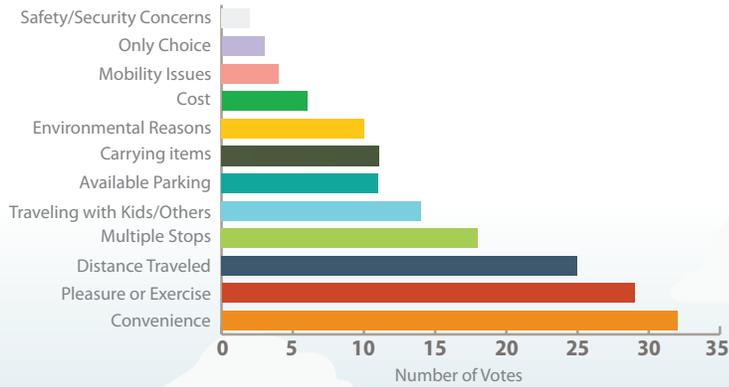
01 1. What are the top reasons you visit downtown?



02 1. How did you get here today?



03 1. Why did you choose to travel that way today?



WALKING

04 1. How often do you walk to destinations in the downtown - like stores, city hall, or the library?

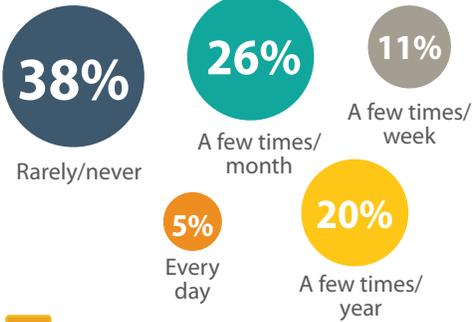


05 1. What factors would encourage you to walk to/around downtown more often? (Mark all that apply)

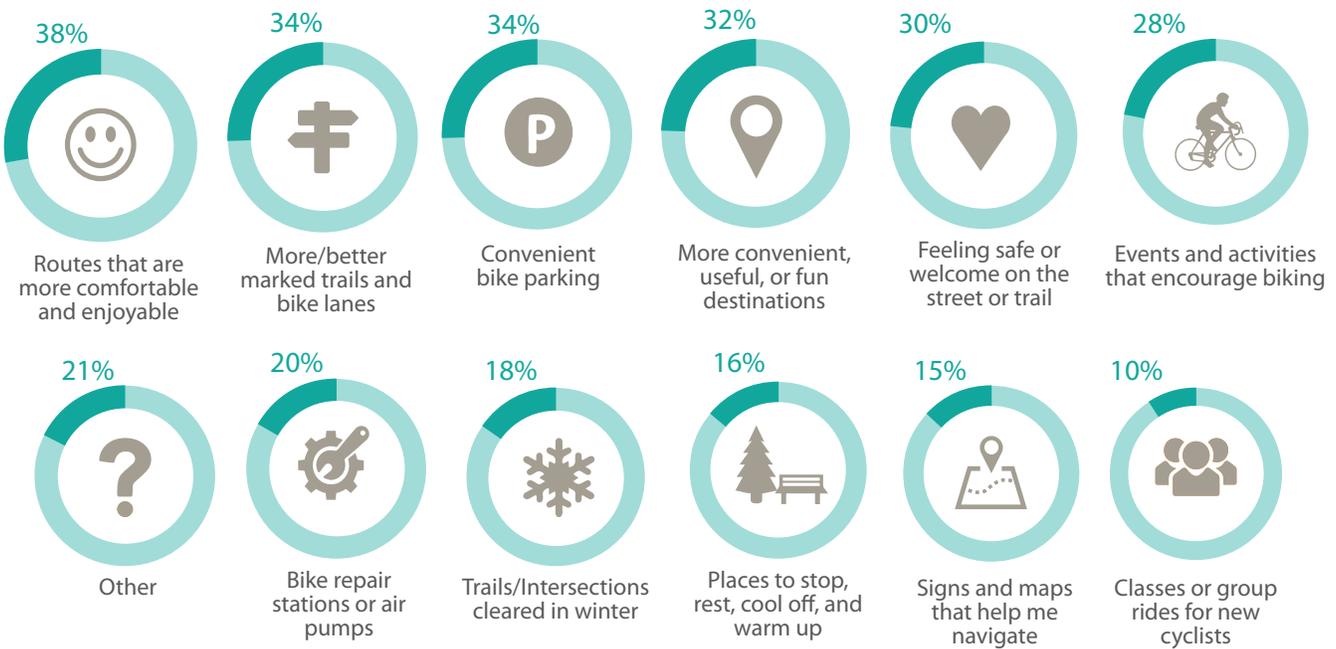


BIKING

06 1. How often do you bike to destinations in the downtown - Like stores, city hall, or the library?



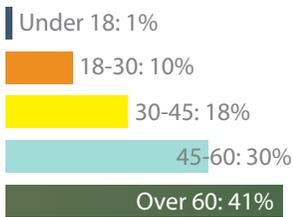
07 1. What factors would encourage you to bike to/around downtown more often? (Mark all that apply)



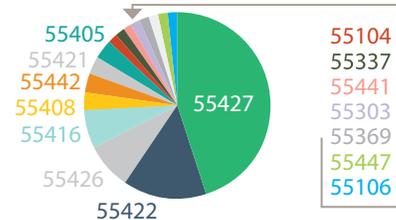
08 1. Are there amenities that might make walking or biking in downtown more attractive? If so, what are they?

- Bike Paths
- More Trails
- Protected Bike Lanes
- Parking
- Parks
- Secure Bike Parking
- Better Shopping
- Bike Shop
- Convenience Store
- Grocery/Pharmacy
- Parks
- Less Cars
- Better Eats
- Better Connections
- Safer Crossing
- Short Bike Races
- Bathrooms
- Wider Sidewalks
- Kid Fun!
- Signs
- Water Refill Stations
- Healthy Food Options
- Scenic Routes

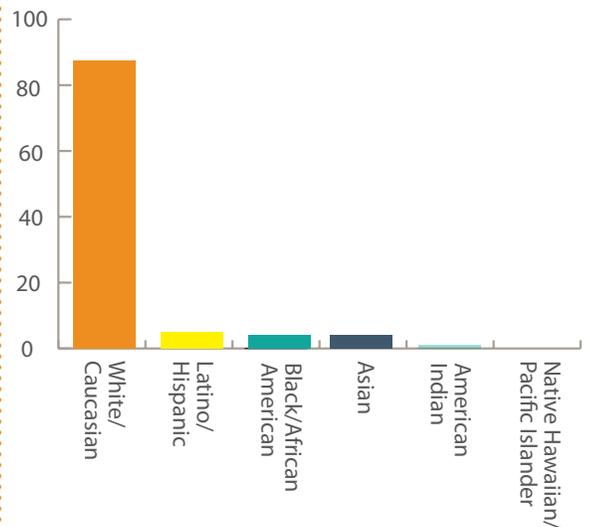
1. What is your age?



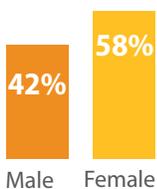
1. What is your home zip code?



1. Which of the following describes you?



1. What is your gender?



1. Which applies to you?



FINDINGS: SUMMARY OF DOWNTOWN WALKING/BIKING SURVEY

Survey Responses from Walking Audit (August 2019) and Golden Valley Arts & Music Festival & Library Patrons (September 2019)



My Golden Valley biking, walking, or rolling story is.....

Favorite Place to walk, bike, or roll to: Library and Bachmans.

If you could design a new trail in GV where would it be: Highway 55 and Boone Ramp.

Our teenagers desire for a unique coffee shop like spyhouse coffee. Mom and dad would love for it to be in a bikeable location. Triple D doesn't have a good space for doing homework/work.

More bike racks please! Bachman's got rid of theirs. Will the sidewalk/trail on Plymouth Ave near Highway 169 be completed Winnetka to under 169? I sure would like not to cross Plymouth Ave traffic as we live near Wesley Park.

Can you do anything about flooding on Luce Line near Wirth Trailhead? That is a major artery for us as we are avid cyclists and I desire safe ways for our kids to ride with us.

.....

Favorite Place to walk, bike, or roll to: By nature or downtown, they are often to busy to really enjoy biking.

Where is the first place that you went on foot or wheels in downtown: To Starbucks for Coffee.

My biggest concern about biking is the drivers of cars not being careful when they do right turns/not checking for bikes (and cars forget to signal right turns).

Favorite place to walk around Laurel Ponds and Liona Park – both are free of auto traffic.

I only walk to downtown if during the day and I am going only to a restaurant. You don't want to carry items on long walks or have unwieldy items like furnace filter/paint cans, etc.

.....

Favorite Place to walk, bike, or roll to: The Nature Reserve

Where do you wish that you could bike, walk, or roll to in town and what would it take to get you there:

Safe access.

Where is the first place you went to on foot or wheels in Golden Valley: Triple D Coffee

Need better restaurants!

GENERAL COMMENTS

I would walk to the library more often if the door on Winnetka was accessible. Please re-create the Winnetka entrance!

.....

Douglas is a good route. I enjoy the trails that go east, and the roundabout is great.

.....

I grew up here and using this trail is important to me to keep connected to the city.

.....

Love Silverwood Park. I didn't know the library was here for the first 5 months I lived here, it needs better signage!

My family rides to and through downtown a lot. There are decent sidewalks on Winnetka but they are not safe for cycling. We ride to the library and retail locations throughout downtown. We also ride to the pedestrian bridge over Hwy 55 on longer rides because it is the best place to cross in the area. We wish that cycling access to that bridge were easier.

I like to bike and walk, our streets are fine for that. Stop this spending money on a minority bike agenda. No matter how many millions are wasted on pro-biking this is MN its cold and icy and not safe to bike in the winter. There are better concerns for our money and votes.

Moved to Golden Valley in '96 and I am a current resident. In early years (1996-2005) I would bike May-Sept with 2 or 3 of my kids in a burley bike trailer to various city parks. The kids would play on new playground equipment then we would bike to the GV commons to hang out at the fountain and have a snack at Starbucks or Einsteins. Having a working fountain is important (but that's not the cities issue). Now my kids are grown and I've started biking the Luce Line trail in both directions. This gets me biking to downtown. It made me realize that I can bike to the library, post office, and hardware pretty easily (promote the Luce Line trail and you can promote biking to downtown!) Biking to farmers market is fun and should be promoted as such. I live south of Hwy 55 and it is a major factor for the city to deal with if you want to get more residents walking/biking to downtown from this part of town. Yes, there is a foot bridge at Winnetka/55 but it takes a long time to cross and is not bike friendly. Tunnels at Hwy 55 and Douglas, Glenwood and Winnetka should be considered. Like the one on the Luce Line trail on I-494. They are faster, safer, and weather friendly, especially if the wind is blowing hard.

It's a fun way to get out to the parks with our kids. Heading west on Glenwood from Meadow to Brunswick it seems as though cars are confused and leads to bikers compensating by using sidewalks on parts of this stretch. This just further complicates the confusion from both sides.

I ride east medicine lake to west medicine several times a week. Would enjoy more beautiful trail options with beautiful scenery or easy access to fun shops/restaurants.

I'm against bike lanes in the city which impact parking for residents and guests in the residential areas. Parking availability impacts people with mobility issues and families with small children. They want to enjoy downtown Golden Valley with ample parking and not worry about careless bicyclists.

I live in Wesley Commons. Ironically, I feel safer crossing Winnetka in the middle of a block, watching for a good break in traffic. The crosswalks at Winnetka and Golden Valley Rd are dangerous. Drivers don't think to look for pedestrians/walkers. I use the pedestrian bridge to go over to Brookview several times a week, year-round (biking and walking.)

My family's favorite place to bike/walk to in GV is the library. It is almost exactly a mile from our house over near Douglas Drive. We also enjoy walking to the fountain to get ice cream in the summer. I wish there were a safer way for my middle schooler to bike to downtown. We bike on the sidewalk along GV Road, but I think bikes are supposed to be on the street.

General Comments

Why don't most bikers follow the laws? They rarely stop at stop signs.

Difficult to bike down Winnetka Ave with no bike facilities. Have to bike on sidewalks that wind in and out on west side of Winnetka to get down to the pedestrian bridge to Brookview. If we ride down Wisconsin Ave, then we bike through shopping center parking lots to get to the pedestrian bridge.

Biking to Dairy Queen with the Family! Both kids are involved in GV's summer bike rangers program during the summer. Construction cones sometimes push them to bike on the busy streets which is challenging for small kids who are not confident about biking along roads. One child had their bike stolen in the downtown area when it was parked.

The Strip mall shopping center is surrounded by a large parking lot, which is not walking or biking friendly.

We need more interesting and unique shops and restaurants, there are too many chains.

Winnetka North to Golden Valley Road: Flashing left turns are dangerous, drivers are focused on on-coming traffic and don't always think to look for bikes or pedestrians crossing.

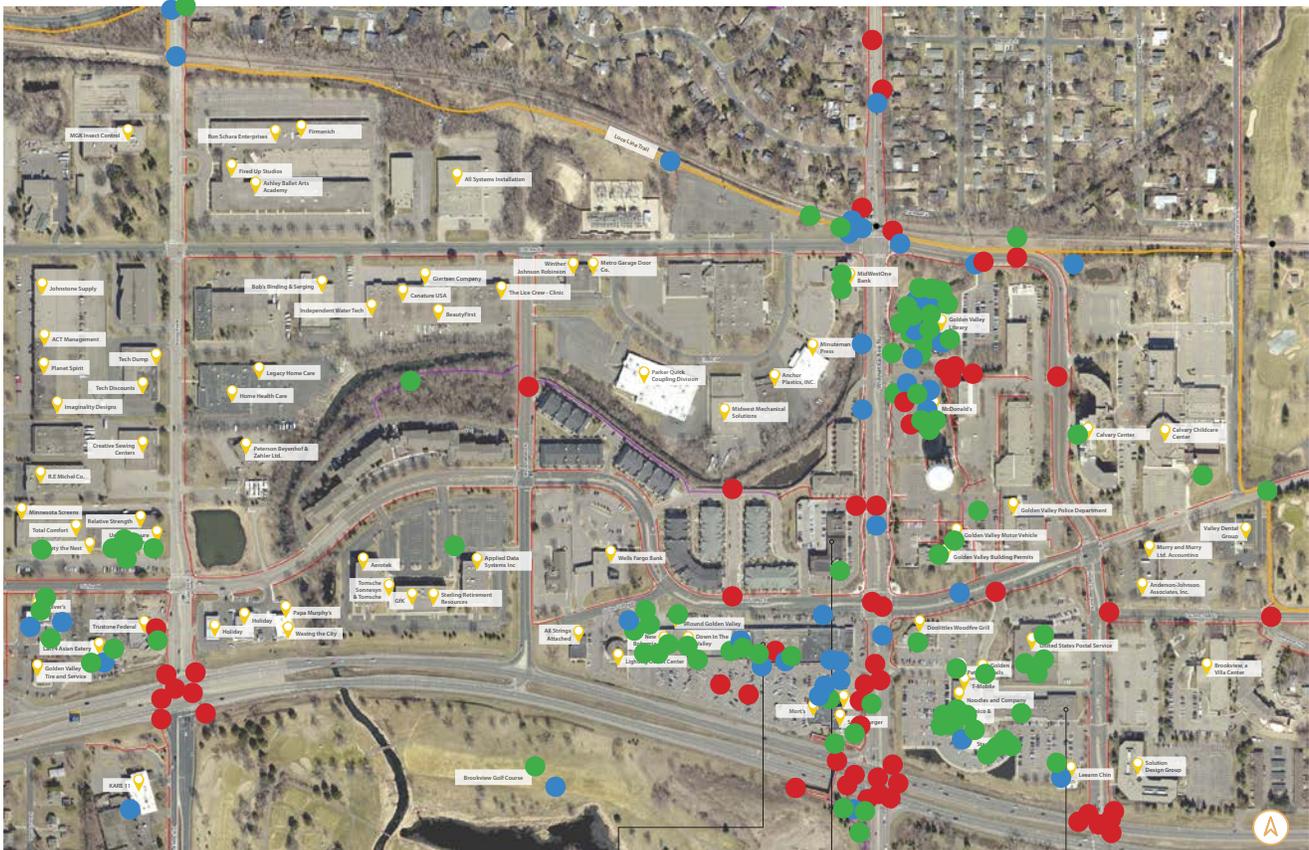
I really like the food down here, but it would be a huge improvement to be able to grocery shop in this area.

Snow removal on Winnetka Ave is a problem in the winter - (comment received by many)

FINDINGS: SUMMARY OF DOWNTOWN WALKING/BIKING POSTERS

Survey Responses from Golden Valley Arts & Music Festival and Library Patrons (September 2019)

- Places I currently would walk or bike to
- Places that are challenging to walk or bike to
- Barrier that prevents walking or biking



LEGEND

- SIDEWALKS
- TRAILS
- PRIVATE TRAILS
- BUSINESS DESTINATIONS

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> ● O'Reilly Auto Parts ● Home America ● Ringback ● Fenty Hair Design ● Mully ● Black 11 Car Audio & Security ● Nationwide Insurance ● Pilgrims Dry Cleaners ● Zipcar ● Mathnasium ● Joe Handman ● Jimmy John's ● UPS | <ul style="list-style-type: none"> ● Golden Valley Tailor ● Custom Hair Salon ● Papa & Stuff Inc. ● W A Campbell ● Triple A ● Golden Valley Animal Hospital ● Benjamin Shultz ● Dawson ● Fix My Busted Computer ● New Asian Jo Yuan ● Best Whisk Floral ● Snap Fitness ● Block Advisors ● Amy Lee 'n Me ● YES! Business Management ● Back in Shape Chiropractic ● Westwood Face Clinic | <ul style="list-style-type: none"> ● Dairy Queen ● The Hearing Center ● Subway ● Cedar Lake Wire Company ● Franchises Mexican Grill ● Massage Envy ● Petazzi Saus ● Tally Tan & Spa ● Papa John's Pizza |
|---|---|--|

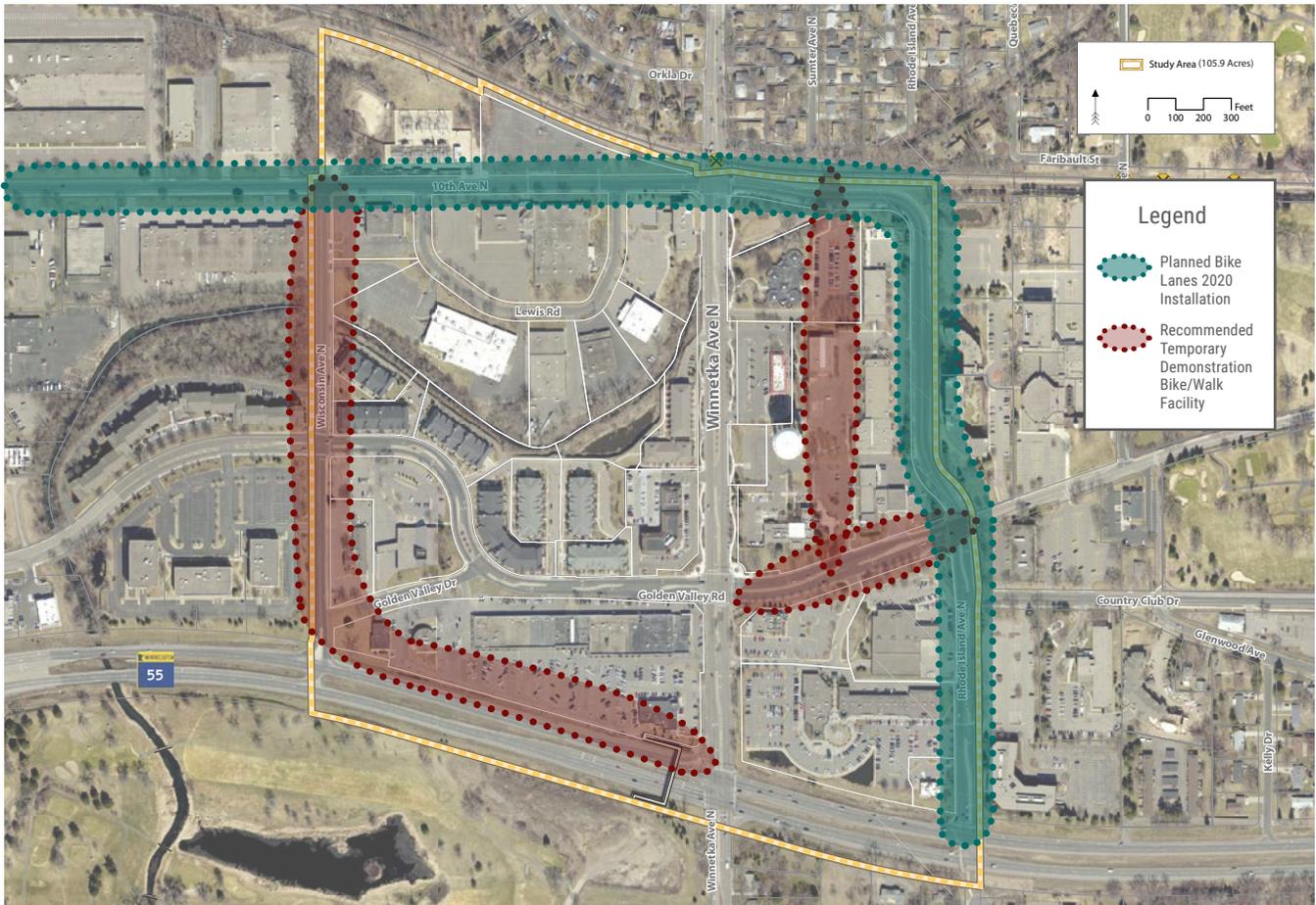
Community Engagement Findings

- People identified a broad variety of destinations that draw them downtown, including entertainment, dining, coffee, stores, services (e.g. library, city hall, post office, dentist), and events (e.g. farmers market, arts & music festival).
- There is a lack of designated bike facilities to and within downtown. The only existing bike facilities are the Luce Line Trail, bikable shoulders on 10th Ave west of Winnetka, and the ped/bike bridge over Hwy 55, although the bridge is not designed for smooth bike travel.
- Interest in developing downtown walk/bike routes that are more comfortable and enjoyable.
- Concerns about the safety and comfort of existing street intersections along Hwy 55 and Winnetka Ave for walkers and bicyclists including turning vehicles.
- Awareness of "downtown" Golden Valley and its close proximity to the Luce Line Trail is lacking.

RECOMMENDATIONS

1 Design and install temporary demonstration bike/walk projects

- Community feedback gathered during this study supports the City’s plan for installing bike lanes on each side of 10th Ave and Rhode Island Ave west from Winnetka Ave to Hwy 55 in 2020. It is recommended that these bike lanes be installed with clear connections to the adjacent Luce Line Trail, such as:
 - *Include a connection for the northbound bike lane on Rhode Island Ave to the regional trail at the corner of 10th/Rhode Island by adding a curb cut and trail connection between the roadway and regional trail.*
 - *For access to the east/southbound bike lane from the regional trail, add a dedicated bike crossing of 10th Ave at Winnetka (e.g. green crossing next to the white pedestrian crossing) and consider testing a mid-block crossing of 10th Ave from the regional trail to the library driveway/sidewalk.*
- Demonstration bike/walk facility from the Luce Line Trail through the center of the Civic Campus down to Golden Valley Commons and Golden Valley Road between Winnetka Ave and Rhode Island Ave:
 - *Include temporary mid-block crossings of 10th Ave and Golden Valley Road*
 - *Include temporary wayfinding signage*
 - *Include temporary bike parking facilities*
- Demonstration bike lanes from the Luce Line Trail to the Hwy 55 pedestrian bridge using Wisconsin Ave and the north side of Hwy 55 -and/or- from the Luce Line Trail to Winnetka Ave using Golden Valley Road:
 - *Work with commercial property owner*
 - *Include temporary wayfinding signage*
 - *Include temporary bike parking facilities*





Bike and walk pathway example



Protected on-street bike lane example



On-street bike lane example



User-activated pedestrian crosswalk

2 Resolve the Existing Bike Lane Gap on Winnetka Ave

Resolve the existing bike lane gap on Winnetka Ave just north of 10th Ave where the turn lanes replace the bike lanes. Winnetka Ave is the primary access to downtown from the north due to the location of the rail line that serves as a barrier between downtown and neighborhoods to the north.



RECOMMENDATIONS

3 Conduct Follow-up Community Engagement

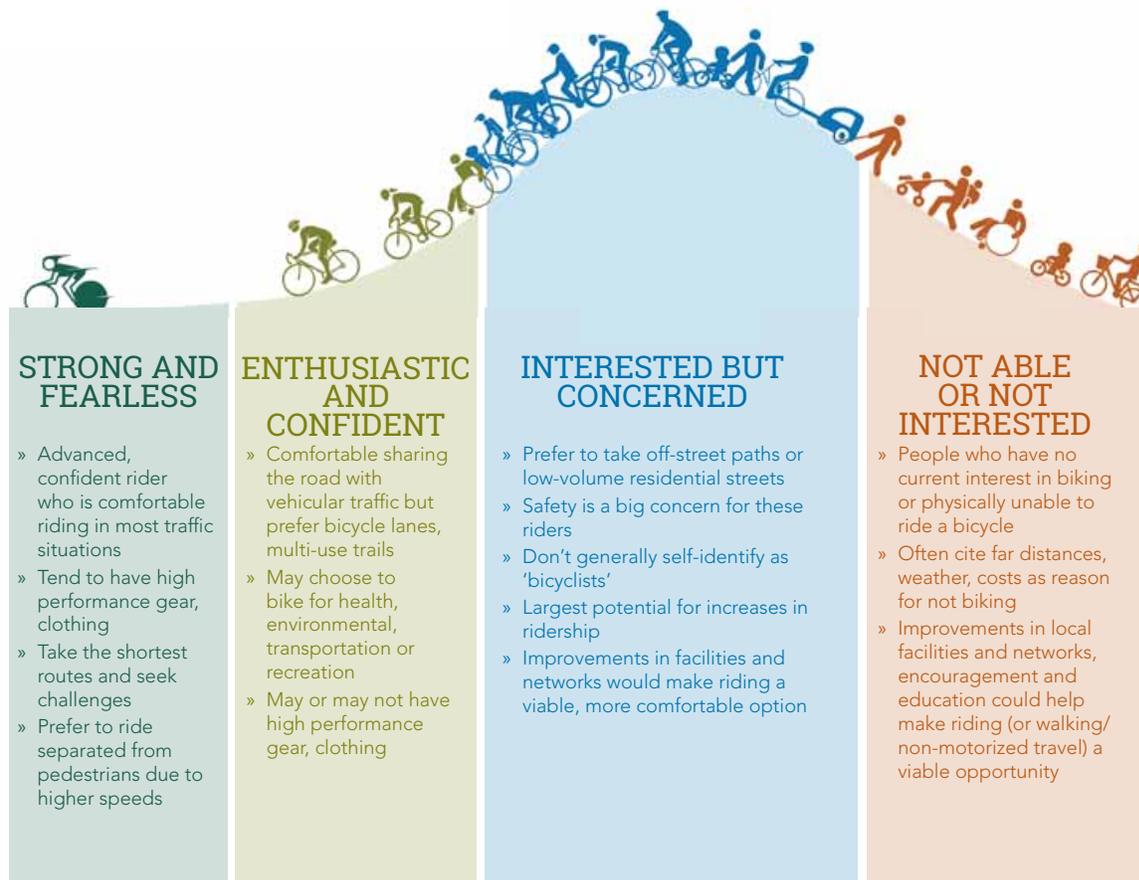
Conduct follow-up community engagement/surveys to find out what types of cyclists are in Golden Valley, e.g. strong & fearless, enthusiastic & confident, interested but concerned, not able or interested. What features would make biking routes more comfortable and enjoyable to and within downtown for these types of cyclists? Also, what features would make crosswalks safer and more comfortable for bicyclists?

Not all people have the same level of comfort when it comes to biking. The “Four Types of Bicyclists” (see figure below) are meant to guide efforts in evaluating what certain segments of the community require or want in a bikeway facility. The approach proposes that most people can be categorized into the following four typologies:

- Strong and Fearless: People willing to bike with limited or no bike-specific infrastructure
- Enthusiastic and Confident: People willing to bike if some bike-specific infrastructure is in place
- Interested but Concerned: People willing to bike if high quality bike infrastructure is in place
- Not able or Interested: People unwilling to bike even if high quality bike infrastructure is in place

These typologies help us identify which segments of the community need lower stress facilities to try biking or to bike more often.

Most cities find that as they build safer and more comfortable bike facilities, the number of people biking increases. This occurs due to the fact that one of the largest groups of bicyclists identify as “Interested but Concerned” with biking. When bike facilities are built to the needs of the “Interested but Concerned”, the results of investment yield the highest number of users. Additionally, when more people start bicycling because of a more comfortable network, biking becomes safer due to the fact that motorists are more aware of the bicyclists’ presence.



The Four Types of Bicyclists (Source: Roger Geller, Four Types of Cyclists. Portland, OR: City of Portland Office of Transportation, Undated, circa 2007).

4 Broaden the City's Inventory of Non-Motorized Transportation Facilities

Broaden the City's inventory and mapping of non-motorized transportation facilities to include crosswalks, traffic signals, walkways on private properties (e.g. in front of retail strip malls), bike parking, and other bike/walk amenities. This inventory could also include the quality/condition of these facilities, such as sidewalk width, buffer space between bike/walkway and vehicle traffic, crosswalk length, and vehicular movement controls (priority walk signal, no right turns).

5 Partner with Existing Downtown Businesses, Civic Groups and Other Organizations to Draw Bicyclists and Walkers Downtown

- Explore opportunities for organizing guided bike rides for community members that include downtown Golden Valley, such as:
 - *Partnering with the City's Bike Rangers program to incorporate downtown as a biking destination for young bicyclists involved in this existing program.*
 - *"Slow Roll" community group bike rides. Slow Roll Minneapolis is an initiative that coordinates local bike rides made for regular people to discover their neighborhoods. Slow Roll Minneapolis is modeled after and collaborates with the Slow Roll movement founded in Detroit in 2010.*
- Three Rivers Park District to collaborate on connections and wayfinding between Luce Line Regional Trail and downtown.
- Hennepin County Libraries to encourage walking and biking to the library and collaboration on events programming.
- Market in the Valley Farmers Market to encourage walking and biking to the market on a weekly basis.
- Golden Valley Community Foundation to explore ideas for encouraging walking and biking to community events and the use of temporary public art.

6 Use of Temporary Public Art

Use temporary public art projects to promote walking and biking to and within downtown. For example, temporary murals can be painted on streets, crosswalks, sidewalks or trails to draw attention to the possibilities of improving the walking and biking environment. Temporary public art projects can enable project visioning, placemaking, traffic calming, and community participation. Street pavement murals can be implemented at minimal cost and allow community members to have hands-on involvement in creating the art.



Junior Rangers **NEW**

Love to bike and be outside but lack experience with long rides? Staff guide round bike trips each week ranging from 4–7 miles. The group will explore Golden Valley and the surrounding area by visiting beaches, parks, and more! Participants **MUST ALWAYS** ride with their leaders, wear appropriate clothing and shoes, and provide a properly working bike, helmet, water, and snack.

Ages 7–9
Meet at Davis Community Center
Mon, Jun 10–Jul 29 (no class Jul 1)
1–3:30 pm
\$29 resident, \$32 non-resident
S1139A
Register by Mon, Jun 3



Improved wayfinding



Guided bike tour

Increased frequency of downtown events like the farmers market



Temporary public artwork

7 Explore Increasing Downtown Event Frequency

Long-term, explore ideas for increasing the frequency of events held in downtown, working with downtown property owners, business owners, and the library.

- Open Streets Minneapolis to explore the possibility for organizing an Open Streets event on a downtown street, potentially Winnetka. Open Streets events involve designating a street as car-free for a day or half-day and allowing the street to be open for walking, biking, play activities, food booths, info booths, art and entertainment. Open Street events occurred in 2019 on 50th Street (Wooddale Ave in Edina to Chowen Ave in Minneapolis), Lyndale Ave, and several other streets.
- Golden Valley Business Council (GVBC) in order to explore ideas for increasing the frequency of events held in downtown. For example, develop business incentive programs to encourage people to bike downtown.
- Consider creation of a separate business association specifically for downtown businesses.



Lyndale Ave Open Street



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