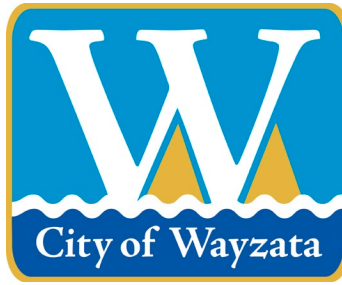


**Wayzata City Council Workshop Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
Tuesday, February 19, 2019**

WORKSHOP TOPICS FOR DISCUSSION:

- | | |
|--|--------|
| 1. Lake Effect Financing Plan Update (5:15 p.m.) | Page 2 |
| 2. Dakota Rail Regional Trail Extension Alternatives (6:00 p.m.) | Page 4 |



City Council
Mayor Ken Willcox
Jeff Buchanan
Dan Koch
Johanna McCarthy
Alex Plechash

City Manager
Jeffrey Dahl

Date: February 13, 2019

To: The Honorable Mayor and Members of the City Council

From: Jeffrey Dahl, City Manager

Work Shop: Lake Effect Financing Plan Update

Update

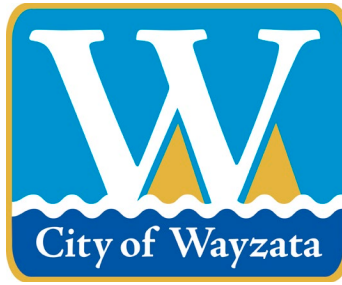
Staff has worked with consultant Finance Director Steve McDonald to update the Lakefront Improvement Fund (Lake Effect) with refined expenditures, revenues, and sources, based on the latest design updates. This fund is a part of the City's broader Capital Improvements Plan (CIP). The objective of this fund is to illustrate a financing plan for Phase I of the Lake Effect Project, which consists of the public portion of the project (north of the railroad tracks---Lake Street and Lake Street Plaza).

Mr. McDonald will be present to discuss the updated plan and will also lead a discussion regarding the Lake Effect Conservancy's financing options for Phase II and some potential next steps.

Attachments

1. CIP---Lakefront Improvement Fund (Lake Effect)---dated 2.14.2019

CITY OF WAYZATA, MINNESOTA PROJECTED CASH FLOWS Lakefront Improvement Fund Fund #233													
	2018	2019	Capital Project Fund 2020	Projected Activity 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
REVENUES													
TIF	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment earnings	5,000	28,504	4,865	339	4,418	8,508	10,608	11,621	12,612	12,579	12,511	12,406	12,263
Developer Improvement Contribution		100,000											
TOTAL REVENUES	5,000	128,504	4,865	339	4,418	8,508	10,608	11,621	12,612	12,579	12,511	12,406	12,263
EXPENDITURES													
Current Expenditures													
Maintenance Fund Projects	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Outlay													
Design fees	400,000	400,000	-	-	-	-	-	-	-	-	-	-	-
Lake Street and Urban Park Construction - specific projects in CIP	35,000	1,134,600	690,900	-	-	-	-	-	-	-	-	-	-
Lake Street construction - remaining projects	-	1,080,476	335,450	-	-	-	-	-	-	-	-	-	-
Urban Park construction - remaining projects	-	634,883	188,691	-	-	-	-	-	-	-	-	-	-
Parkland improvements	-	-	-	-	-	-	-	-	-	-	-	-	-
Environmental improvements	-	-	-	-	-	-	-	-	-	-	-	-	-
Section Foreman's House and Depot Building	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance Fund Projects - need to add to input sheet	-	-	-	100,000	103,000	106,090	109,273	112,551	115,927	119,405	122,987	126,677	130,477
Boardwalk	-	-	-	-	-	-	-	-	-	-	-	-	-
Railroad Crossings	-	400,000	-	-	-	-	-	-	-	-	-	-	-
Debt Service													
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	435,000	3,649,959	1,215,041	100,000	103,000	106,090	109,273	112,551	115,927	119,405	122,987	126,677	130,477
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	(430,000)	(3,521,455)	(1,210,176)	(99,661)	(98,582)	(97,582)	(98,665)	(100,930)	(103,315)	(106,826)	(110,477)	(114,271)	(118,214)
OTHER FINANCING (USES) AND SOURCES													
Excess funds transfer	500,000	100,000	-	-	-	-	-	-	-	-	-	-	-
TIF Pooling - Bay Center	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Transfer from Stormwater - Per 5/29/ Meeting to transfer projects into Lake Effect	107,575	107,575	107,575	107,575	107,575	107,575	-	-	-	-	-	-	-
TIF #6	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	-	-	-	-
Widsten	200,000	200,000	200,000	200,000	200,000	-	-	-	-	-	-	-	-
Park Dedication	147,250	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Three Rivers	-	250,000	250,000	-	-	-	-	-	-	-	-	-	-
State Aid	-	400,000	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfer - from Library fund	150,000	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Gen CIP - Per 5/29/18 Meeting to transfer projects into Lake Effect	899,988	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Streets - Per 7/20/18 email from from Kathy	949,632	-	-	-	-	-	-	-	-	-	-	-	-
Transfer to Parks - Per 5/29/18 Meeting to transfer projects into Lake Effect	(447,407)	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Water - Per 5/29/18 Meeting to transfer projects into Lake Effect	275,000	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL OTHER FINANCING SOURCES (USES)	2,832,038	1,157,575	757,575	507,575	507,575	307,575	200,000	200,000	100,000	100,000	100,000	100,000	100,000
NET CHANGE IN FUND BALANCES	2,402,038	(2,363,880)	(452,601)	407,914	408,993	209,993	101,335	99,070	(3,315)	(6,826)	(10,477)	(14,271)	(18,214)
FUND BALANCES, JANUARY 1	448,331	2,850,369	486,489	33,888	441,801	850,794	1,060,787	1,162,123	1,261,193	1,257,877	1,251,051	1,240,574	1,226,303
FUND BALANCES, DECEMBER 31	\$ 2,850,369	\$ 486,489	\$ 33,888	\$ 441,801	\$ 850,794	\$ 1,060,787	\$ 1,162,123	\$ 1,261,193	\$ 1,257,877	\$ 1,251,051	\$ 1,240,574	\$ 1,226,303	\$ 1,208,089



City Council
Mayor Ken Willcox
Jeff Buchanan
Dan Koch
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Alex Plechash

City Manager
Jeffrey Dahl

Date: February 13, 2019

To: The Honorable Mayor and Members of the City Council

From: Jeffrey Dahl, City Manager

Work Shop: Dakota Rail Regional Trail Extension Alternatives

Update

Scott Jordan from Civitas and Jonathan Vlaming of Three Rivers Park District will be in attendance to go over the four alternatives for the planned Dakota Rail Regional Trail Extension from Barry Avenue to Ferndale Road.

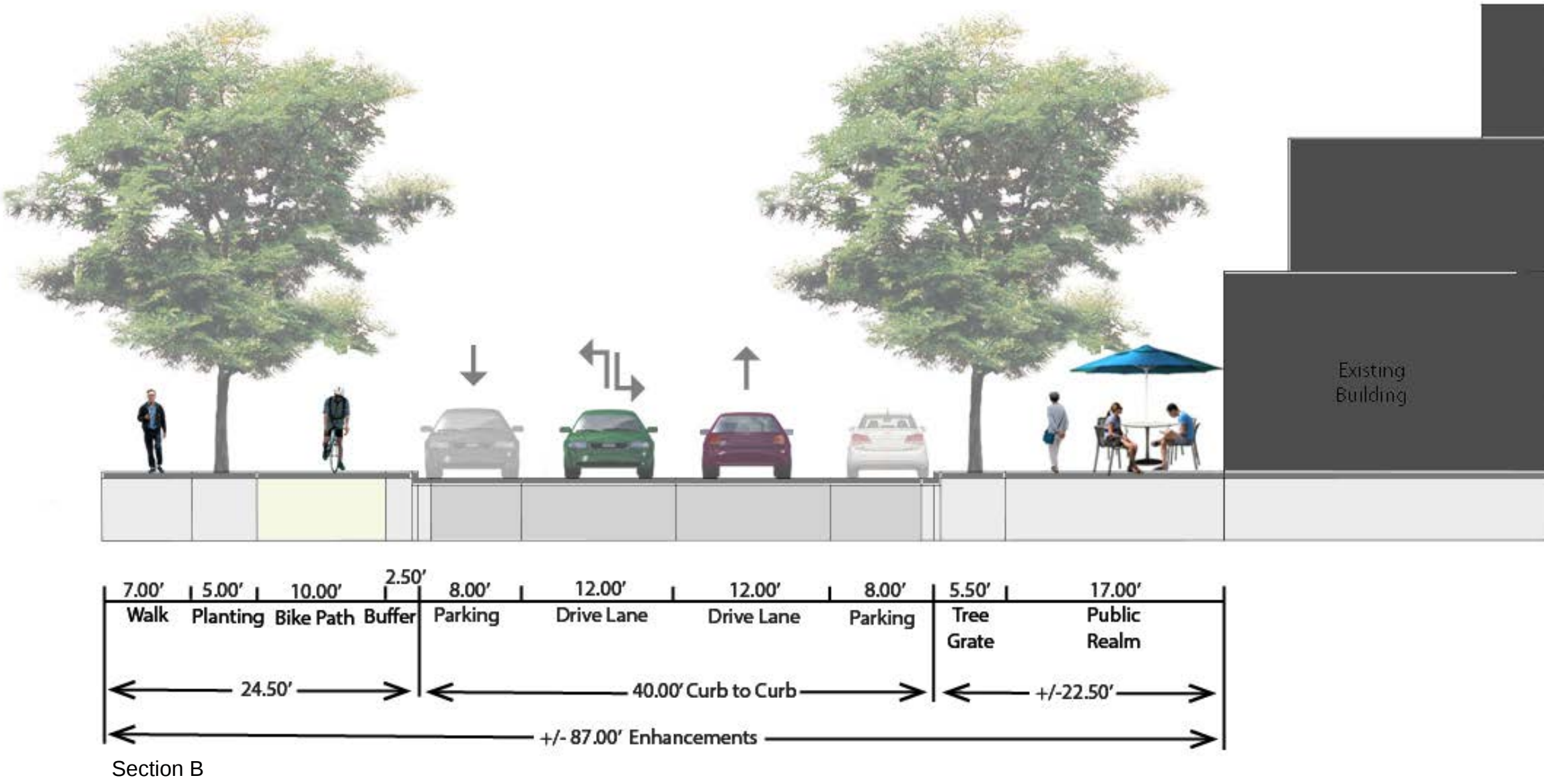
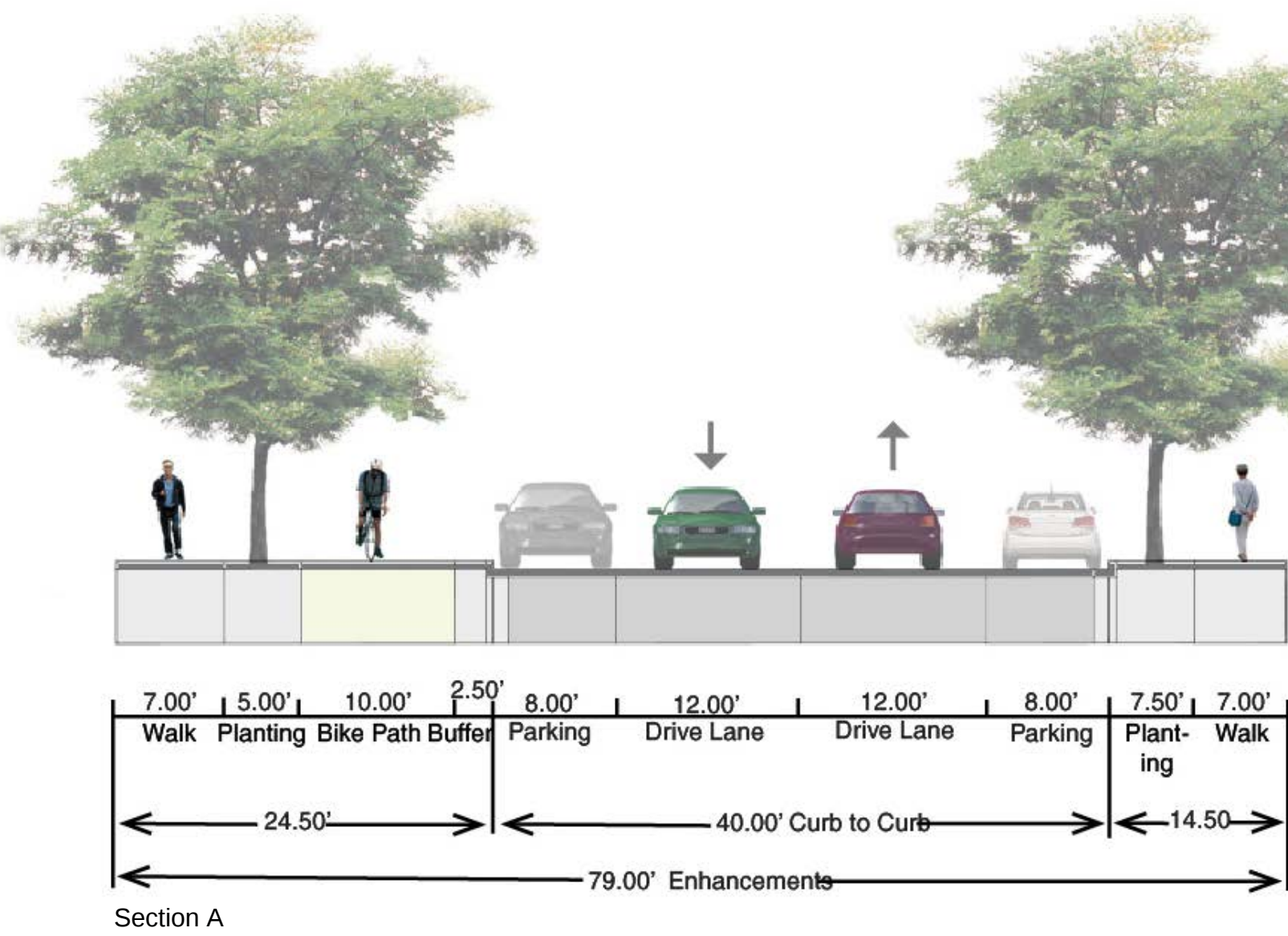
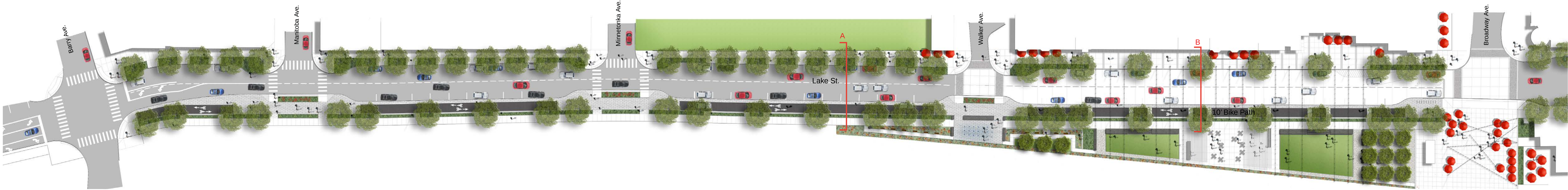
In addition to individual meetings with property owners along Lake Street, an open house was held on February 6th to capture public feedback. Staff also posted a survey online using Polco.

Mr. Jordan will summarize feedback received and highlight next steps.

Attachments

1. Dakota Rail Regional Trail Options, undated
2. Summary of Feedback Received, dated Feb. 13, 2019
3. Comment Card Responses, undated

APPROVED LAKE ST. DESIGN



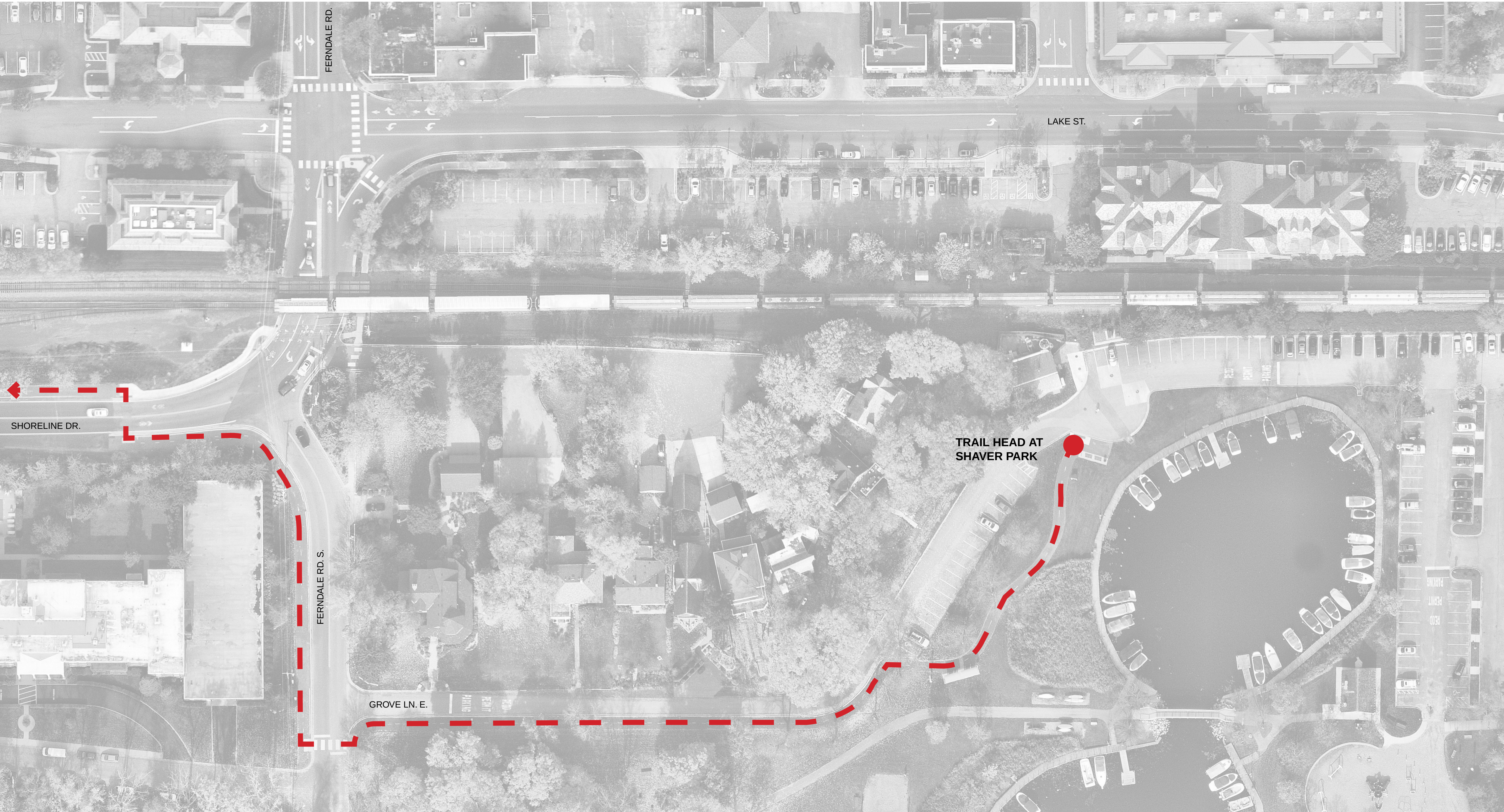
Lake Street looking west



Lake Street looking east

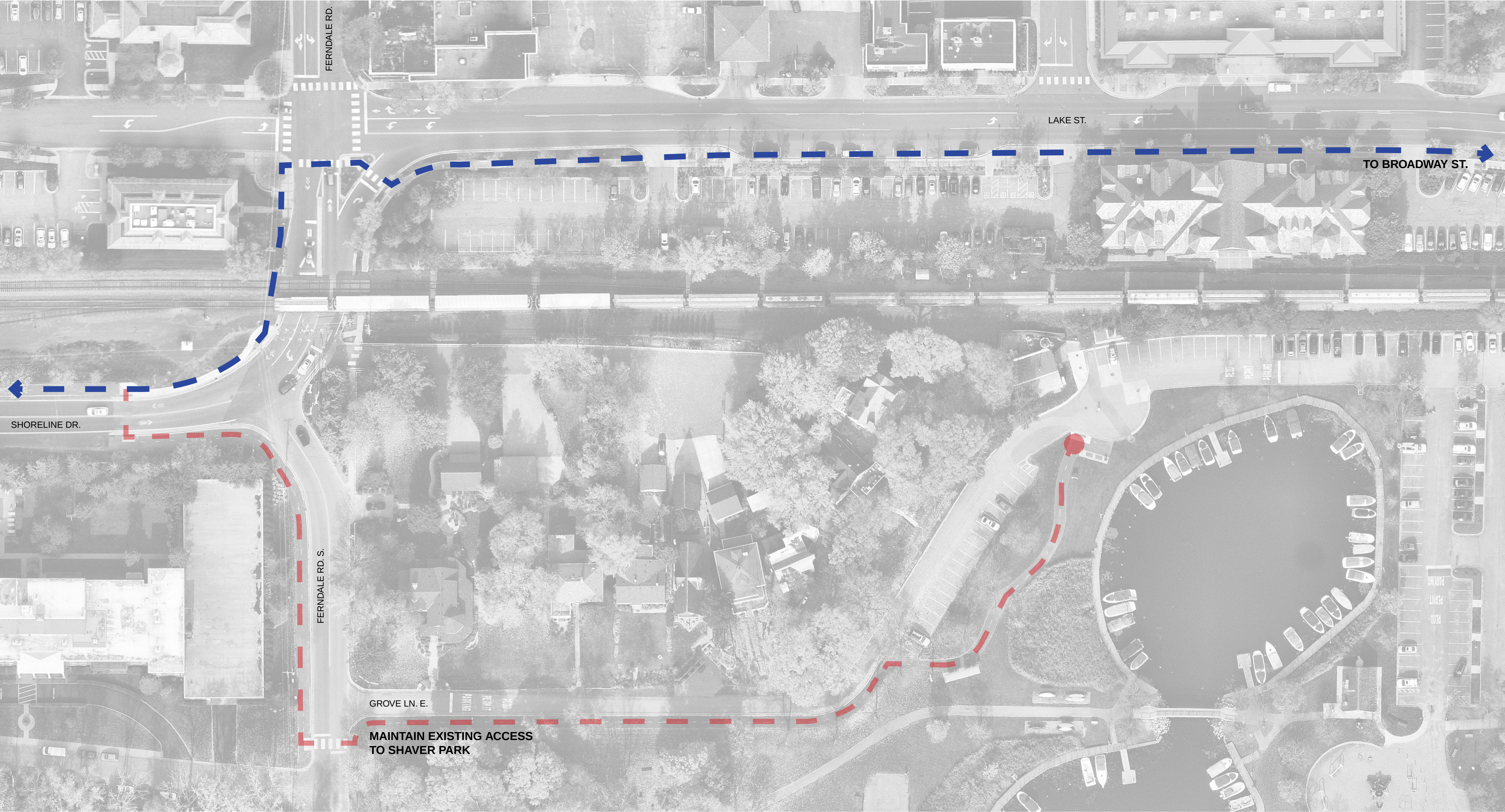
DAKOTA REGIONAL TRAIL

Existing Route

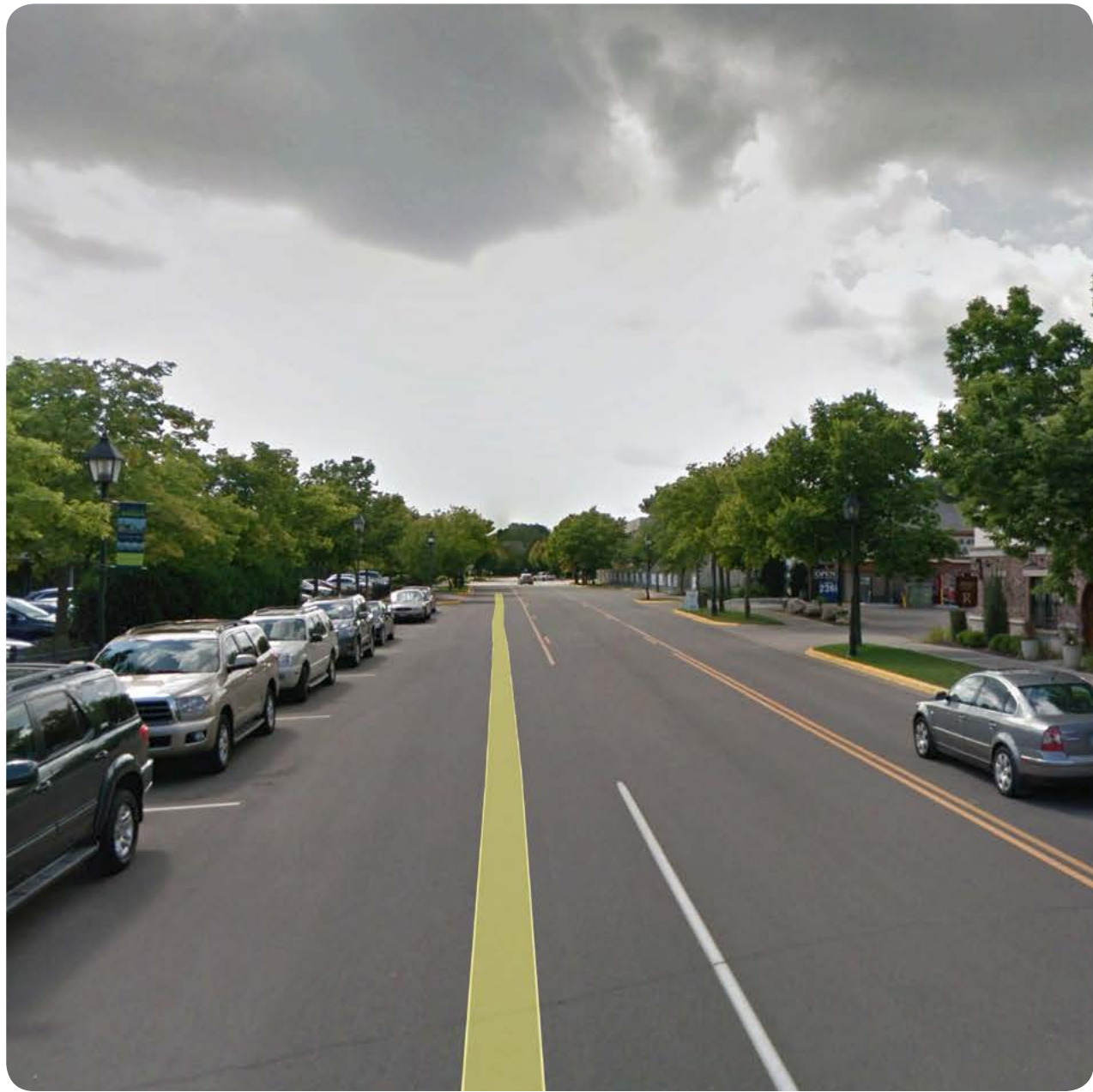
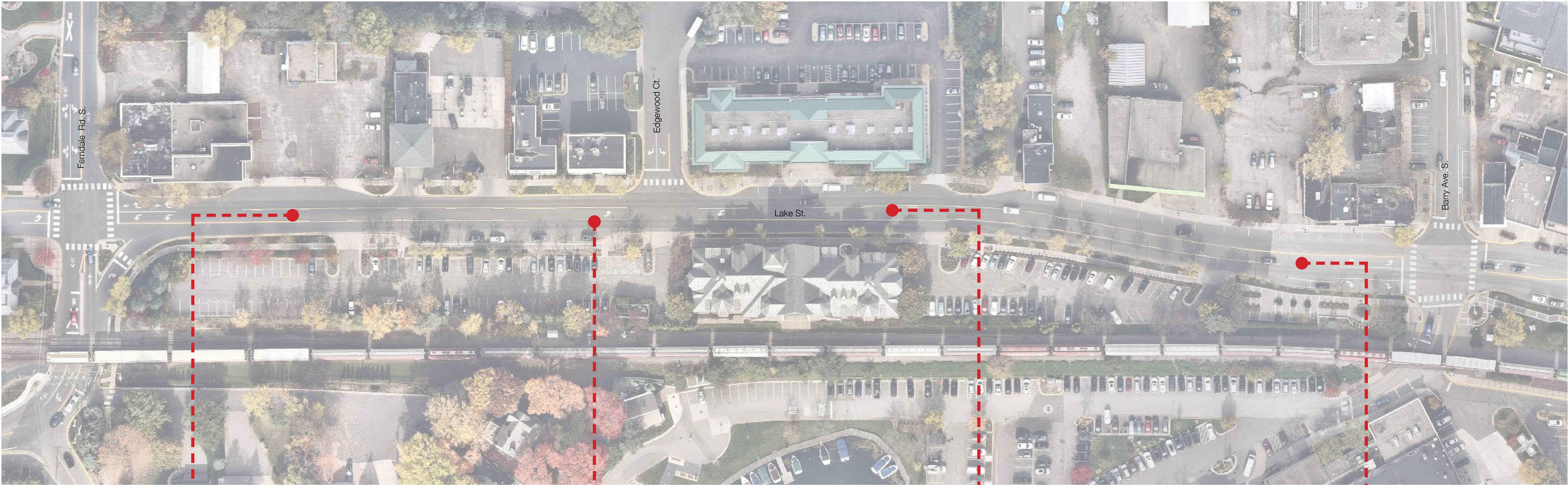


DAKOTA REGIONAL TRAIL

Proposed Route

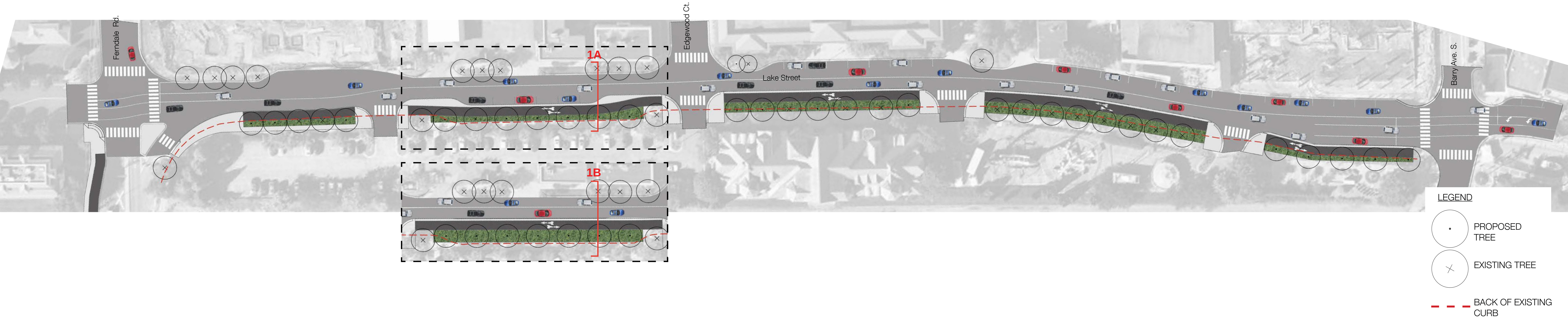


DAKOTA REGIONAL TRAIL EXTENSION - EXISTING CONDITIONS



DAKOTA REGIONAL TRAIL EXTENSION - OPTION 1

WLE Enhancements from back of existing curb with dedicated separate bike path.

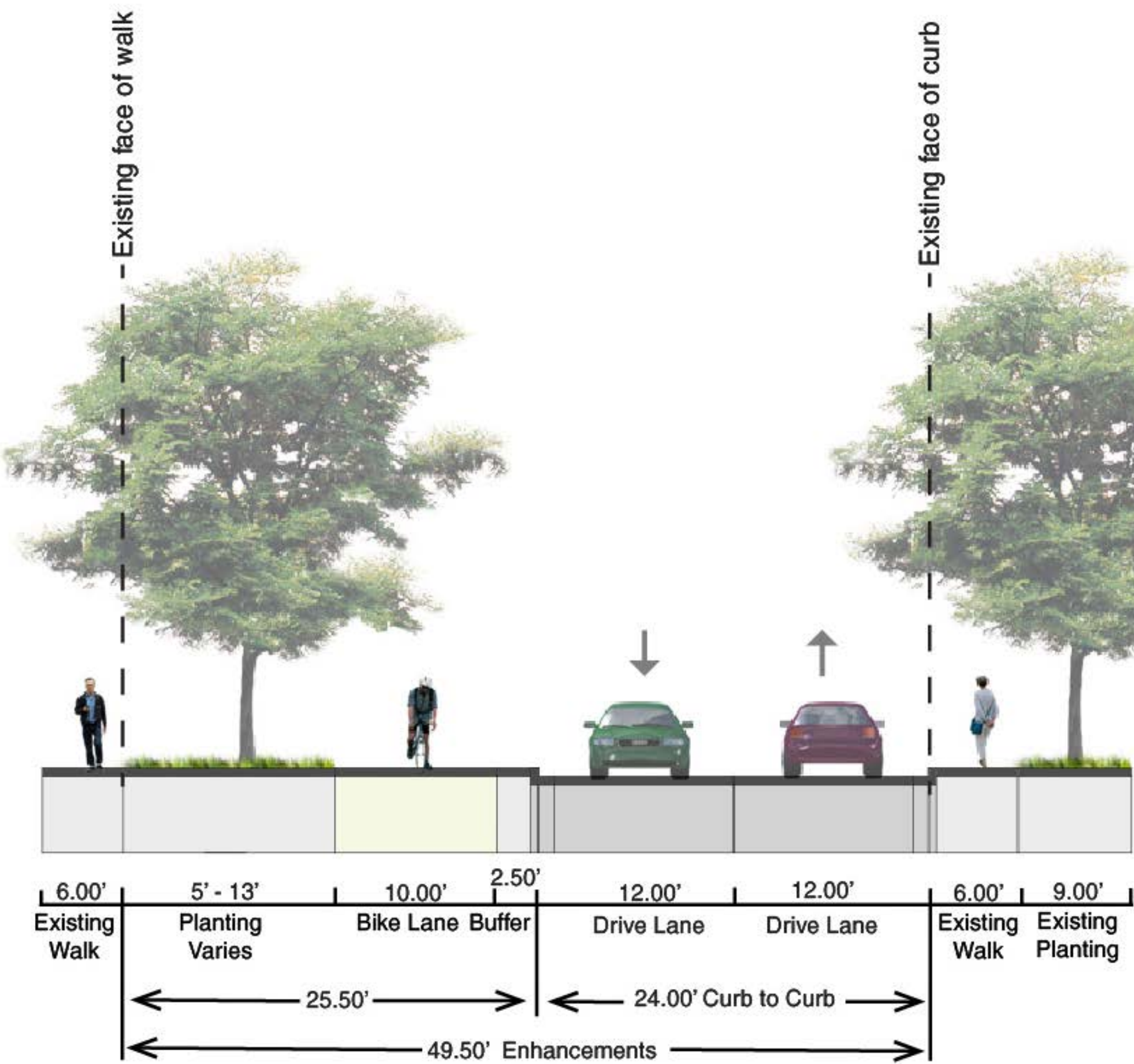


Opportunities

- Minimal construction impact.
- Maintains 26 existing trees.
- 2.5' concrete bike lane buffer from street.
- Pedestrians and bikes have separate paths.
- Extended turn pocket at Ferndale intersection.
- Turn pocket at Barry Ave.

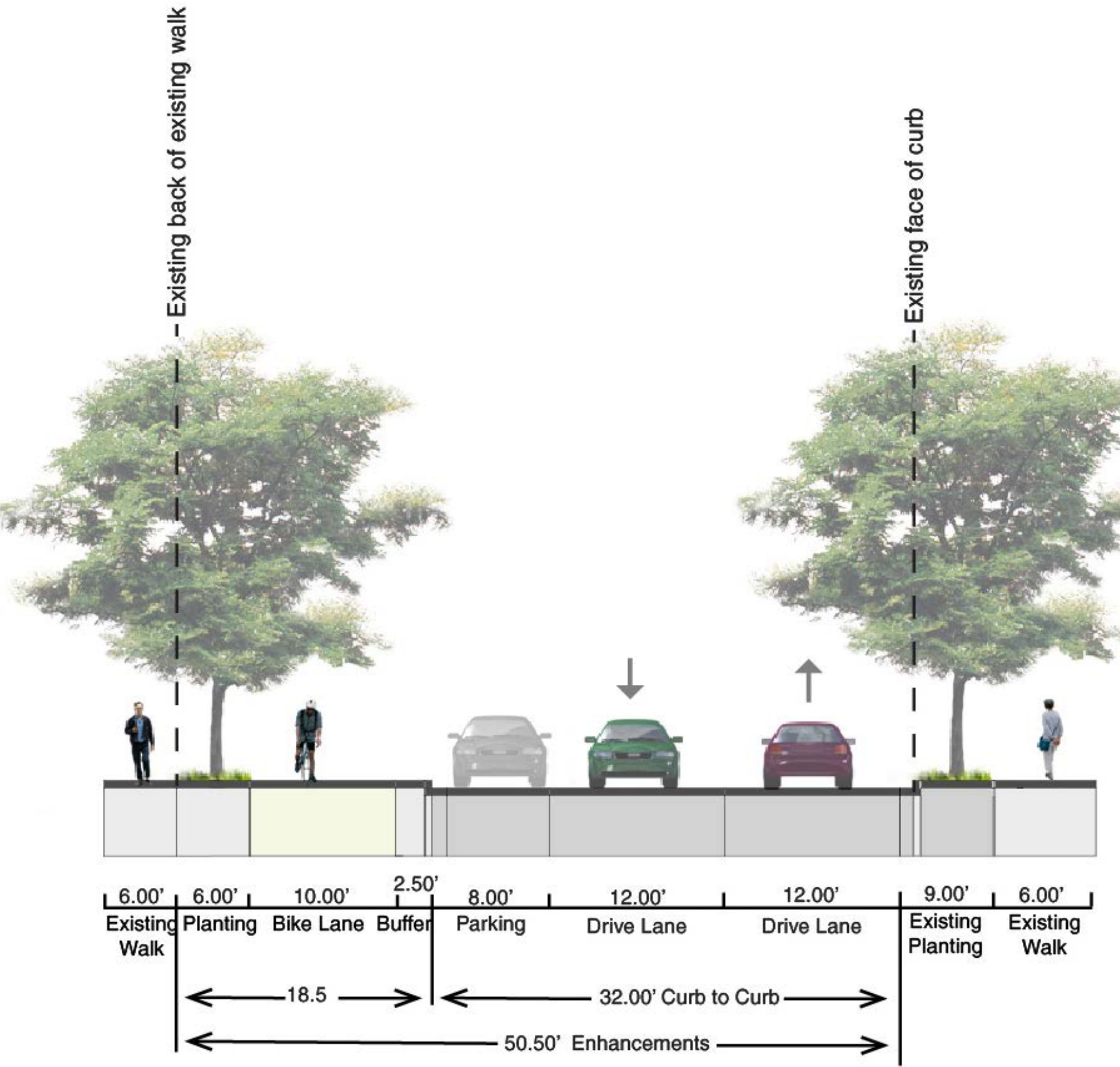
Constraints

- Continuous turn lane is not feasible.
- Turning movements into business / entry drives may cause delays.



Section 1A

Reduces on street parking by 8 spaces adjacent to TCF Bank.

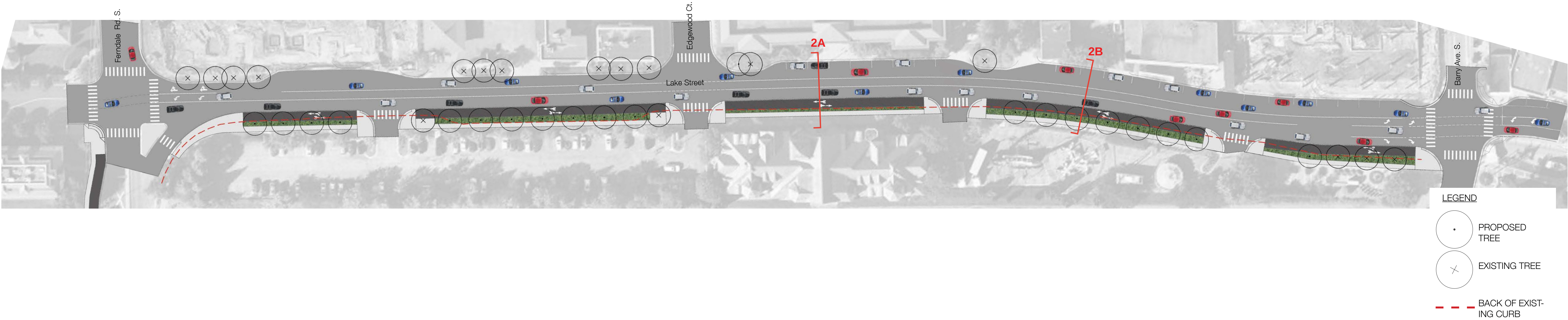


Section 1B

Maintains 6 of the 8 on street parking spaces adjacent to TCF Bank.

DAKOTA REGIONAL TRAIL EXTENSION - OPTION 2

WLE Enhancements from back of existing walk with center turn lane and dedicated separate bike path.

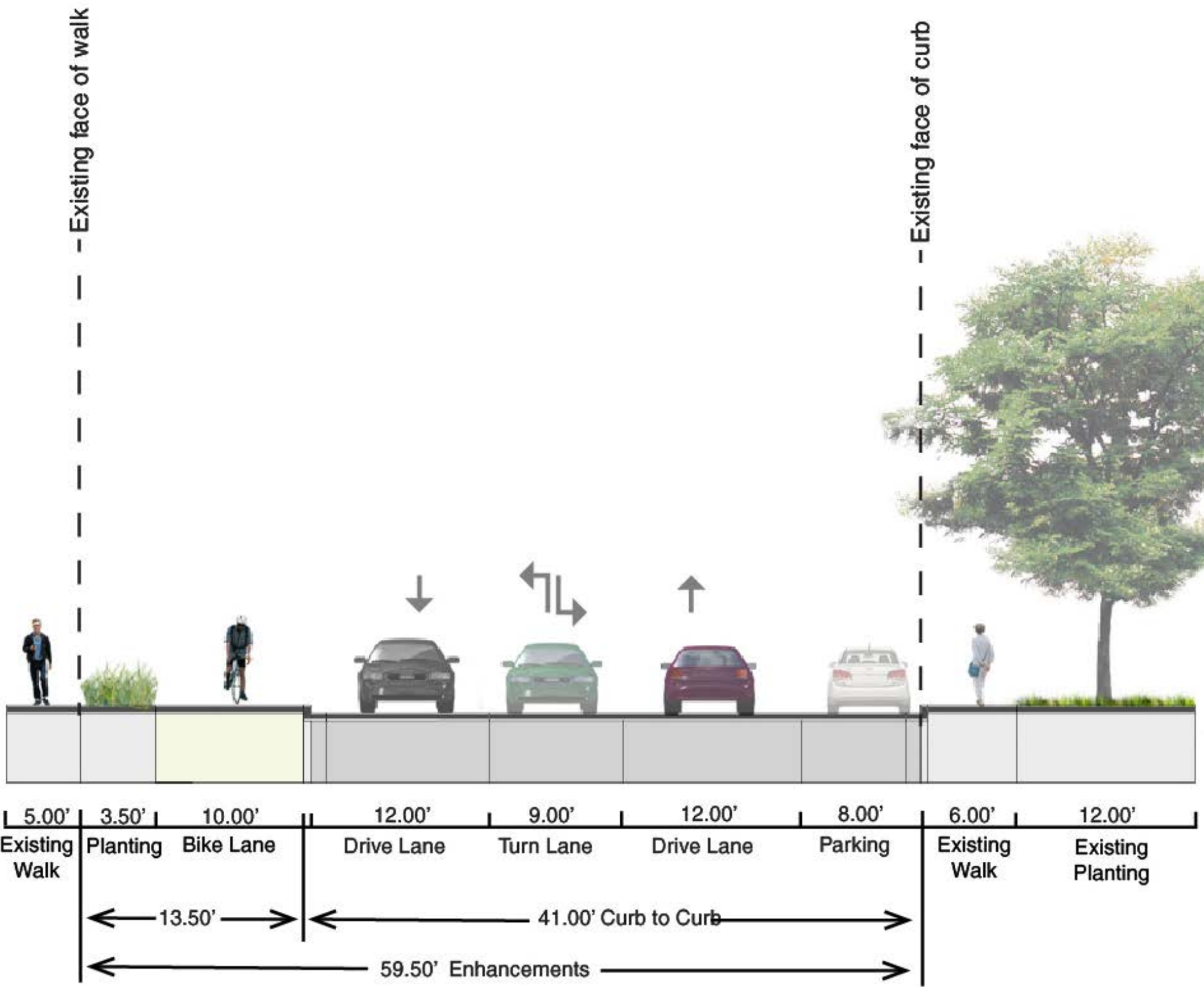


Opportunities

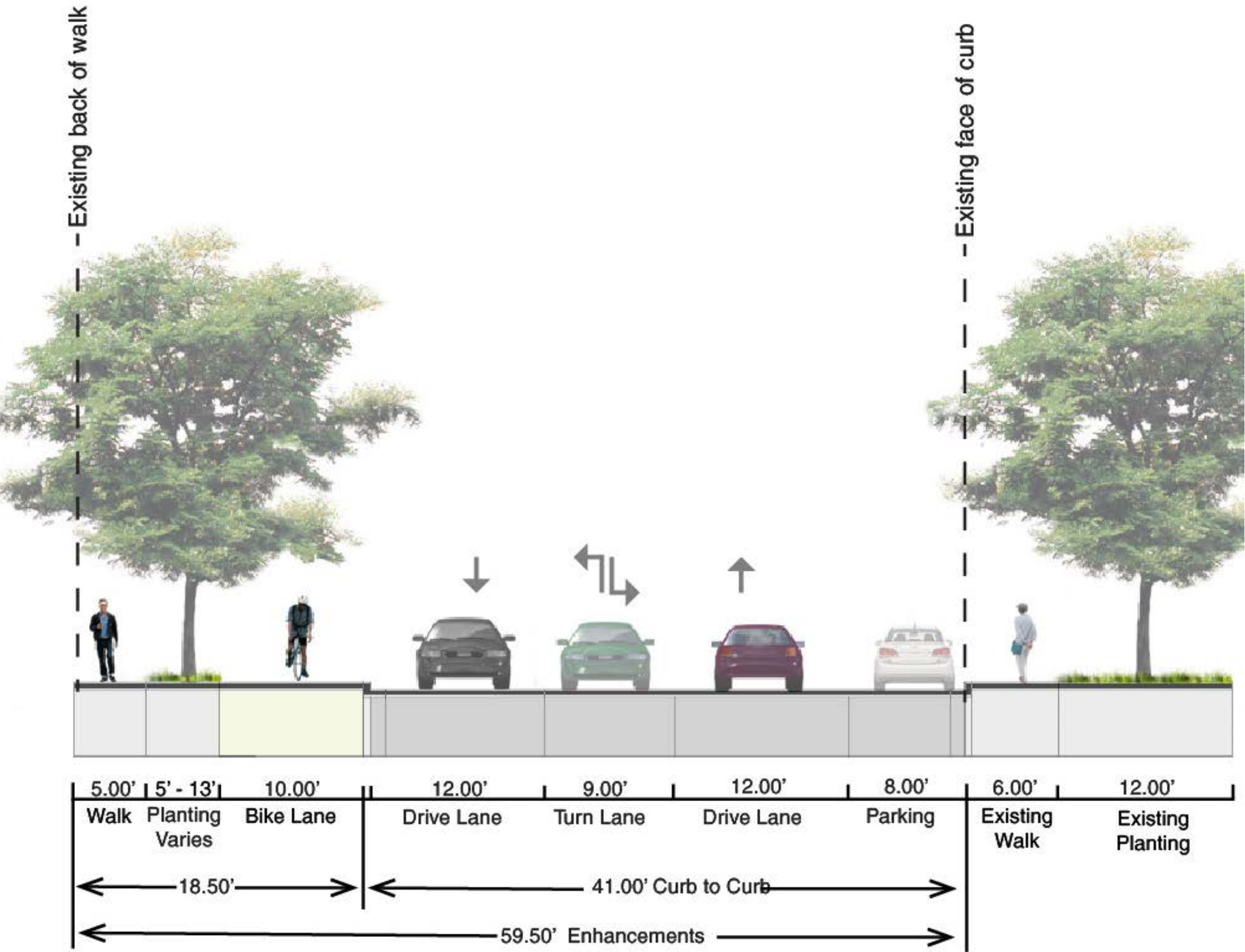
- Minimal construction impact.
- 9' center turn lane accommodated.
- Pedestrians and bikes have separate paths.

Constraints

- No buffer between bike lane and drive lane.
- 27 existing trees to be removed.
- Planting area too narrow for trees on block east of Edgewood Ct.
- 8 on street parking spaces adjacent to TCF Bank removed.
- Existing street lights removed & replaced.



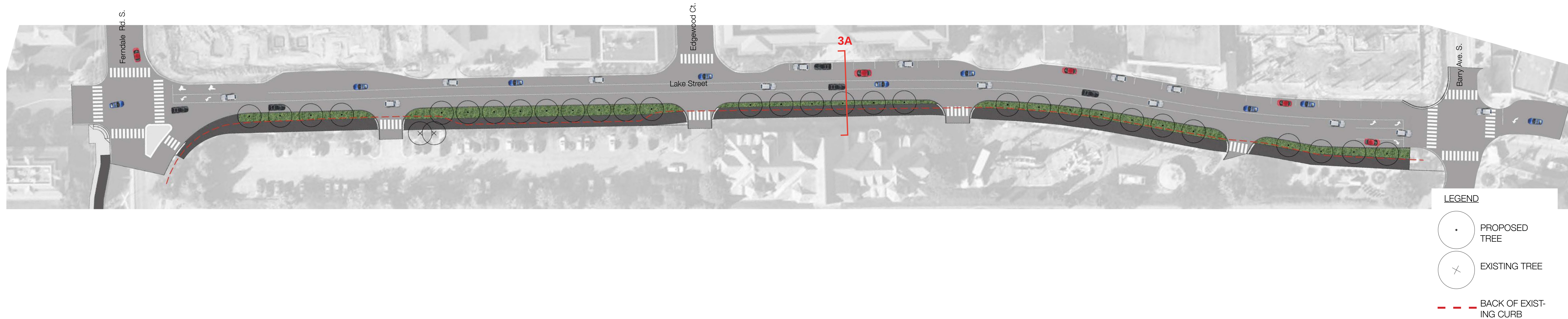
Section 2A



Section 2B

DAKOTA REGIONAL TRAIL EXTENSION - OPTION 3

WLE Enhancements from back of existing walk with center turn lane and multi-use path.

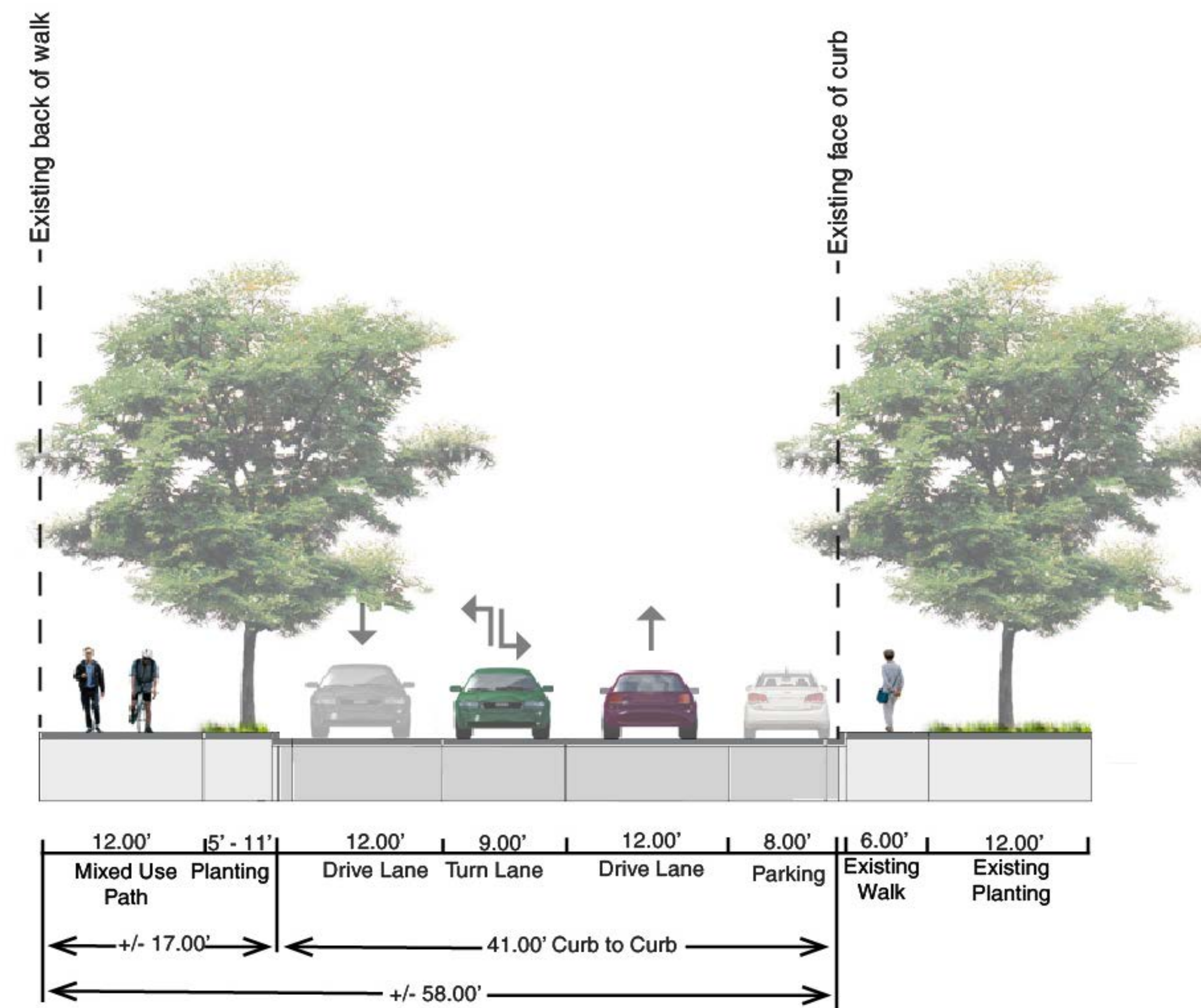


Opportunities

- Multi-use lane separate from drive lane with planting and trees.
- 9' center turn lane accommodated.

Constraints

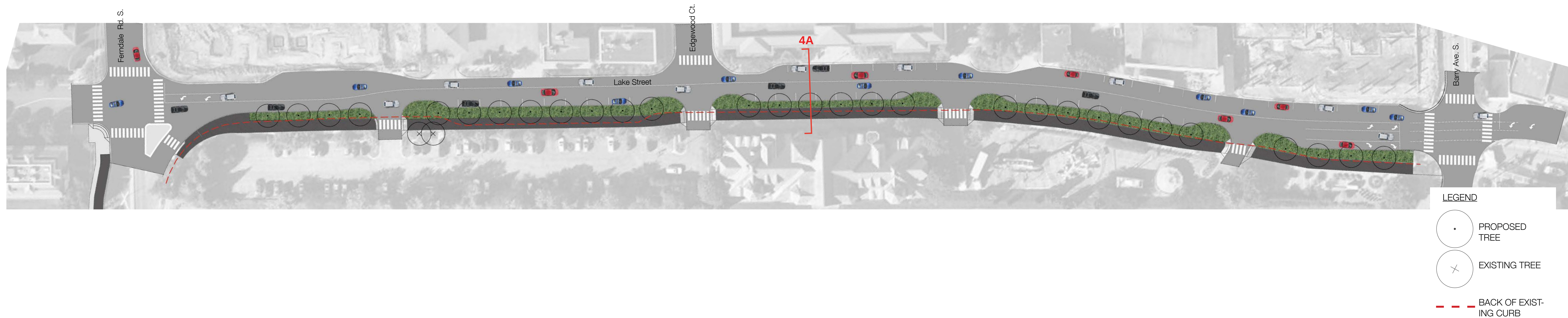
- Requires demolition of all existing improvements on south side of street.
- 33 existing trees removed & replaced.
- Pedestrians and bikes share path.
- 8 on street parking spaces adjacent to TCF Bank removed.
- Existing street lights removed & replaced.



Section 3A

DAKOTA REGIONAL TRAIL EXTENSION - OPTION 4

WLE Enhancements from back of existing walk with on street parking and multi use path.

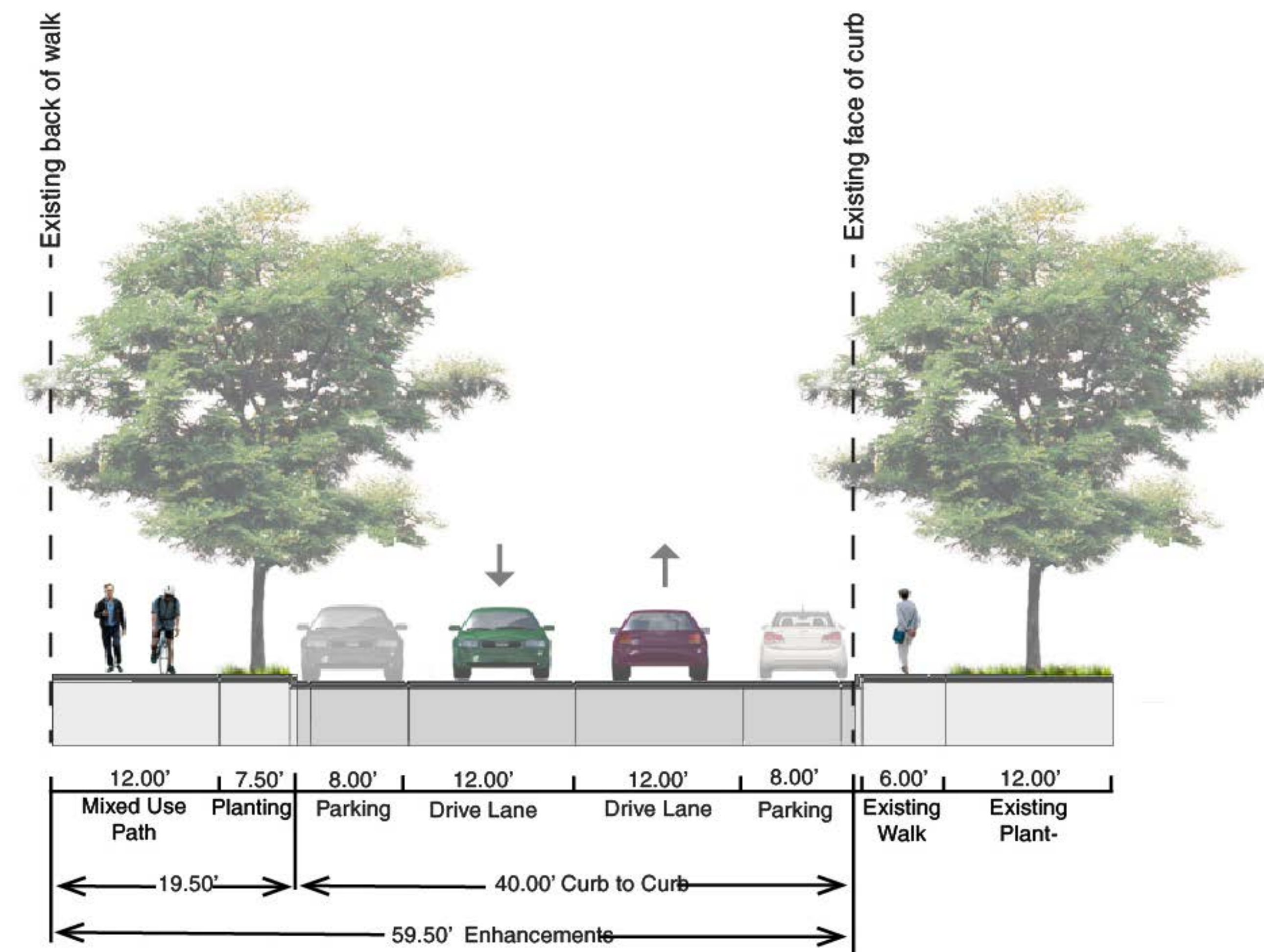


Opportunities

- Multi-use lane separate from drive lane with planting and trees.
- 15 parking added along south side of Lake Street.
- Extended turn pocket at Ferndale intersection.

Constraints

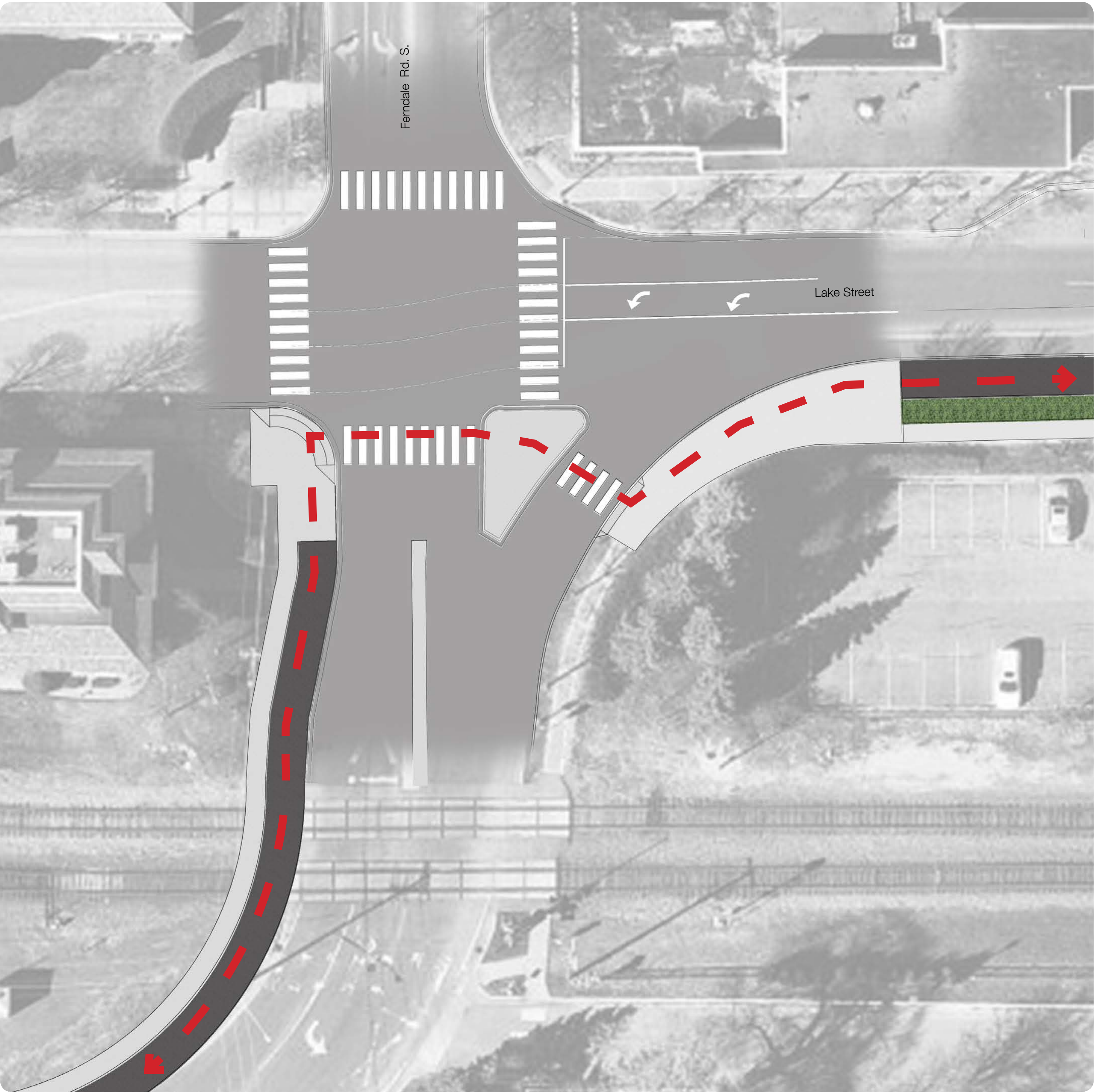
- Requires demolition of all existing improvements on south side of street.
- 33 existing trees removed & replaced.
- Pedestrians and bikes share path.
- Continuous turn lane is not feasible.
- Existing street lights removed & replaced.



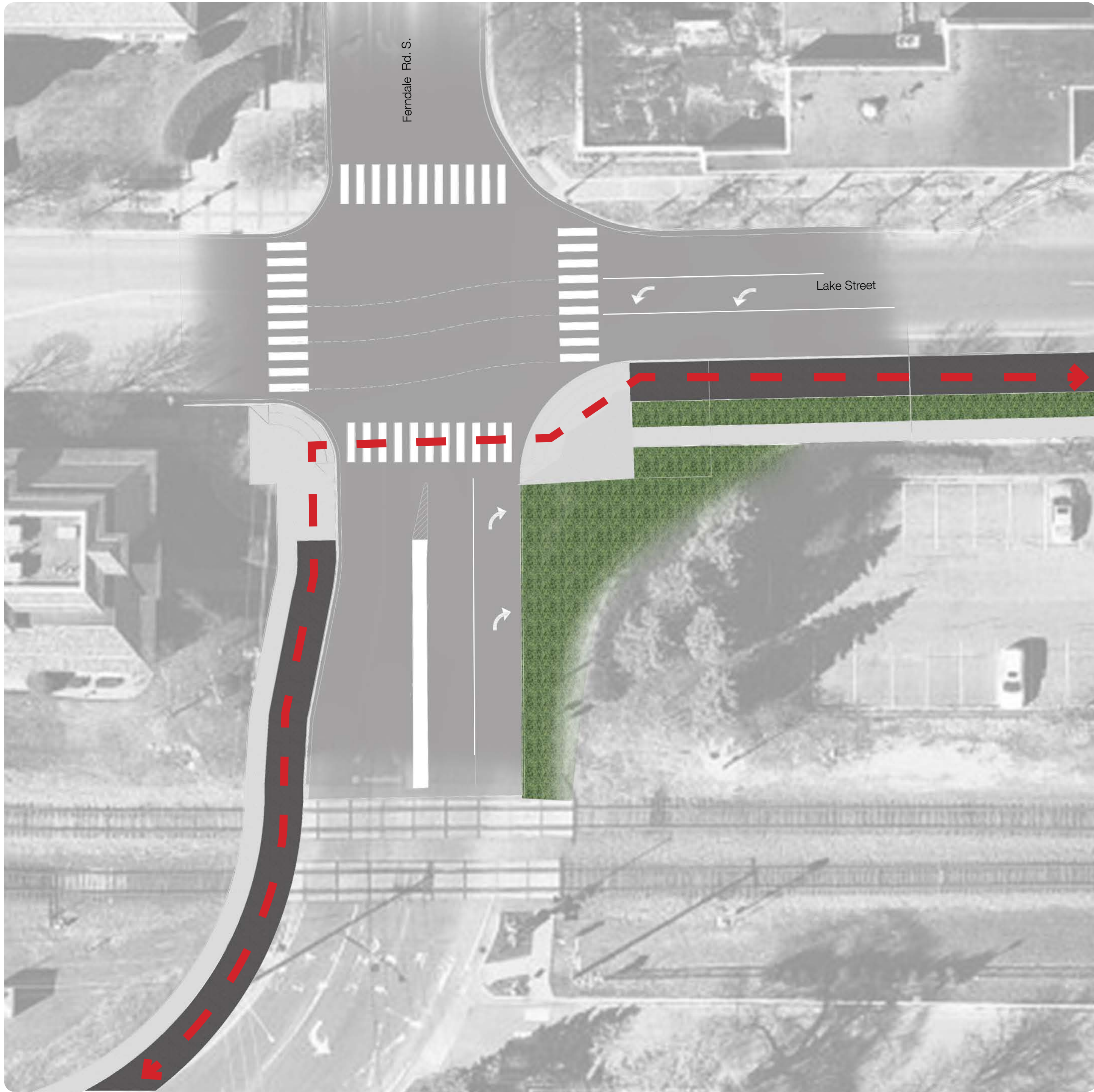
Section 4A

FERNDALE INTERSECTION OPTIONS

Studying impacts of existing intersection island



- Intersection with island requires pedestrians and bikes to cross oncoming traffic twice.



- If intersection island is removed, pedestrians and bikes only have to cross oncoming traffic once.

Wayzata Lake Effect

Dakota Rail Regional Trail Public Open House Summary
February 13th 2019

On the evening of February 6th 2019 at 6:00 pm, the city of Wayzata held a public open house to present options for expanding the Dakota Rail Regional Trail from Ferndale Rd. to Barry St. There were approximately 50 people that came and went between 6:00 and 7:30 pm. The design team was in attendance represented by Scott Jordan and Sarah Maas from Civitas, John Maczko from SRF (traffic consultant), Jonatan Vlaming, and Danny McCullough with Three Rivers.

This extension proposes extending the approved Lake St. design, which accommodates a 10' off street dedicated bike path and a 7' pedestrian walk on the south side of Lake Street, from Barry St. to Broadway St.

The goal of this meeting was to gauge the community's priorities, values and listen to their concerns. To achieve a bike lane extension a choice has to be made between having a center turn lane, maintaining or increasing parking, maintaining existing trees, separate bike and pedestrian paths, or some combination in between.

Four options were presented to the public:

Each option proposes changes to the south side of the street from either the back of curb or the back of existing walk. No changes would be made to the north side of the street (only exception occurs at the Barry St. intersection in order to maintain existing turning movements). In options where the center turn lane is removed, the turn pocket at Ferndale Rd. has been extended to allow for stacking when a train is passing. The first two options have separate bike and pedestrian paths, while the last two options explore a multi-use path.

Option 1

This option removes the center turn lane and reallocates this width to create a 10' bike lane on the south side of Lake St. Turning movements into existing entry drives and businesses may cause delays. The benefits of this option are that improvements are kept to the back of existing curb and expand north into the street. Most of the existing trees and pedestrian lights are kept in this option which makes this option most cost effective.

Option 2

The center turn lane is retained with this option. To achieve the width needed to accommodate the bike lane, construction limits have to be extended to the back of existing walk. This would remove a majority of the existing trees and result in a 5' pedestrian walk. Trees on the block east of Edgewood Ct. cannot be accommodated. On street parking to the west of TCF bank is removed. A safe buffer from bikes and pedestrian is not achieved in the option. Removing the existing trees, concrete walk and pedestrian lights would increase the construction costs.

Option 3

This option proposes a multi-use path for bikes and pedestrians. By combining modes there is enough room for a center lane and a consistent tree lawn. All existing trees and pedestrian lights are removed and replaced. Eight parking spaces to the west of TCF bank are removed. This option has the highest construction cost and implications

Option 4

Similarly to option 3, option 4 proposes a multi-use path for bikes and pedestrians. By combining modes there is enough room to add on street parking and achieve a consistent tree lawn. All existing trees and pedestrian lights are removed and replaced. This option has the highest construction cost and implications

What we heard:

Majority of the community responses we heard at the open house and read from the comments support Option 1. The community preferred this option for several reasons. One of the repeated comments was that it creates continuity by extending the approved Lake St. design to Ferndale Rd. This option also keeps the existing trees on the south of Lake St., which many people stated as a priority. Combining modes of transportation caused concern for safety of both user groups, therefore there was a great deal of support for keeping the bikes and pedestrians separate.

While there was majority of support for option 1, there are still concerns from the community that removing the center turn lane will cause traffic concerns. Most people who preferred a center turn lane favored option 2.

The feedback thus far from the survey shows more variation. There is still majority support for option 1, but several community members commented that removing the center turn lane is not an acceptable option. Many of the sentiments from the comment cards were repeated in the survey responses. Safety concerns for mixing bikes and pedestrians were expressed as well as a strong desire to keep the existing mature trees.

Overall the feedback that was heard and gathered through comment cards supported Option 1 as the preferred alternative to safely extend the Dakota Rail Regional trail to Ferndale Rd.

Options			
Option 1	Option 2	Option 3	Option 4
	I like the idea of a separate bike/pedestrian lane also think center lane is important as it keeps traffic flowing.		
No	Crazy costs with limited return for citizens of Wayzata	This is expensive and could be the best choice of 4	- With new park/pavilion, all scooters, bikes, baby strollers will cross tracks - All bikes cross tracks - We do not have anywhere to go on a pathway -I do not believe in any 185/yr. of use trail/walk is a good plan
	This is best option		
Superior design, good alignment w. approved Lake Effect Plan east of this section	Don't need center turn lane, turn pockets suffice, silly to remove all old trees	Don't need center turn lane, turn pockets suffice	Don't need street parking with new ramps
That being said I strongly encourage the planting of the native plants and trees and recommend Prairie Restorations who have done projects throughout MN and the US			
Great design. The flow to approved Lake Street Lake Effect Design is great. Ver Pedestrian friendly and keeps rec. bikes safe. Turn pockets are key to traffic flow- the extended left turn pockets are greatly appreciated. Love that is aligns with Lake Street approved plan. The center turn lane is not needed if the parallel parking is limited to one of the street.	Turn lane is no needed. Don't choose this- too much emphasis on turn lane.	Turn lane not needed; turn pockets suffice	Don't need the on street parking silly to destroy all existing improvements. Multi use path is fine BUT not for parking

I like this Options A, 1A			
		The is the lesser of the evils I suppose	
1st Choice= Option 1A Least disruptive. Loss of middle lane & parking not a concern. Like dedicated walk bike lanes. Minimal parking at that end now. Will be less of a need of a new parking ramp is built at west end of city. Like larger green space between	Don't like narrowed green space don't need middle lane. No need for center turn lane. Turn pocket meets the need.	Don't think we need turn lane.	Don't think we need this turn lane.
Do not like the idea of 2 lanes for traffic. Would prefer that the bike lane still end of Barry rather than go on to Ferndale. Am concerned about what will happen to the TCF BCOC and Borns place			
Make it the same as the other end of town!			
Consistency all along Lake Street.			



Options			
Option 1	Option 2	Option 3	Option 4
I like 1A the best. It keeps the trees while providing safe multi modal traffic.			
Best of the options for runners and, I think, as a compromise for all without compromising biker safety.			
This is the best choice. Do not like having pedestrians and bikers on same trail if at all possible, especially downtown with so many peds out for walks, dinner, etc.. Not as bad out on the trail along 15 but downtown this would be a nightmare. Keep them separate, keep the trees lose the turn lane			
Don't remove center lane!			
Option 1 does the least amount of damage to the beautiful street. The best option would be to leave it as is. Thank you.			

We strongly object to this approach, which eliminates the center lane in a spot that can be highly congested with cars, trucks and buses when a train is going through. Without a center lane, traffic going west or south would be added to the congestion as cars stack up. Also, there seems little need or justification for a dedicated bike path. Bikers and walkers share the Dakota Trail and the Luce Line, and with any kind of spirit of accommodation both can get along fine, just as they currently do. Biking is a highly seasonal and highly sporadic use of valuable real estate. And bikers, unlike walkers and drivers, are little likely to shop at the stores in Wayzata; a coffee or a cone is hardly worth this level of commitment, and some restaurant managers have told us they resent the damage done by bikers shoes coming in to use rest rooms.			
	An acceptable option, as it preserves the center lane. Still, a dedicated bike lane seems like wasted space, as it is used only seasonally and sporadically within the season. A multi-use path seems like a smarter way to go.		
	Terrible for runners. Narrow pedestrian path will have runners dodging pedestrians. Less safe for bikers.		
	Trees are important. Please don't remove them!		
		Probably the best solution, as it preserves the center lane for vehicle traffic and provides a wide, multi-use lane for walkers and bikers. We should not have to build a separate bike trail on the assumption that bikers may engage in boorish behavior.	
		Terrible match for Lake St enhancements. Likely to lead to biker/pedestrian conflicts.	
		Do not remove trees!	

			I am a warm Wayzata resident that walks two dogs every day downtown. I do not want to share a walking lane with bike riders. It would be a very dangerous combination. The bike riders don't even stop now for pedestrians crossing the streets with their dogs! Do not remove the center lane of the road. Where are delivery trucks going to stop to make their deliveries? Where are emergency vehicles going to park? With all the construction in Wayzata how are you even ever get around the construction trucks?
			Save the center lane and trees!
			Terrible match for Lake St enhancements. Likely to lead to biker/pedestrian conflicts.