

**WAYZATA CITY COUNCIL
WORKSHOP MEETING MINUTES
July 18, 2017**

6:00 PM Discuss Next Steps for Wayfinding Signage Implementation

Mayor Willcox called the meeting to order at 6:00 pm in the Community Room at Wayzata City Hall. Council Members present: Koch, Plechash and Tyacke. Council Member absent and excused: McCarthy. Also present: City Manager Dahl, and City Engineer/Assistant Director of Public Works Kelly.

Mr. Kelly reviewed the Wayfinding Plan designed in 2007 by staff, Damon Farber Associates, and a small task force. He stated that in 2011, blade signs were installed on Lake Street, Broadway Avenue and Rice Street. Several additional signs were installed along Wayzata Blvd., adjacent to Bell Courts, and adjacent to the Post Office Park in 2011. He stated that staff is interested in discussing how to move forward with additional phases of the plan, which could include signage in city parks and "gateway" signage when entering the city.

The Council asked that Mr. Kelly meet with the Parks and Trails Board at their August meeting and ask for their ideas on what they would like for park signage, and where they would want the signs located. The next step would be to meet with the consultant, Damon Farber Associates, to put together an updated gateway signage plan. Cost estimates then could be obtained in the next few months and implementation of the plan could commence shortly thereafter.

6:30 PM Discuss Lake Street/Superior Boulevard Intersection Operations

Mayor Willcox introduced this item at 6:30 pm.

Mr. Kelly stated that at the June 20, 2017 City Council meeting, it was requested that staff explain the traffic signal operations of the Lake Street/Superior Blvd intersection vs the flashing red lights.

Mr. Kelly reviewed that in 2006, in coordination with the redevelopment of the Wayzata Bay Center, it was determined that Superior Blvd would be realigned to intersect with Lake Street in a tee configuration. This configuration was recommended as it addressed the following criteria:

1. Maximizes pedestrian safety
2. Creates a "T" Intersection
3. Has a 90 degree angle of intersection
4. Creates shorter pedestrian crossings
5. Reduces speeds of turning vehicles
6. Reduces conflicts with traffic at driveways
7. Facilitates traffic signal control
8. Enhance the urban setting

Mr. Kelly stated that as referenced in several of the above criteria, the intersection reconfiguration was primarily intended to improve pedestrian safety.

The Council asked Mr. Kelly to look into whether the intersection could remain as flashing red and change to solid red when pedestrians want to cross the street and then provide updated information to the Council.

The workshop meeting was adjourned at 6:55 pm.

Respectfully submitted,

Becky Malone 08-02-2017

Becky Malone, City Clerk