CITY OF WEST ST. PAUL

1616 HUMBOLDT AVENUE, WEST ST. PAUL, MN 55118

OPEN COUNCIL WORK SESSION
August 22, 2016
5:00 p.m.
MUNICIPAL CENTER
ADMINISTRATION CONFERENCE ROOM

1. Roll Call

2. Approve Agenda

3. Review The Regular Meeting Consent Agenda

4. Agenda Item(S)

4.A. Closed Meeting To Discuss Management Position For Labor Negotiations
estimated time required: 30 minutes

4.B. Continuation Of Discussion Relating To Bike Trails/Sharrows And City-Wide Assessment District
estimated time required: 30 minutes

Documents:

COUNCIL REPORT-BIKE LANES, SHARROWS AND CITY WIDE ASSESSMENT PROGRAM.PDF

5. Adjourn

Future Topics for Discussion & Consideration
- North Gateway Development
- Solid Waste Management Discussion (90 min.)
- Redevelopment Financing Tools (JC/Bellows)

If you need an accommodation to participate in the meeting, please contact the ADA Coordinator at 651-552-4100, TDD 651-322-2323 at least 5 business days prior to the meeting
www.wspmn.gov EOE/AA

TO: Mayor and City Council
FROM: Matt Fulton, City Manager
DATE: August 22, 2016
SUBJECT: Bike Lanes and Sharrows/City-wide Assessment program

BACKGROUND INFORMATION: The City Council had the opportunity to initiate a discussion regarding the installation of bike lanes and sharrows on various street corridors at a worksession on June 27th. The Council requested staff to come back with some sample drawings of what the bike lanes and sharrows might look like.

DISCUSSION: There were several local corridors suggested for bike lanes and/or sharrows.

- North-south bike lanes on **Charlton** from Marie to Butler Avenue moving the bike lanes to Ohio at Moreland and continuing to Annapolis as a sharrow (removing all parking from Butler to Marie).
- North-south bike lanes on **Livingston** from Marie to Thompson Avenue (removing all parking).
- Westbound bike lane on **Bernard** from Oakdale to Dodd (moving all parking to the south side only).
- Eastbound bike lane on **Moreland** from Delaware to Oakdale (moving all parking to the north side only).

The most significant impact relating to this issue relates to changing where on-street parking is allowed or removing on-street parking entirely at certain locations. It would be important to provide an opportunity for public input regarding any changes to the on-street parking patterns prior to implementing any changes.

With the reconstruction of Charlton Avenue from Hwy 110 to Marie next summer, it is important to determine whether or not to include on-street bike lanes in the design process.

City-wide sidewalk assessment program. Staff work is continuing regarding the development of a city-wide sidewalk assessment program for expanding and developing a comprehensive sidewalk and trail system throughout the city. The estimated cost for such a system is around $6.7 million and would be implemented over time. A new state law allows for the costs to be assessed against all city properties. The City's Finance Director has developed a possible strategy for implementing a series of overlapping assessment districts that would allow for the sidewalk plan to be financed over the next 14 years with assessment impacts (set currently to a *residential equivalency* that would start at $20/year and adjust annually by $20 until the peak assessment rate of $100 is reached in 5 years. the annual assessment rate would start decreasing after year 10.

The impact on the use/need for sidewalks/trails are greater for larger commercial businesses and institutional uses like schools. Therefore, the assessed amount for these land uses should reflect the higher impact/need. Staff has been considering the most appropriate approach for establishing a tiered assessment level and would appreciate Council input and suggestions.

Possible options to consider:

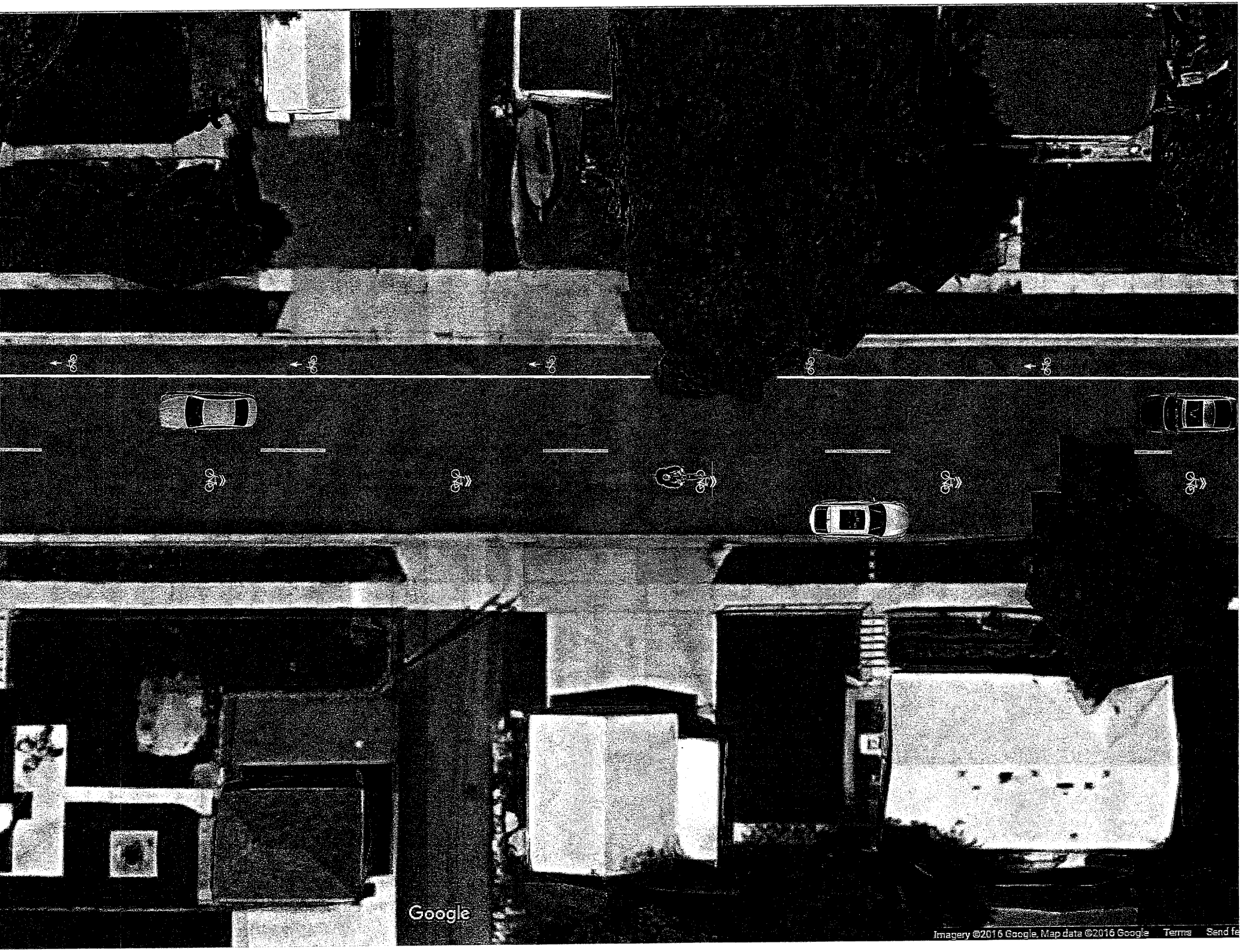
- Employment levels (difficult to objective define and keep current)
- Daily pedestrian activity levels (difficult to objectively define and keep current)
- Geographic size of building (objectively definable through GIS)
- Zoning categories (commercial/industrial/institutional. (Objectively definable)

The geographic size of a non-residential property might provide the best option for determining impact/need. Larger properties could be assessed a larger residential equivalency based on greater impact/benefit. There would obviously be exceptions to this approach and an appeals process would need to be in place to allow businesses and institutional uses to challenge an assessment amount.

Council may have additional ideas about the most appropriate methodology for creating a tiered assessment approach.

STAFF REQUEST FOR CONSIDERATION Staff is interested in getting feedback and direction on how to best move forward with the development of a strategy for implementing bikelanes and sharrows, including getting public input regarding the plan. Staff is specifically interested in getting Council reaction to the idea of adding bike lanes on the proposed Charlton Avenue reconstruction area next summer.

Staff is also interested in getting Council reaction, feedback, and input regarding the most appropriate approach for establishing a tiered assessment for a city-wide sidewalk assessment program.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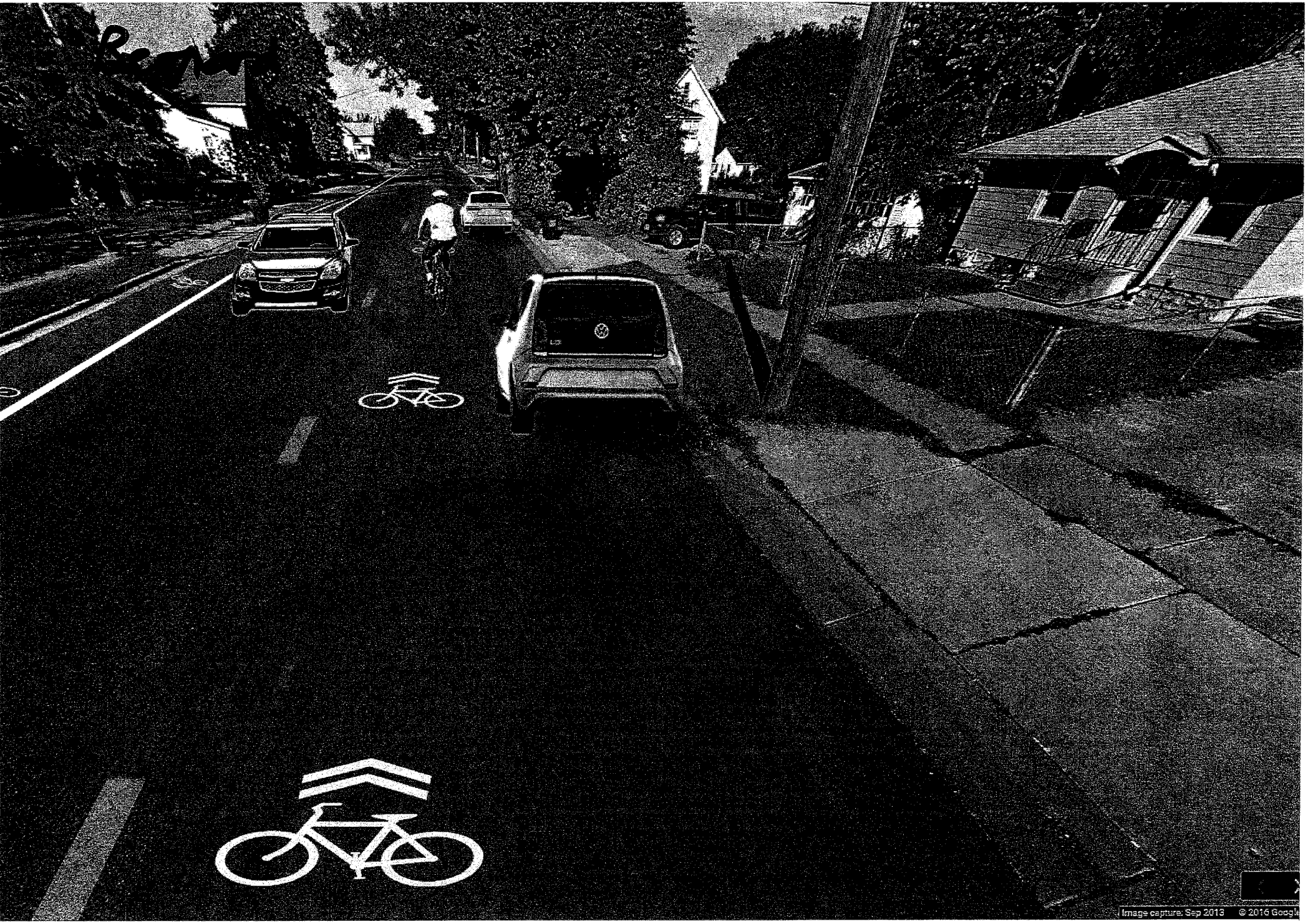
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