

Regular Meeting #26
Monday, June 2, 2014
Bloomington Civic Plaza
1800 West Old Shakopee Road
Bloomington, Minnesota 55431-3027

- 1 CALL TO ORDER** Mayor Winstead called the meeting to order at 7:00 p.m.
- Present: Councilmembers C. Abrams, J. Baloga, T. Busse, A. Carlson, D. Lowman, and J. Oleson.
- 2 INTRODUCTORY**
- 2.1 Flag Presentation** The Police Department Honor Guard presented the colors.
- 2.2 Swearing In New Police Officers** Requested Action: Witness the swearing in of the following five new police officers by the City Clerk: Matthew George-Badge #323, Kathryn Walker-Badge #324, Adam Stier-Badge #325, Ryan Olson-Badge #326, and Ryan Diamond-Badge #327.
- These new hires bring the Police Department to 118 sworn officers.
- 2.3 School District Food Drive Presentation** Requested Action: Mayor Winstead, along with representatives from the We Believe Alliance and VEAP, present certificates to Jefferson High School and Ridgeview Elementary recognizing the food donations and cash they collected during the 2014 School District-wide Food Drive.
- Linda Batterson, PTSA Council President stood in for Addie Mattson, We Believe Alliance representative who was unable to attend. Batterson and Ric Oliva, School Board Member made the following presentations:
- Bloomington Public Schools was presented with a certificate recognizing the 60,502 pounds of food that was collected district-wide.
- Jefferson High School was presented with a trophy and a certificate for having the highest total cash collected in the amount of \$3,254 along with the food they collected for a combined total of 16,709 pounds of food. Jefferson Assistant Principal Deb Holman and Ellen Berkowitz, Jefferson Student Government Co-President & Food Drive Committee Chair and Steven Handt, Student Government Co-President accepted.
- Ridgeview Elementary was presented with a certificate for having the highest total pounds of food collected (2,308). Principal Steve Abrahamson and a student accepted, as Dimensions Academy teachers were unavailable.
- VEAP representatives Jan Kirchner and Bob Purvis expressed their gratitude for this food drive and described how it will benefit Bloomington school children who currently receive free or reduced lunches.

Oliva explained the District engages students in service projects as part of their curriculum.

Batterson also recognized all of the businesses that participated in this year's food drive. A video was shown of Ridgeview Elementary students describing in one word what the food drive meant to them.

2.4 AARP Plaque Presentation

Requested Action: Mayor introduce AARP representatives to present the plaque to Sandra Goldsby, Creekside Community Center Coordinator.

Lorinda Pearson, Human Services Manager accepted the plaque on behalf of Sandra Goldsby, Creekside Community Center Coordinator who could not attend tonight's meeting. Creekside was recognized for being the number one host in the country, District of Columbia, Puerto Rico, and US Virgin Islands for teaching the Smart Driver Program to seniors.

AARP representatives Bob Sorenson and Cheryl Stepney also commented on this recognition.

2.5 MAGC's 2014 Northern Lights Awards

Requested Action: Present Communications Awards – No action required.

Janine Hill, Communications Administrator presented the five awards earned by the City at this year's Minnesota Association of Government Communicators' (MAGC) Northern Lights Awards Contest. She thanked the the City Manager, Community Services Director, and staff from Communications, Finance, Public Works, and the Fire Department for their contributions in this effort.

3 CONSENT BUSINESS

3.1 Approve Amendment No. 4 Community Transformation Grant (CTG) Agreement

Requested Action: Approve Amendment No. 4 to Public Health's Hennepin County Community Transformation Grant (CTG) Agreement.

Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the amendment.

3.2 Approve Amendment No. 2 to MNDOT Agreement NO. 93084 for Lyndale Avenue Bridge Project

Recommended Action: Adopt Resolution Approving Amendment No. 2 to MNDOT Agreement 93084-2 for the Lyndale Avenue Bridge.

Motion was made by Oleson, seconded by Baloga, and all voting aye, to adopt a resolution approving the amendment. (R-2014-54)

3.3 Approve Settlement of Easement Acquisition (2014-701 Hyland Trail ROW)

Recommended Action: Approve the easement acquisition settlement for Parcel 6 for Project #2014-701 Hyland Trail ROW.

Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the settlement.

3.4 Approve Easement Agreement with Normandale Community College

Requested Action: Approve the easement agreement with Normandale Community College.

Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the agreement.

- 3.5 Approve Plans, Specifications and Schedule for 2014-306 Boone Cir & 110th St Cir Improvement Project**
- Requested Action: Adopt a resolution approving the plans, specifications, and schedule for City Project 2014-306 Boone Circle and 110th Street Circle Improvement Project.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to adopt a resolution approving the plans, specs and schedule. (R-2014-55)
- 3.6 City Council Minutes**
- Requested Action: Approve the minutes for the March 3 & 17, 2014, Regular Council meetings as presented.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the minutes as presented.
- 3.7 Travel Expenses**
- Requested Action: Approve the out-of-state travel expenses as listed in the agenda item for Councilmember Jon Oleson who will be attending the 2014 Washington, D.C. Fly-IN event on June 17-19.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the travel expenses as presented.
- 3.8 HRA/VEBA Plan Changes**
- Requested Action: Approve plan changes to HRA/VEBA and Flexible Benefits Plan Documents.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the plan changes and related documents.
- 3.9 2014 ITS Innovative Idea Program – Participation Authorization**
- Requested Action: Staff recommends Council authorize staff to partner with Alliant Engineering Inc. to apply for the 2014 ITS Innovative Idea Program administered by MnDOT for the *Local Agency Iris Software Implementation and Document Study*.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to authorize the City's participation in the application.
- 3.10 Approval of Lease of City Right-of-Way to Walser Buick GMC**
- Requested Action: Approve lease of City right-of-way to Walser Buick GMC.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the lease of the City's right-of-way.
- 3.11 Approve Plans, Specifications, and Schedule for 2013-304 BCS Phase 2A (Hotel) Infrastructure Improvement Project**
- Requested Action: Adopt a resolution approving the plans, specifications, and schedule for City Project 2013-304 BCS Phase 2A (Hotel) Infrastructure Improvement Project.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to adopt a resolution approving the plans, specs and schedule. (R-2014-56)
- 3.12 Lennar Multifamily Communities, LLC Confidentiality Agreement**
- Requested Action: Approve the Confidentiality Agreement between the City and Lennar Multifamily Communities, LLC.
- Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the agreement.

**3.13 Police Department
Budget Adjustment**

Requested Action: Approve this budget adjustment.

Motion was made by Oleson, seconded by Baloga, and all voting aye, to approve the budget adjustment.

**4 PUBLIC COMMENT
PERIOD**

The Mayor declared the public comment period open for those wishing to address the Council on matters other than items included on the agenda.

Speaker #1: Sally Ness, 8127 Oakland Avenue South

She said she submitted a data request to the City for a copy of the proposed Joint Use Agreement but was denied due to the City's ongoing negotiations with the owner of 8201 Park Avenue (Dar Al Farooq Youth & Family Center). She described another data request she made questioning why City staff was in discussion in 2013 via e-mail about a potential street located between 80th Street and 80½ Street at great expense to the taxpayers. She said she was told it had to do with a commercial/industrial site that was being considered for multi-family residential. She said the potential street would go over park land would be obtrusive to Smith Park and the neighborhood. She believes the City was spending taxpayers' money to find a way to accommodate an overused building. She said this situation is not about getting along but rather about trying to preserve a neighborhood. She asked the City Council to not sign a shared use agreement that allows any parking in the Smith Park parking lot in the middle of the night, to not pay to separate a water meter to obtain an easement that is already in the current agreement, and to not sign an agreement that would allow rent to be collected on a field that does not have a Conditional Use Permit.

Winstead questioned whether the conclusions reached by Ness on the City e-mails she referenced were indeed the intent of the e-mail authors.

Speaker #2: Cheryl Wilke, Resident

She asked the City to start emergency measures around Bush Lake to mitigate the extreme turtle road kill in that area. She started her turtle journey in 2009 and presented several photos of the carnage she's witnessed on the streets around Anderson Lakes. She began paying attention to what was happening to turtles in the spring and fall in the Bush Lake area. She said turtles get entangled in the plastic erosion mesh that flanks both sides of the bike and walking paths along East Bush Lake Road. She identified other turtle crossing hot spots in Bloomington and said if they manage to get across the street, they cannot get up the high curbing and end up baking in the sun.

Winstead acknowledged Wilke has identified an issue within the city and said development has created conflicts with Mother Nature.

Wilke continued with her presentation. She requested the City consider the following options and provided the associated pricing: Install low, drift fencing flush to the ground in periodic intervals, install corrugated rigid plastic drainage pipe cut in half, or use 100% biodegradable erosion control fabric. She requested the City stop or slow down the mowing of ditches during the turtles' migration season.

Winstead said he will ask staff to see what practical measures can be taken; noting some of the roads involved are Hennepin County roads.

Speaker #3: Vi Rozek, 8214 Park Avenue South
She said last Friday afternoon there were two packed services that flowed into the street at the Dar Al Farooq Youth & Family Center (AFYFC) along with a semi-truck trailer parked in the street. She commented on the commercial vehicles that were delivering equipment all day and all night long at AFYFC. The mentioned cars are parking in the Smith Park lot past 10:30 pm with no parking lot lighting. She said the Council has allowed AFYFC to have large events over one-third of the year but none of the other churches in Bloomington have that many.

Winstead requested staff verify that these infractions are occurring so they can be dealt with.

The Mayor closed the public comment period.

**5 LICENSING DIVISION:
PUBLIC HEARINGS**

**5.1 Renewal of On-Sale &
On-Sunday Liquor**

Requested Action: Approve the On-Sale and Sunday On-Sale Intoxicating Liquor License Renewals for Famous Dave’s and Kokomo Island Café, conditioned upon the submission of all general items.

Motion was made by Busse, seconded by Baloga, and all voting aye, to continue to June 23, 2014, the renewal of the On-Sale and Sunday On-Sale Intoxicating Liquor licenses for Famous Dave’s at 321 South Avenue and Kokomo Island Café at 319 South Avenue was continued to June 23, 2014.

**5.2 Renewal of On-Sale
Wine Licenses**

Requested Action: Approve the On-Sale Wine License renewals, conditioned upon the submission of all general items.

Motion was made by Busse, seconded by Abrams, and all voting aye, to approve the On-Sale Wine license renewals.

**6 DEVELOPMENT
BUSINESS: PUBLIC
HEARINGS**

**6.1 Masonic Homes -
Conditional Use Permit,
Major Revision to Final
Development Plans**

Requested Action:

In Case 5305A-14, approve a Conditional Use Permit for a place of assembly expansion located at 11451 and 11401 Normandale Boulevard and 11400 and 11401 Stanley Avenue South subject to the conditions listed in the staff report.

In Case 5305B-14, approve a major revision to the Final Development Plans for a building addition located at 11451 and 11401 Normandale Boulevard and 11400 and 11401 Stanley Avenue South subject to the conditions listed in the staff report.

Dennis Fields, Planner presented the staff report. The applicant (Minnesota Masonic Charities) plans to demolish a portion of their building and build a new building. It is recommended for approval by staff and the Planning Commission. (The applicant was present for questions.)

Busse commented on the issue of internal use vs. external use of the facility and said it would be an attractive space for rental.

Oleson questioned if security lighting was addressed in the conditions.

Fields replied per City Code, there are lighting requirements in all entrance areas and will be needed with any new parking. He said the Applicant could do upgrades now or at the 2018 deadline.

Presenter #1: Jonathan Growthe, Representing the Applicant
Regarding other uses, he said Minnesota Masonic Charities is not looking to rent space but is not opposed to allowing its use by other organizations. He said there is a back lot to the south and east of their existing assisted living facility that could provide up to 190 spaces that wouldn't be used by their staff during off hours. He said their museum will be open to the public and school students.

Busse commented in addition to parking, there could be additional traffic generated by a 400+ auditorium. He said there has to be a greater use than the internal events.

Growthe said they will be opening up the space to local groups and will put in the Proof of Parking if it's needed.

Winstead concurred the Proof of Parking will kick in when the parking becomes a problem.

No public testimony was received.

Motion was made by Baloga, seconded by Oleson, and all voting aye, to adopt a resolving approving Case 5305A-14 and 5305B-14, subject to the conditions listed in the staff report. (R-2014-57)

7 TRANSPORTATION & UTILITY IMPROVEMENTS: PUBLIC HEARINGS

7.1 Highwood Drive Corridor and Intersection Traffic Study

Requested Action: Adopt the near-term and long-term recommendations presented by staff in the agenda materials from the Highwood Drive Intersection and Corridor Traffic Study.

Amy Marohn, Civil Engineer described why traffic studies are conducted. This study was to note that there are changed traffic conditions on this roadway. She explained this is a study level approval and Council will be asked to adopt the recommendations. She said the Study brings forth a theory but any construction projects with the associated costs needs to come back to the Council. Approving the study recommendations would give staff direction to move forward.

Marie Cody, SRF Consultant presented the Highwood Drive Study slide presentation. She said roadway and infrastructure changes triggered this study so a plan could be developed. She described the makeup of the Study Advisory Committee. She said two well-attended open houses were held. Half of those attending the first open house wanted the corridor to stay as it is and the other half wanted it changed. She said everyone agreed something needs to be done at the intersection of Highwood and East Bush Lake Road. She said the Average Daily Trip volume along Highwood Drive ranges from 2300 to 3000 cars at its peak.

Winstead asked if the peaks are similar to other rush hours.

Cody replied the Level of Service (LOS) is always based on am and pm peak hours. She continued by describing the existing conditions of the Highwood Drive corridor. She commented on the reported crashes at the intersection of Highwood Drive and East Bush Lake Road. She described the objectives that were used in developing the concept corridor and intersection options A, B and C for Council review. She said there is enough capacity to do Option A (continue with four lanes and a multi-use trail on the south side), Options B (two lanes with left turn lanes at key intersections with a multi-use trail on the south side), or Option C (two lanes with left turn lanes at key intersections plus on-street bike lanes and a multi-use trail on the south side). She reviewed the pros and cons of each option.

Next, Cody discussed the East Bush Lake Road intersection and described the concept options developed for it along with the pros and cons. (Options 1, 2 and 3). She proceeded to discuss the current traffic operations at East Bush Lake Road and Highwood Drive and the forecasted results utilizing Options 1, 2 and 3 in the Year 2030.

Cody addressed the situation at the Highwood Drive and West Bush Lake Road intersection and described the two concept options developed for it (Option 1 and 2). Also included in her presentation was the additional cost of each option. She next presented the current traffic options at this intersection and the forecasted results utilizing Options 1 and 2 in the Year 2030.

The rankings from the open houses were reviewed for each of the options presented for the following: Highwood Drive corridor (Options A, B and C); Intersection of Highwood Drive and East Bush Lake Road (Options 1, 2 and 3); and for the intersection of Highwood Drive and West Bush Lake Road (Options 1 and 2).

Next the near-term and long-term recommendations from the Study Advisory Committee were presented for the corridor and the two intersections. Results were as follows:

Near-term recommendations: Highwood Drive corridor (Option C), Highwood Drive and East Bush Lake Road intersection (Option 1), and Highwood Drive and West Bush Lake Road intersection (Option 1).

Long-term recommendations: Highwood Drive corridor (Option B) and for the Highwood Drive and East Bush Lake Road intersection (Option 2).

City Council comments and inquiries:

Baloga said during the February 10th presentation to the neighborhood, the idea of a parkway was dismissed because of emergency vehicle concerns so asked why it is now being recommended for a two-lane parkway as a long-term recommendation.

Cody said there were emergency vehicle concerns with this option when it was initially presented to the Study Advisory Committee. Initially the lanes were proposed at 16 feet wide but then the design was modified to 18-foot lanes to allow emergency vehicles to pass safely. To address concerns with snow piles on the roads in the winter, she said surmountable curbs could be considered in the parkway design phase that would allow emergency vehicles to drive up and over the curb in order to get by safely.

Baloga questioned the rationale for removing the flashing beacons for pedestrians.

Cody explained there are some intersections where there are two marked crosswalks on both sides of the intersection and staff is encouraging pedestrians cross Highwood Drive at one location at each of those intersections. She said studies have shown that dated, 24-hour continuous flashing beacons lose their effectiveness for drivers on the roadway and there is little benefit to having them.

Baloga said he doesn't recall that being mentioned during any of the neighborhood group meetings. He said he travels Highwood Drive often and the most critical beacon is when traveling eastbound up the steep grade on Highwood, as it alerts drivers to the crosswalk at the intersection of Pennsylvania Road. He said that intersection is only striped on the west side of the street. He questioned why staff is saying, without Council having the scientific data to comprehend, that the flashing beacons do not add value to the safety of the residents in that area.

Cody stated there is data available from the school traffic studies she conducted but it was not provided in the materials that indicate an ineffectiveness of those types of flashing beacons.

Baloga asked if the flashing beacons on 106th Street are proposed for removal.

Marohn explained the difference between the flashing beacons on Highwood Drive vs. the flashing beacons on 106th Street. She said the beacons on Highwood Drive are located at either end of the corridor but not necessarily at a pedestrian crossing and studies have shown that the beacons are most effective when located at the pedestrian crossing and are pedestrian activated. She said the beacons located at the school crossings have the enhanced pedestrian activated flashing systems and offered to provide Council with some research on effective crosswalk enhancements.

Baloga said he believes the flashing beacon on Highwood Drive is properly located to give drivers coming up the hill a warning that a crosswalk exists at the crest of the hill where there are several bus stops.

Marohn said that device is probably 20 years old. She said if the Council wants to leave them in place, staff could make that part of the recommendation. Staff could study what the pedestrian movements are along the corridor to determine if a more effective pedestrian treatment is needed and at what locations. She said it is staff's recommendation to remove the flashing beacons if the lane conversion is approved.

Baloga does not support the removal of the beacons unless they're replaced with a more appropriate device. Regarding the multi-use trail on the south side of Highwood Drive, he said while he applauds that multi-use trails are part of the City's Alternative Transportation Plan (ATP), he doesn't understand why it's recommended for Highwood Drive when it wasn't recommended on 106th Street, which is a much busier roadway than is Highwood. He asked why these two proposals are inconsistent adding there is a multi-use trail on 86th Street.

Marohn showed the ATP map of trails and reported there are lots of recreational trails and activities in the vicinity of Highwood Drive to connect to the regional trail network.

Baloga said he supports the ATP and adding trails when and where possible but asked about the priority of them and where are the highest needs.

Winstead said Highwood Drive has some right-of-way that would allow the trail to be added to the loop whereby West 106th Street doesn't.

Baloga said he has a problem with the prioritization of trail installations, as he sees other areas of greater need. He asked why the 3-lane roadway was not considered during the course of this study.

Marohn replied this is essentially a three-lane without all of the turn lanes going to no driveways. She said the center median allows staff to develop the left turn lanes at all of the intersections and the shared driveway. It functions the same as a 3-lane without having the center turn lane.

Baloga said that wasn't presented to the neighbors for their input.

Oleson asked for an explanation of a multi-use trail.

Marohn explained a multi-use trail typically has a 6-foot boulevard and a 10-foot wide bituminous trail to accommodate walkers, cyclists, skaters, etc. using it simultaneously.

Lowman questioned how many bikers will use this corridor.

Marohn replied staff doesn't have a count for that at this time and it does not forecast bike counts unless it's connected to a regional trail. She said there is a new system whereby bike counts are taken throughout the city. She said it could be added to staff's counting locations.

Abrams asked if more asphalt will be deployed for Option #2 at East Bush Lake Road; and if so, how much.

Marohn replied yes, Option #2 would require significant earth work primarily into the northwest and southwest quadrants, resulting in substantial cost. She said additional bituminous for approximately 600 feet would be required to accommodate the additional lanes in each direction. The typical width of each lane of travel is 12 feet.

Carlson said he views this as a real opportunity to add other amenities such as the trail due to the decreased traffic volumes. He sees proposals within the overall project that will solve some of the cuing issues.

Winstead asked about the traffic counts going east and west on 86th Street.

Marohn replied the 2013 traffic volumes on 86th Street were about half of what they are on Highwood Drive.

Shelly Pederson, City Engineer said staff is recommending Option C for the near-term -- striped medians and two lanes on the Highwood corridor. She said if Council approves Option C for the near-term, the only thing that would be done immediately is the striping. She said the multi-use trail and the removal of the beacons would be separate projects to be brought back to Council as standalone projects one at a time.

Winstead said if Council goes in the recommended direction, the multi-use trail will come back to the Council for future direction but reiterated it will likely be approved in the future.

Mayor Winstead invited the public to speak.

Speaker #1: Dana Anderson, 7600 Autumn Chace Drive
She expressed concern with wintertime spinouts that occur and that with only one lane, there won't be enough room for cars to turn around. She questioned why it can't stay as four lanes since traffic counts have decreased. She said inline skaters should not attempt the hill. She requested the flashing beacons stay in place. She commented she missed the open houses that were held.

Speaker #2: Guy Parsons, 8214 Oregon Circle
He opposes a multi-use trail. He's spent thousands of dollars in shrubs and trees. He's opposed to the cutting down of a 100-year old oak tree for the trail. He said fast bikers use the road and not the trail. He doesn't want to lose six feet of his backyard and \$30,000 in landscaping costs.

Abrams questioned the amount of cuing that occurs on East Bush Lake Road in both the northbound and southbound lanes during rush hour to go westbound onto Highwood Drive.

Parsons said they're bad during the nighttime rush hour and that traffic backs up down the hill. He reported seeing more than three accidents in the eight years he's lived there and said something needs be done there.

Speaker #3: Mark Stump, 8252 Maryland Road
He complimented the consultant on her presentation. He said a multi-use trail is a wide blacktop sidewalk. He commented there is no more cuing on Highwood Drive. He asked and staff confirmed, the flashing beacons are solar powered. He said he thought the recommendation was for four lanes on Highwood and asked how did it go from four lanes to two lanes.

Winstead said after taking input, staff determined a good configuration for that road would be two lanes with left turn lanes at key intersections and would be painted accordingly.

Stump asked how people will know where to drive when the roads are snow covered. He asked the Council to keep it practical and keep it four lanes.

Speaker #4: Art Abrahams, 8009 Lea Road
He conducted a traffic study today. At 5:22 pm, he counted how many cars were backed up at the bottom of ski jump. He said he only saw one car stopped between 5:22 – 5:57 pm. He said there was zero stoppage during that time and traffic was flowing nicely. He said the only problem was with the merge lane, which is a bad deal. He said a lot of effort has been put into creating a problem that doesn't exist. He questioned why the talk about replacing traffic lights. He said traffic on Highwood doesn't exist anymore. It's been reduced by 50%. He asked if there will be more people in this area in the future, as the area is fully developed. He said people need to expect some delay and should be able to tolerate a 38-second traffic delay. He said four lanes on East Bush Lake Road are unconscionable. He asked where they would go. He said it's a beautiful area and the traffic moves just fine. He said don't widen East Bush Lake Road.

Speaker #5: Carl Bennetsen, 8249 Maryland Road
He said he moved into his house in 1980 and was required to put in an earthen berm in the back. He expressed concern that a multi-use trail could cause more water to back up into his yard. He's ridden lots of trails and said he would not ride his bike on a multi-use trail. He said Highwood Drive gets icy so if a car is going uphill and loses traction, there would be no place for them to turn around. He would prefer striping bike lanes on the street. He asked if the new intersection walkways recently installed along Highwood Drive would have to be reconstructed for the multi-use trail..

Marohn said pedestrian ramps that were put in with the overlay project that feed out onto Highwood Drive were strategically placed. She said they may be reconfigured somewhat if the trail is put in.

Bennetsen said he appreciates the work the City has done to try and improve the roads in the Highwood Drive area.

Winstead thanked the neighbors for dealing with the construction trucks during the T.H. 169 reconstruction.

Speaker #6: Michael Folger, 8241 Maryland Road
He said as the trail wouldn't be permeable, there will be more water than what can be handled by the storm sewers. He said a 10-foot wide trail there would provide no place for the water to go except in the street.

Winstead said if the trail were to go forward, it would have to be looked at to see if it would work or if it would be problematic.

Folger said it would probably require a repiping of the entire area. He questioned why a 5-foot concrete sidewalk would be removed to install an asphalt trail that won't last as long.

Winstead said asphalt has been proven as the more desirable surface for strollers, inline skaters, bicyclists, and walkers. He said concrete sidewalks might be more durable but people prefer asphalt.

Folger said he has the berm in the back and mowing it will become more difficult if the trail goes in. He didn't see a lot of need for improvements except the intersection of Highwood & Bush Lake Road is hazardous.

Speaker #7: Jay Biedny, 6909 West 82nd Street
He attended both open houses and appreciated the staff presentations and their customer service. He said he understood the options. He doesn't think the multi-use trail is needed, as bike lanes and sidewalks work. He said keep bikers on the street. He said if Highwood Drive was designed as a new road to the existing traffic volumes, it would probably be a two-lane road with a center median. He said a four-lane roadway causes drivers to go faster.

Speaker #8: Ken Nordlie, 7600 West 84th Street
He loves Highwood Drive with four lanes and said he rides on the street. He asked why turn a perfectly good 4-lane road into a two-lane road. He said there is a large population at Friendship Village. Some of those drivers go slow while others want to drive the speed limit. He said having only two lanes would create a safety issue. He commented no one bikes up Highwood Drive to go to work. He said there is already a perfectly functioning four-lane road and asked the Council not to change it.

Speaker #9: Anthony Steffenhagen, 8200 Oregon Road
He's not in favor of any changes at this time. He said don't change the crossings. The bike trail is senseless. Don't go from a concrete sidewalk to an asphalt trail. He will never let his kids ride their bikes on Highwood. He asked the Council to look at the sidewalks along East Bush Lake Road, as they're in bad shape. He said there are no issues with Highwood as it is. He said don't change the road just because it's something new to do.

Speaker #10: Peter Nee, 7310 Autumn Chace Drive
He's opposed to any changes to Highwood Drive. He said it functions perfectly well and that restriping won't gain anything. He commented it's a unique road and the current design has been proven to be safe. He believes changing it to two lanes will create anger issues for drivers. He said a multi-use trail will have impacts on trees, fencing, and sprinkler systems. He asked the Council to leave Highwood Drive as it is.

Speaker #11: Greg Beam, President of the Oak Point Townhome Ass'n.
He said their property abuts Highwood Drive. He said their landscaping and berm provides privacy from their property and the highway. He agreed with much of what everyone has said. He said if a wider multi-use trail is approved, they would lose many trees. He said he runs in Highwood Park and that it is dangerous for walkers and bikers to be using the same trail. He suggested keeping the bikers on the street.

Speaker #12: Warren Fritz, 8240 Pennsylvania Road
He agreed with Baloga and questioned why spend \$500,000 on a road that doesn't need a trail. He asked why build a trail and bike trails on Pennsylvania Road. He questioned why the City would spend more money on a signal on East Bush Lake Road if the County is planning to do that. He is opposed to having a boulevard on Highwood Drive, as the maintenance would be too costly. He asked the Council not to make a decision on this issue tonight.

Speaker #13: Jan Ruben, 6960 West 84th Street
She said she used to live in Minneapolis and that they had to separate walkers from bikers because a woman was knocked down by riders on the trail. She's lived in her Bloomington townhome for 22 years. She said there were lots of crashes but they have been reduced since the City put in a median. She agreed the semaphore should be fixed. She said four lanes are necessary when the road gets slippery.

Speaker #14: Jim Farrell, 8153 Pennsylvania Circle
He said he attended both open houses and appreciated the City's process but questioned why the effort to expand or improve Highwood Drive from what it is today. He used to use Lea Road when Highwood got bad before it was closed off. He said a single road coming up Highwood Drive from West Bush Lake Road will be a disaster. He asked why spend taxpayer money on a single lane road in either direction with either a divider or a painted one. He said just resurface the road and restripe it as it is, install a new traffic signal at East Bush Lake Road & Highwood Drive, and leave the 4-way stop signs at West Bush Lake Road.

Speaker #15: Steve Elkins, 8709 Sandro Road
He said he worked on this problem for nine years and couldn't get it done. He remembers hearing from mothers who couldn't cross Highwood Drive at Pennsylvania due to speeding traffic. He said staff's recommendation is eminently reasonable. He said the costs don't justify installing roundabouts. He commented he doesn't bike along there as much as he used to. He suggested postponing the multi-use trail and consider it in conjunction with the ATP. He said his priority in this general area is the side trail along West Bush Lake Road between Marth Road and 86th Street that is in awful condition. He said the biggest safety problem is crossing a four-lane highway to get to the park. He said everything in the staff report makes sense and asked Council to accept staff's proposal.

Motion was made by Baloga, seconded by Busse, and all voting aye, to close the public hearing.

Baloga said don't consider the parkway with four lanes in the long-term recommendation. He said the recommended all-way stop at Highwood & West Bush Lake Road is reasonable and makes sense. The right turn at East Bush Lake Road & 86th Street makes sense. A new traffic signal is an eventuality and needs to be replaced. He said Hennepin County has it slated for 2015 and asked if the City could lobby them to move it up to 2014. He asked that the flashing beacons not be removed. He said he generally favors riding on trails vs. riding in the street, but said he sees very few bikers in the area and none on Highwood Drive. He asked that the multi-use trail not be approved at this time. He supports two lanes with turn lane options.

Busse said the two-lane configuration has a number of benefits; it slows traffic and the turn lanes increase safety. He said two lanes make sense here. With regard to the weather related issues, he said the road won't be reduced in width so it will still allow a bail out area. He supports multi-use trails but supported holding off on this multi-use trail for now and include it in an updated ATP. He supported leaving the flashing beacons in place at the pedestrian crosswalks.

Abrams said she concurs with the long-term recommendations. Agrees with the all-way stop. She supports the new traffic signal at East Bush Lake Road and said a turn lane on 86th Street is important. She too supported keeping the flashing beacons in place and suggested the new pedestrian activated technology be provided at the two current crosswalks on Highwood Drive. She doesn't support a multi-use trail on the south side of Highwood at this time and offered an amendment that it be eliminated from consideration in this study and moved to future consideration. She supports leaving Highwood Drive four lanes because the justification isn't there to change the daily operations of this neighborhood.

Lowman asked if a multi-use trail is not considered in this location could it be considered somewhere else in the community.

Bernhardson said the driving issue to restripe from four lanes to two goes back to a policy that was adopted in 2004. He said the opportunity to put in additional trails was something that followed but was not the driving force of this study.

Lowman suggested delaying consideration of the multi-use trail now for further study and consideration in more of a broader view. He believes more study is needed before the striping is changed from four lanes to two. He agreed with the rest of the changes as laid out by Baloga.

Oleson suggested dropping the multi-use trail option and consider sending the restriping issue of two or four lanes back for more detail.

Carlson said there has been a tremendous amount of study on this corridor to date. He supported keeping the all-way stop control at West Bush Lake Road. He supported turn lanes at East Bush Lake Road to address the potential for congestion and to increase maneuverability. He said he can't justify four lanes given the current traffic counts so supports two lanes with a turn lane. He agreed the multi-use trail should not be considered now. He said the decision regarding the flashing beacons should be left to the experts.

Winstead said with regard to the near-term recommendations, it would be foolish to not do two lanes with left turns at key intersections and on-street bike lanes. He's torn on the multi-use trail on the south side of Highwood, as he supports completing the trail loop. He said this doesn't need any more study. He said the flashing beacons are a non-issue for him. They can stay until they need to be replaced. He said a new traffic signal is needed on Highwood Drive at the East Bush Lake Road intersection as is a southbound right turn lane on 86th Street. Regarding the long-term recommendations, he asked that the two-lane parkway option not be removed. He said it could be a nice boulevard in the future and would be an added amenity in that part of town. He concurred with setting aside the multi-use trail for now but stripe the two bike lanes on the roadway.

Motion was made by Baloga, seconded by Carlson, to adopt the following near-term recommendations:

Highwood Drive Corridor: Two-lane roadway with left turn lanes at key intersections and on-street bike lanes.

East Bush Lake Road/Highwood Drive Intersection: A new traffic signal with existing roadway and construction of a southbound right-turn lane on East Bush Lake Road at 86th Street.

West Bush Lake Road/Highwood Drive Intersection: Maintain all-way stop control.

No vote was taken at this time.

Oleson inquired about the cost factors for each of the recommendations.

Winstead replied the cost for two-lanes with left turn lanes at key intersections and on-street bike lanes is very minimal. The beacons stay and the multi-modal trail would not be considered. He said the new traffic signal at East Bush Lake Road & Highwood with the existing roadway would be \$200,000. The southbound right turn lane on East Bush Lake Road would be \$60,000. The all-way stop control at West Bush Lake Road & Highwood would be a no-cost issue.

Oleson said given the low cost, he will vote for this but said it needs to be understood this doesn't automatically imply anything in the future.

Lowman said he can support most of the motion but would like to delay the two lanes vs. four lanes decision to the next meeting.

For clarification, Abrams said the motion, as it stands now, does not contain the long-term recommendations.

Before calling for a vote on the motion, Winstead summarized the motion as supporting the following near-term recommendations: Two lanes with left turn lanes at key intersections with on-street bike lanes, a new traffic signal at East Bush Lake Road & Highwood Drive with the existing roadway, construction of a southbound right-turn lane on East Bush Lake Road at 86th Street, and leaving the all-way stop at West Bush Lake Road & Highwood Drive.

Motion passed 5-1-1 (Abrams opposing and Lowman abstaining).

(The multi-use trail on the south side of Highwood Drive was not approved at this time and the flashing pedestrian beacons were not approved for removal but rather will remain in place until such time that they need replacement or are studied for removal or replacement. As the long-term recommendations were not approved or removed, they can come back at a later date.)

Winstead said if it proves out the restriping doesn't work, the road can be restriped in the future.

8 ORDINANCES: PUBLIC HEARINGS No items.

9 OTHER: PUBLIC HEARINGS No items.

10 ORGANIZATIONAL BUSINESS

10.1 City Council Policy & Issue Update

➤ The City Manager said a study meeting might be held ahead of the regular meeting on June 23 at 6 pm and the July meeting schedule is still being reviewed. He announced he will turn age 65 at end of July and plans to retire at the end of this year. He said Council was notified via a letter.

➤ Winstead stated this is the City Manager's public notification of his retirement. He said the Manager has provided 25 years of dedicated service to this community. He said great things have happened in Bloomington and the city is in great financial shape. He said there will be recognition for all that Bernhardson has done for this community. He accepted the City Manager's letter of retirement on behalf of the City Council.

Motion was made by Abrams, seconded by Baloga, and all voting aye, to accept the City Manager's letter of retirement.

➤ Lowman commented he's been contacted by some residents who are upset about the proposed sidewalk replacement on 107th Street in conjunction with the CenterPoint Energy project.

After some discussion by the Council, the following motion was made:

Motion was made by Lowman, seconded by Baloga, to delay reconsideration of the 107th Street sidewalk to see how it fits in with the broader Alternative Transportation Plan (ATP). No vote was taken at this time.

Winstead stated he would not support the motion, as it doesn't necessarily tie into the ATP. He restated the motion is to isolate a segment of sidewalk in front of 4-5 houses.

Baloga said if this was a newly constructed neighborhood, there would be sidewalk on one side of the street. He said the neighbors have expressed concern so he supports the motion.

Busse commented everything the Council does sets precedence so is hesitant to set a precedent in this way and cannot support the motion.

Abrams said as the motion is for the Council to consider this particular sidewalk within the larger ATP context and to some degree within the sidewalk policy, she supports it.

Bernhardson said construction is currently going on so a decision will have to be made sooner rather than later. He said staff will have to bring this back within the next few weeks in order for it to be reviewed along with the sidewalk policy.

Karl Keel, Public Works Director said based on Council's previous direction, staff has directed CenterPoint to replace the sidewalk with a one-foot wider sidewalk than what is there today. He said CenterPoint would like to make the sidewalk restoration soon rather than waiting for the ATP discussion to take place.

Baloga offered an amendment to the motion to not install a portion of the sidewalk along West 107th Street ever rather than waiting to do it as part of the ATP. The amendment was accepted by Lowman.

Winstead requested the motions be withdrawn and restated.

Lowman withdrew his previous motion and the amendment.

Motion was made by Lowman, seconded by Baloga, to not replace the West 107th Street sidewalk. Motion failed 3-4 (Winstead, Busse, Oleson, and Carlson opposing.)

Winstead said the sidewalk policy and how it ties into the ATP will be discussed at a future meeting.

- Oleson commented he attended the Memorial Day service at Dwan Memorial Park and was impressed with the words of a 7th grader. He stated the agreement process with the Al Farooq Youth & Family Center has been drawn out and requested it be discussed by Council in the near future. He also commented on a few events he recently attended: The Greater MSP/Chamber Forum on the MSP Business Vitality Index and the International Economic Development Council's Spring Conference.
- Baloga commented on the Born Again Jocks Scholarship Luncheon he and the Mayor attended during which high school seniors were awarded scholarships. He submitted a letter and a petition from the residents at Friendship Village that stated they do not want the City to approve a liquor license for Friendship Village.
- Carlson requested "closed" signs be posted on the bike trail where Nine Mile Creek goes under the Normandale bridge, as it's created a very dangerous situation due to flooding.

Keel stated staff will verify that cones or a barricade have been placed. He said the area is being monitored very carefully, as it depends on how much water there was upstream. He said the city overall has seen very minor flooding with some ponds rising to full capacity but no major issues.

- 10.2 City Manager 2013/2014 Performance Review Follow-up** Mayor Winstead reported the Council met in a closed session on May 19, 2014, to discuss the 2013/2014 performance of the City Manager but no action or direction was taken at that meeting other than to have the Mayor and Councilmember Busse meet with the City Manager to garner some information. He said in light of the Manager's announcement of his retirement on December 31, 2014, no additional activity by the Council will occur on this matter.
- 11 ADJOURN** Adjourned at 11:09 p.m.

Barbara Clawson
Council Secretary