CITY OF BLOOMINGTON MINNESOTA

City Council Meeting
AGENDA

STUDY MEETING
MONDAY, OCTOBER 10, 2016
5:00 PM

MAYOR:	**GENE WINSTEAD**	**COUNCILMEMBERS:**	**TIM BUSSE**	**KIM VLAISAVLJEVICH**
			DWAYNE LOWMAN	**ANDREW CARLSON**
			JACK BALOGA	**JON OLESON**

BloomingtonMN.gov*: A yearly meeting schedule is available in the Council section. Also posted in this section are agendas (the Friday before a regular meeting), and the official minutes.*

1. CALL TO ORDER – 5:00 PM Haeg Conference Room

2. ORGANIZATIONAL BUSINESS

2.1. Progress on Forward 2040 / Forecasts Update

2.2. Overview Update to the South Loop District AUAR

2.3. Sustainability Commission

2.4. Alternative Transportation Plan Update

2.5. Water Purchase Contract with City of Minneapolis

2.6. Community Center Task Force Report

2.7. Golf Course Consultant Report Follow-up

2.8. 2017-2018 Special Revenue and Enterprise Fund Budgets

2.9. 2017-2018 Revenue Analysis and Tax Levy Impacts

2.10. City Manager Council Update

3. ADJOURN

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Planning	**Forward 2040 Forecasts and Progress Update**
Agenda Section	Date
Study	10/10/2016

Description

GENERAL INFORMATION

Applicant:	City of Bloomington
Request:	Study Item – Progress update on Forward 2040 comprehensive plan and forecasts

BACKGROUND

This spring, staff began to update the City's Comprehensive Plan - "Forward 2040." As required by State Statutes, local comprehensive plans must be updated every ten years to ensure consistency with the Metropolitan Council's regional *system plans*, which are also updated every ten years following each decennial census.

The update process occurs over a three-year period. The City's updated plan must be submitted to the Metropolitan Council by December 31, 2018. In 2016, work focused on soliciting input from across the community regarding what people value most about Bloomington and what challenges and opportunities the plan should address. Our outreach efforts to engage the community to date have included:

- ***Three town hall meetings –*** these were facilitated discussions around the topics of sustainability; diversity and engagement; and community assets. Over 140 people attended these meetings. A summary of input received at the meetings is included in Attachment A.

- ***Project webpage*** created to serve as an information repository for the Forward 2040 project and to provide engagement opportunities. A series of rotating questions were posted to get input on what people value about Bloomington. Responses to the questions were transformed into graphic "wordles," which are included in Attachment B.

- ***Social media*** was used to inform residents of meetings, the online survey, the rotating questions, and how to apply to be a member of the advisory committee. Planning will continue to use social media to promote meetings and events and to receive community feedback.

- ***Online survey*** posted to gather input on what people feel should be the City's highest priorities over the next 20-years. Two hundred and eighty-seven people completed the survey. A summary of the survey responses is included in Attachment C.

- ***Information displays and input opportunities*** at various community events, including Bloomington Farmers Market, Music in the Parks, Summer Fete, activities at Creekside Community Center, Chamber of Commerce Business Day at City Hall, Heritage Days, a pop-up farmer's market in the South Loop District, and a meeting held in Spanish at Assumption Church in Richfield (11 of the 12 participants were

Bloomington residents). A summary of input received at the Latino town hall meeting is included in Attachment D.

- ***Advisory Committee*** appointed to assist staff in drafting the policies and priorities for the comprehensive plan update. Half of the committee representatives are Bloomington residents and/or business owners and half represent existing City commissions and boards. The City Council recently appointed eight individuals to serve as the resident/business representatives. The committee will meet monthly for the next 12 to 14 months; the first meeting is scheduled for November 2.

Another area of focus in 2016 has been on compiling baseline existing conditions and trend information about the comprehensive plan elements (e.g., land use, utilities, transportation, parks, housing). An update on this information will be provided at a study session later this fall.

2040 Population, Households and Employment Forecasts

As part of the Comprehensive Plan update, the City is required to provide population, households and employment forecasts at the city level and transportation analysis zone (TAZ) level. These forecasts are used by the Metropolitan Council to prepare regional traffic forecasts. The forecasts are integrated into various elements of Comprehensive Plan and are used by staff to determine future demand and needs related to infrastructure (e.g., utility pipe sizing, road sizing, transit ridership), housing, and community facilities.

In addition to the Comprehensive Plan, the City's demographic forecasts are used in special area studies, environmental review documents, and grant applications.

Staff recently finalized the draft forecasts. The full TAZ level dataset is included in Attachment E.

Summary

	2016	2020	2030	2040
Households	37,634	38,585	40,873	42,511
Population	87,245	88,939	92,940	95,862
Employment	91,866	96,388	108,057	115,110

Planning will be available for questions and comments on the information in this study item.

Item created by: Julie Farnham, Senior Planner and Jason Schmidt, Planner
Presenter: Same

Requested Action

Information only. Staff is looking for comments and questions regarding the information transmitted.

Attachments:

Attachment A - Town Hall Summaries
Attachment B - Draft Wordles
Attachment C - Draft Survey Results
Attachment D – Draft Latino Town Hall Summary
Attachment E - Draft 2040 Forecasts by TAZ
Adopted PC Minutes 08/25/16

Forward 2040 Town Hall Meetings – Summaries

Introduction

Three town hall style public meetings were held to foster community discussion around three intentionally broad subjects: sustainability, diversity and engagement, and community amenities. The intent of these meetings was to provide an opportunity for community members to discuss what they believe are the most important issues relative to these subjects and share their ideas about how the City should address them over the next 20 years. Input received at these meetings will help inform the drafting of policies, strategies, and priorities in the Forward 2040 plan.

At the start of each town hall meeting, staff provided a brief overview of the comprehensive plan and the Forward 2040 update. An overview of key trends relative to the meeting subject was also provided. These are summarized below under the headings for each town hall meeting.

Approach: The town hall meetings were organized as facilitated discussions. At each meeting a question was posed specific to the meeting topic. Participants worked first individually, and then in groups, to suggest ideas to address the question. Ideas were shared and clustered into groups based on similarity. Clusters were then named and refined around clear action steps. The resulting list of actions and ideas were compiled into tabular form, shown on pp 5-15.

Town Hall Meetings

1. Sustainability – June 22, 2016, 6:00-8:00 pm

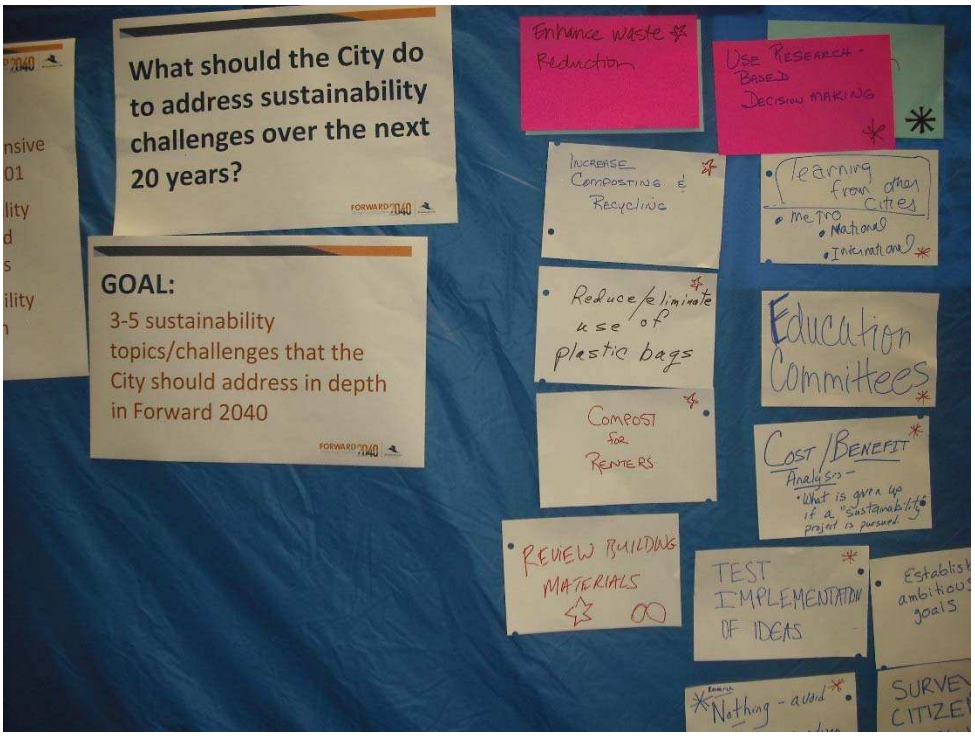
This meeting, held at Jefferson High School, was attended by approximately 54 people.

Key Trends:

- Climate change
  - Average temperatures are rising, which increase the likelihood of weather-related natural disasters.
- Water quality
  - Recent headlines have included the water contamination in Flint, MI and wells being closed in St. Anthony and New Brighton.
- Energy consumption
  - MN has the potential to produce 150 times as much electricity from solar power as the state consumes each year.
- Waste
  - As a growing population, we have a lot of stuff that we use for a short amount of time before tossing it into the landfill (example – consumer electronics/cell phones). What are some ways we can do more to use less, reuse and recycle?

A number of the major sustainability issues may be beyond or outside of the City's control; however, local strategies may still have an impact.

Suggested Actions: see pp. 5-8.



2. Diversity & Engagement – July 13, 2016, 6:00-8:00 pm

This meeting, held at Kennedy High School, was attended by over 60 people.

Key Trends (also see graphics on pp 16-18):

- Bloomington is a "fully-developed" suburb and experienced its largest population growth in the 1960s. Since 1970, the population has experienced limited growth, but the character of the population has changed significantly:
    - Increasingly diverse racially/ethnically – between 1970 and 2010 the City's non-white population increased from 1% to 20%
    - Aging population – between 1970 and 2010 the City's senior population (over age 65) increased from 3% to 18%
    - Household size has declined from 3.7 persons per household in 1970 to 2.3 persons per household in 2010.
- Socio-demographic changes varied between the east and west sides of Bloomington between 2000 and 2010:
    - West Bloomington has experienced a decline in population, while east Bloomington experienced some increases
    - West Bloomington residents are older than east Bloomington residents
    - Household sizes declined most in west Bloomington and increased in east Bloomington
    - East Bloomington has higher rates of poverty than west Bloomington
    - East Bloomington has more non-white residents than west Bloomington
    - There are more non-English speaking households in east than west Bloomington

Suggested Actions: see pp 9-13.

3. Community Amenities – July 20, 2016, 6:00-8:00 pm

This meeting, held at Olson Middle School, was attended by about 30 people.

Key Trends (also see graphics on pp 19-20):

- Much of Bloomington's infrastructure and community facilities are over 35 and 45 years old.
- Many park facilities, fire stations, sewer and water pipes were constructed during the 1960s and 70s and will need to be replaced over the next 20 years.
- Bloomington's housing supply is also aging; however, private owners routinely upgrade.
- Bloomington contains a wealth of amenities that residents highly value, including: great parks and recreation programs, ample open space, and a growing network of bicycle and pedestrian trails.
- The City has long-standing partnerships with other agencies and service providers such as the School District, Hennepin County libraries, the US Fish & Wildlife Refuge, Three Rivers Parks District, Artistry, Historical Society, and others.

Suggested Actions: see pp 14-15

Sustainability
June 22, 2016
Group A

What should the City do to address sustainability challenges over the next 20 years?

Enhance Waste Reduction

- Increase composting & recycling
- Reduce/eliminate plastic bag use
- Compost for renters
- Review building materials

Use Research Based Decision Making

- Learn from other cities, nationally and internationally
- Education Committees
- Cost benefit analysis (what is given up if a sustainability project is pursued?
- Test implementation of ideas
- Do nothing (avoid intrusion into citizens lives)

Maximize Citizen Involvement

- Citizen involvement and buy in
- Advisory committees
- Enhance meaningful rather and menial volunteer opportunities
- Include young people
- Schools emphasizing environmental and dual languages
- Establish ambitious goals
- Survey citizens and businesses

Improve Mobility Options

- Mobility
- Multi-modal transportation (include shaded walk)
- Adequate public transportation
- Reduce need for cars
- Traffic congestion
- More bike friendly roads
- Bike path expansion
- Traffic circles
- City-wide fiber optic (telecommuting)
- Improve local roads

What should the City do to address sustainability challenges over the next 20 years?

Broaden Community Development

- Walkable mixed use development
- Aging population housing options
- Food support (lower barriers for chicken coops, $ for school gardens)
- $ for sustainable improvements to homes
- More City built raingardens for run off
- Diversify tax base
- New intergenerational community center with the YMCA

Revisit City Services

- Make code more flexible
- Resilience (power, heat flood, energy planning)
- Maintenance and preservation of aging infrastructure
- Sustainable building codes
- Maintenance and upgrades of open spaces and water management systems
- Include all ideas to be for all business, government, renters, residential, non-profits, and large residential complexes
- Services

Protect Natural Resources

- Integrated with state, county, city US Fish and Wildlife
- Sell fruit and resin trees
- Water conservation quality
- Implement wild/native lawns
- Pesticides
- Maintain water quality
- Advocate / prioritize policies to protect water source quality
- Reimbursement for rain barrel purchase
- Keep MN Valley trail natural
- Salt training for maintenance
- Low flow toilets reimbursed for residential, mandated commercially
- Landscaper training (no green in streets)
- Clean up polluted lands

Improve Energy Management

- Energy action plan (smart grid) (partners in energy with Excel)
- Convert city/public building to renewable energy
- Shared solar gardens
- Solar tech for renters
- Alternative energy choices

What should the City do to address sustainability challenges over the next 20 years?

Provide a Range of Sustainable Transportation Options	Conserve our Natural Resources	Reduce Waste	Provide a Range of Diverse Housing Options	Frameworks
• Trails/bike trails – traffic calming • Improve transportation option • More transportation options • Promote Biz WFH	• Drinking water • Surface water • Preserve nature • More pollinator friendly gardens/native plants • Increase recycling rates • Promote rain gardens • Water conservation and quality	• Composting • Decrease Food Waste • Reduce water usage • Eliminate plastic bag usage	• Affordable housing • Keep Bloomington as an affordable place for current residents to live • Ensure housing mix matches projected employment opportunities and vice-versa	• Dashboard for transparency • Join Green step cities • Appoint sustainability commission • Create neighborhood identities • Work together with neighboring cities • Climate action plan • Benchmark city utility usage • Renew initiative program to track gas / carbon emissions

What should the City do to address sustainability challenges over the next 20 years?

Environmental Friendly & Functional Infrastructure	Act of 1871?	Range of Job Opportunities	Reduce Economic Disparities
• Promote LEED certified building development • Zero emission city services • City contract with Ten K Solar for community solar • Replacing aging infrastructure • Green energy expansion • Infrastructure / energy • Solar roadways	•	• Continue what we have?	•

What should the City welcome, support, and engage our changing population over the next 20 years?

Increase Civic Engagement	Refocus to meet Educational Needs of Everyone	Recruit in Diverse Areas to Improve Staffing	Design Intentional Community Events	Improve Communication	Build A Community Center
• Engage Voters	• Education • ESL Groups • Professional Role Models for High School Students (similar background / culture) • Diversity Training in Schools • Summer/After School Programs for 13-16 year-olds • Strengthen Pre-K	• Diversity among Elected, Teachers, Leaders • Intentional Diversity of City Staff and Officials • Diverse Workforce (Government)	• Diverse Community Events (Culture) • Events for a Diverse Population • Community Forums on Issues of Similarities rather than Differences • Listen, Learn, Engage to Create Improved Community Relationships	• Social Media • Provide Resources (parks, public health, community events in different languages, job opportunity, etc.) • Communication Information Improvements • Getting the Word Out	• Central Community Attraction • Intergeneration al Y and Community Center

What should the City welcome, support, and engage our changing population over the next 20 years?

Improve Local Transportation	Provide Wide Variety/Range of Housing	Improve Community Police Relationships	Create More Robust Community Collaboration	Broaden/Enhance Employment Opportunities	Strengthen Neighborhoods
• Mobility, accessibility, bike lanes • Transportation options • Improve pedestrian safety and amenities	• Affordable housing (West Side) • Housing options for aging in place • Adjust zoning and promote affordable home ownership	• Build trust with police and judicial • Education to police of diverse populations • Strengthen safety net (domestic violence, poverty, homelessness, trafficking) • Representation • Cultural competency training	• Easier access to public facilities for recreational activities • Formalized regular meetings between school district and City government regarding synergies • Enhance/ increase City and School District involvement / services that ensure inclusive diversity (particularly in recreation / out of school	• Increase minimum wage	• Park improvements • Neighborhood meeting • Belonging • Increase neighborhood volunteer projects • Neighborhood – led gathering spaces • Reach out to new people in your community • Welcome Wagon • Commercial (re)-development along southern corridor • Organize identifiable neighborhoods

What should the City welcome, support, and engage our changing population over the next 20 years?

Provide World Class Education System

- Kids in Class (Not Kicked Out)
- Homeless youth
- World class education system – inclusive

Build Inclusive Programs

- Age in place (communication, services)
- BAA (sports, soccer)
- Healthcare facilities for aging population
- Awareness of DO program
- Two-way cultural training
- City orientation every month
- Provide cultural orientation
- Oldest and youngest populations

Provide Clear Accessible Communication

- Survey the people often (every 6 months)– (open ended, not scripted)
- Better information sharing
- Free City internet and homepage – City site
- Enhance web and social media resources

Expand Intercultural Communications

- Translated websites
- We Care message (multi-lingual)
- Multiple languages in all City communications

Encourage Flexible Affordable Housing

- Affordable welcoming housing
- Culturally appropriate housing
- Affordable housing and transportation with no sudden (rent) increases
- Avoid huge housing complexes

What should the City welcome, support, and engage our changing population over the next 20 years?

Create More Flexible Infrastructure

- Pedestrian Friendly Paths (sidewalks, handicapped motorized vehicles)
- Improve Park Shelters
- Transportation for Older/Ill

Provide Community Resources

- Volunteer Hub
- Resource Lists
- Welcome Centers

Improve Police and Community Interactions

- Disengage Bloomington Police from ICE
- Personal Relations need to be Encouraged
- Kids and Police Early Engagement

Support and Engage Newcomers

- ESL Classes for Adults in English
- Cultural Liaison Program
- Diversity Education

Develop Neighborhood Identity

- Develop More Local / Neighborhood Resource Identity
- Local Park Activities

What should the City welcome, support, and engage our changing population over the next 20 years?

Develop One or More Multi-use Community Centers

- Meeting spaces
- Locations available for activity
- Community Center
  - Multi-generational

Events

- City-wide events (National Night Out, Heritage Days)
- Cultural festivities
- City events

Family Park Activities

- Green spaces
- Affordable/accessible programs in parks
- Encourage more youth participation in summer activities

What amenities and services do stakeholders want to see the City invest in and maintain into the future?

Build a Community Center	Beautify the City	Enjoy the River Valley	Promote Community Building	Improve Parks
• Modern Community Center • Community Centers • Teen Center	• Attention to Aesthetics • Flower Parks • Expand Art Resources	• Scenic Overlooks into MN River Valley • MN River Access	• Neighborhood Identification • Community Activities (Seniors, Kids, Farmers Market) • Promote Community Buildings • Neighborhood Input (local voice, representation, alderman style, local input in planning, zone and coding, community needs, neighborhood stewardship, reconnect neighbors	• Update/Add Playground Equipment • Maintain Parks • Improved Moir/Central Park • Revitalize Moir Park • Parks • Green Space/Parks

What amenities and services do stakeholders want to see the City invest in and maintain into the future?

Become Local Business Friendly

- Small Business Friendly
- Restaurants not franchises
- Foster Family Businesses
- New Employers (with jobs that pay more than the minimum wage)

Practice Stewardship

- Water
- Preserve what we have
- Historic Resources
- Invest in City Buildings
- Preserve / Promote Green Space
- Build on Existing Assets

Foster Commercial Revitalization

- Revitalized Neighborhood Nodes
- Update Old Cedar & Old Shakopee Area

Update Infrastructure

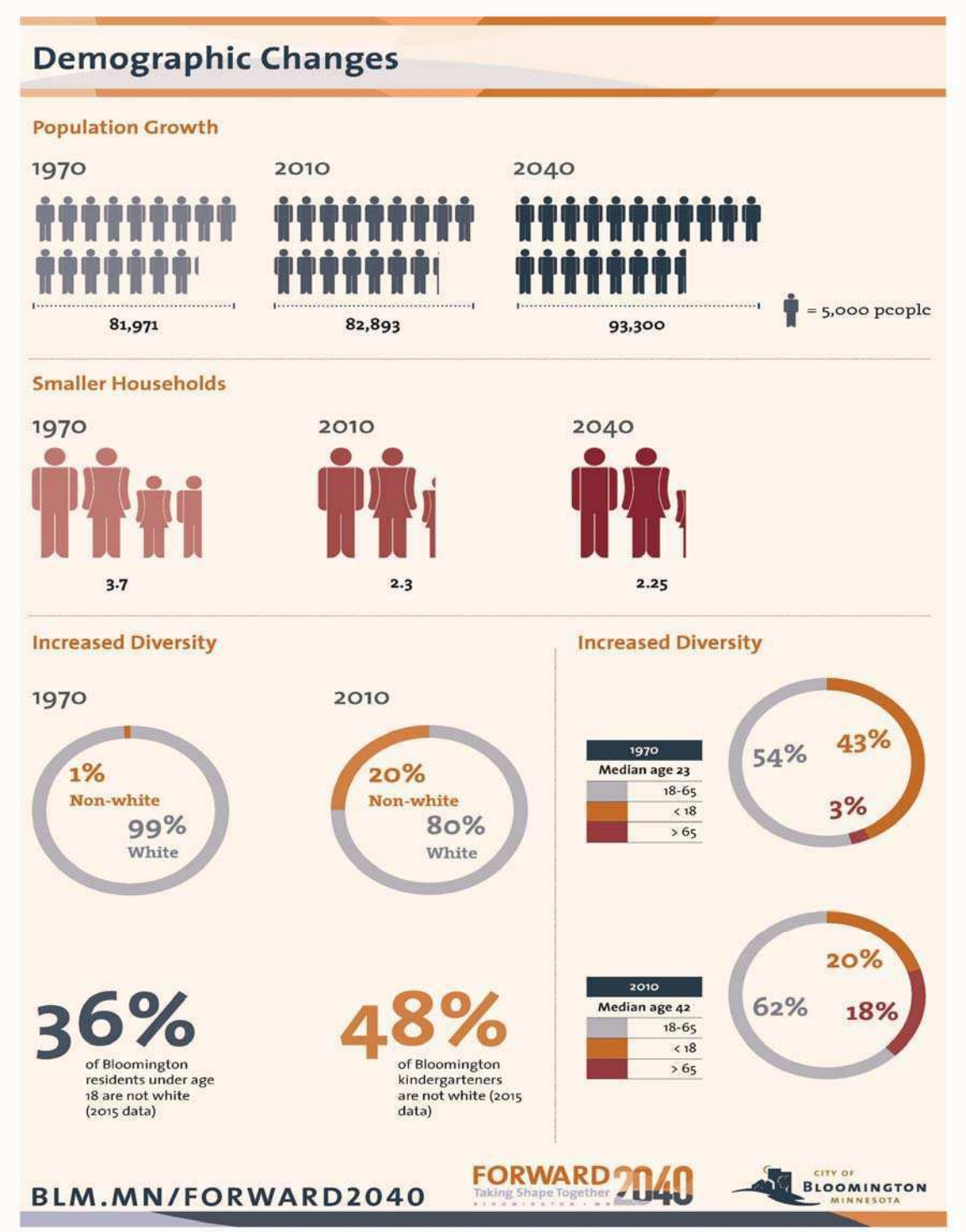
- Traffic Management
- Street Infrastructure
- Update Sewer and Water
- Public Wi-Fi

Increase Walkability & Bikeability

- “Walkable” City
- Safe Biking Corridors
- Improved Bicycling Network
- Trails
- Improved Trail System
- Walkable Events/Shoppes
- Walkable Neighborhoods

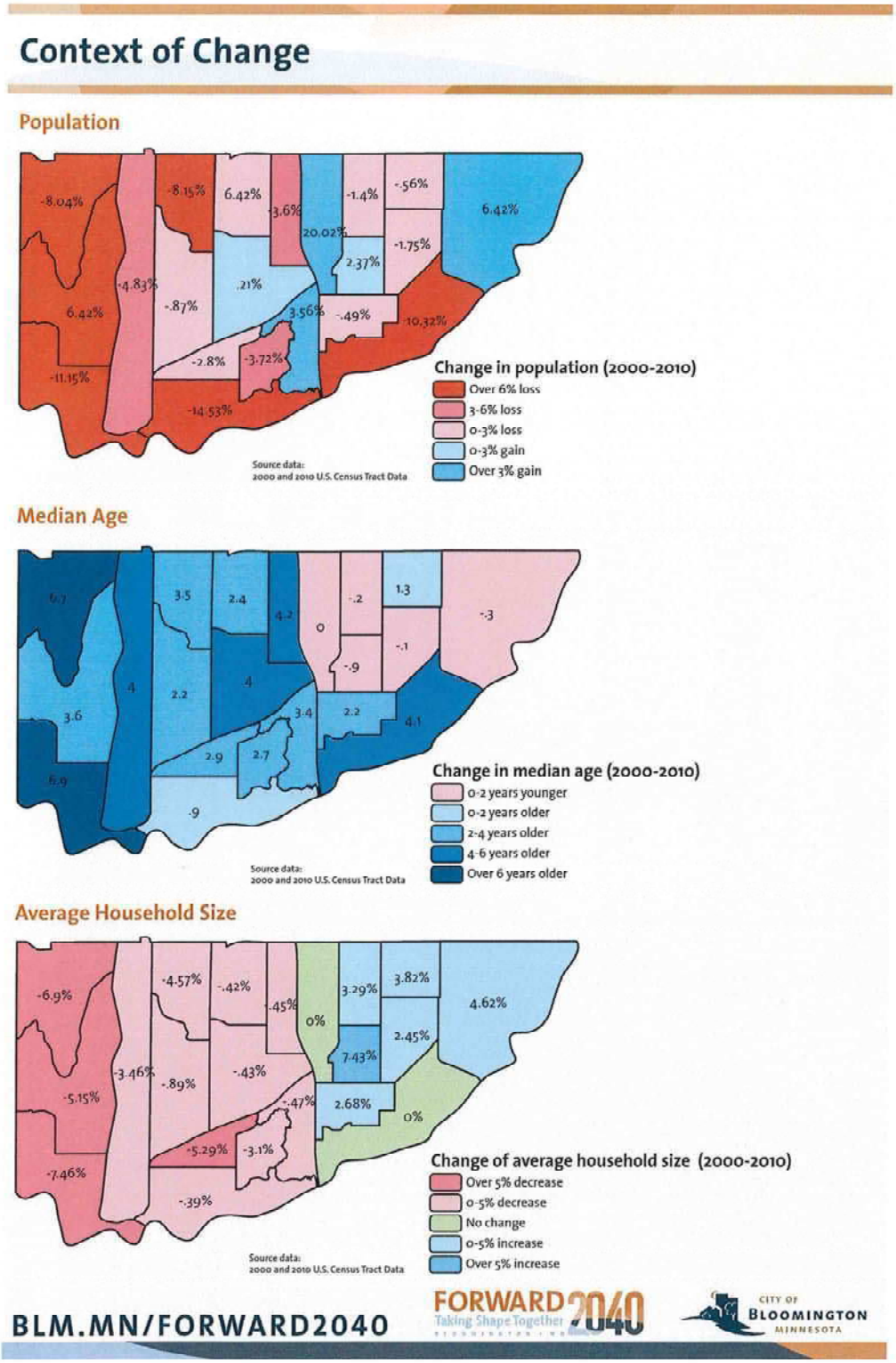
Demographic Trends – Town Hall #2

Bloomington has changed significantly since 1970. While overall population growth has remained relatively stable, the City's population has become increasingly diverse and older.



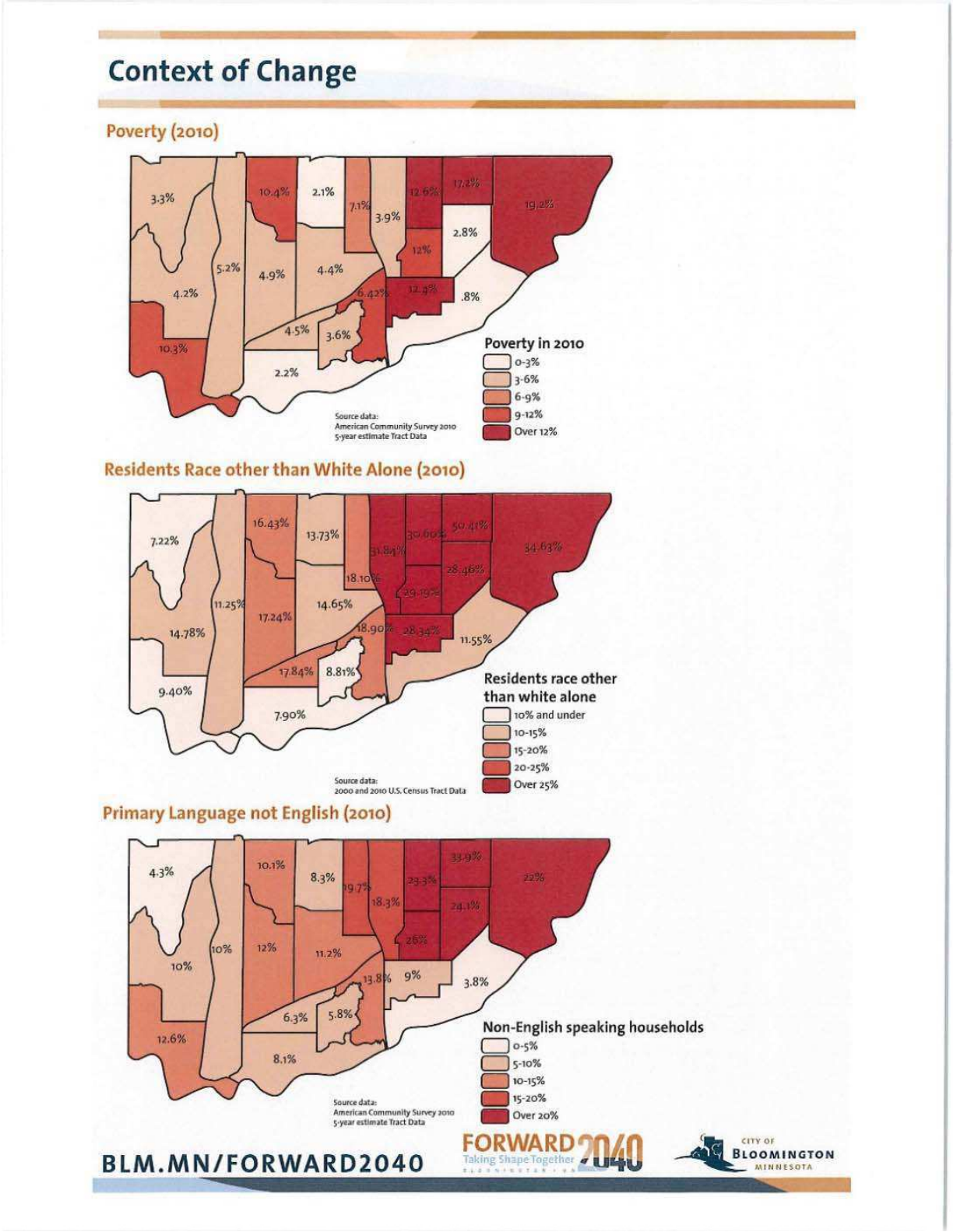
Demographic Trends – Town Hall #2

Demographic changes vary between east and west Bloomington.



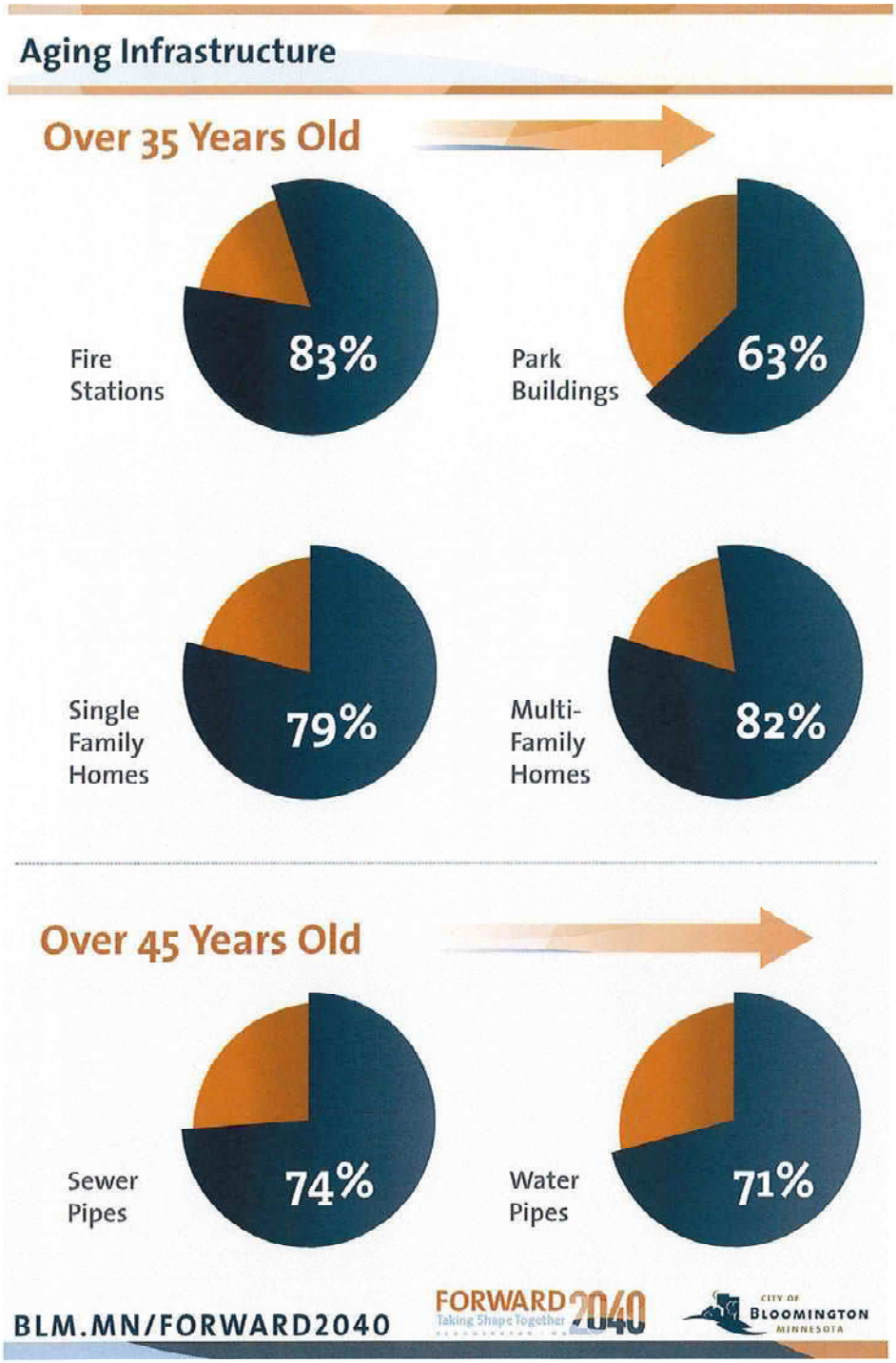
Demographic Trends – Town Hall #2

Demographic characteristics are different between the east and west sides of Bloomington.



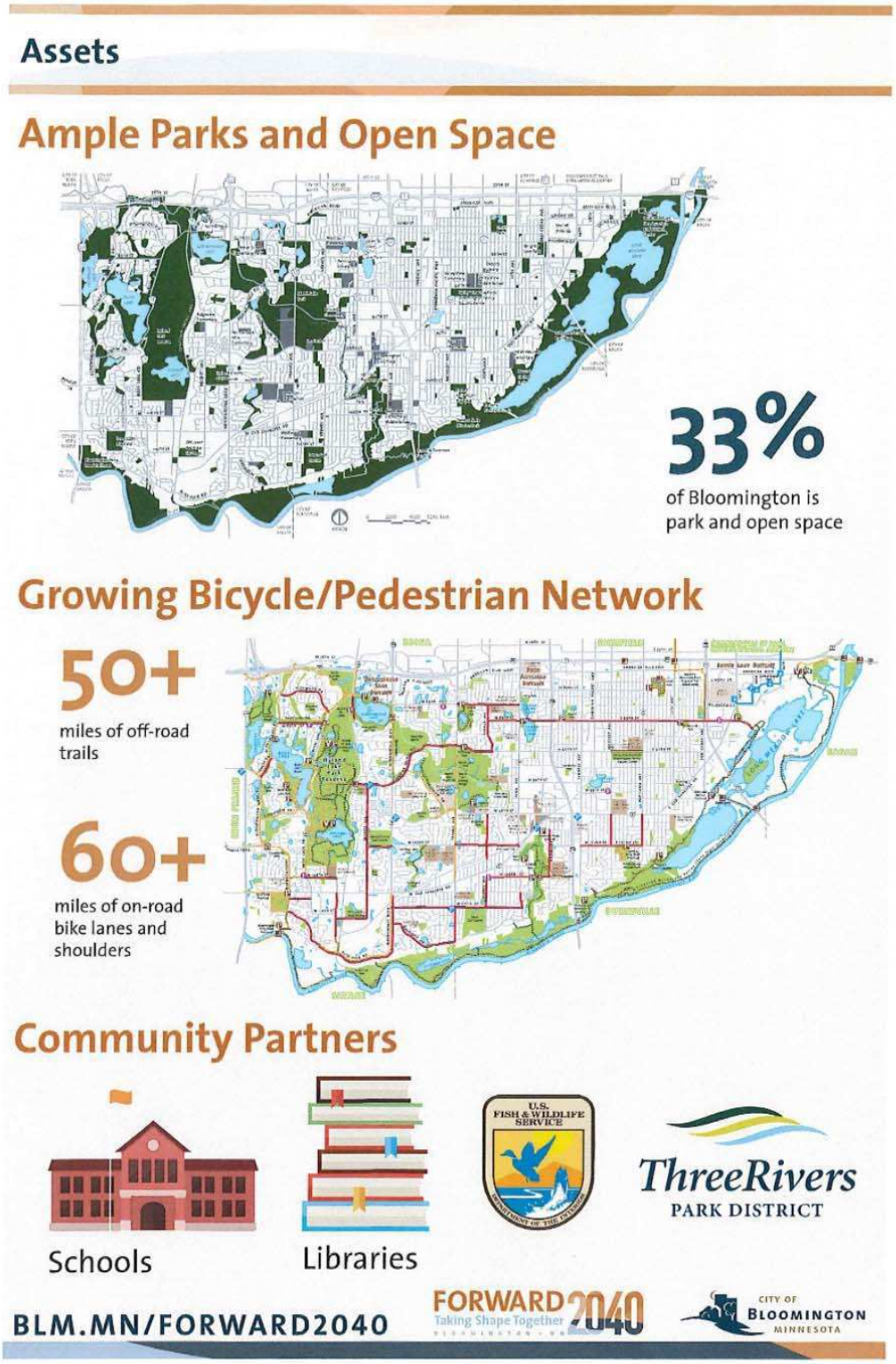
Aging Infrastructure – Town Hall #3

Much of Bloomington's public infrastructure (roads, sewers, parks, fire stations) and housing were built to accommodate the City's rapid growth during the 1960s and 70s. Roads are routinely upgraded through the City's Pavement Management System and private homes are continually renovated by their owners. However, other public infrastructure will be nearing the end of its serviceable life over the next decade or two. These public facilities are critical to the quality of life in Bloomington and upgrades and replacement must be done in a strategic manner.

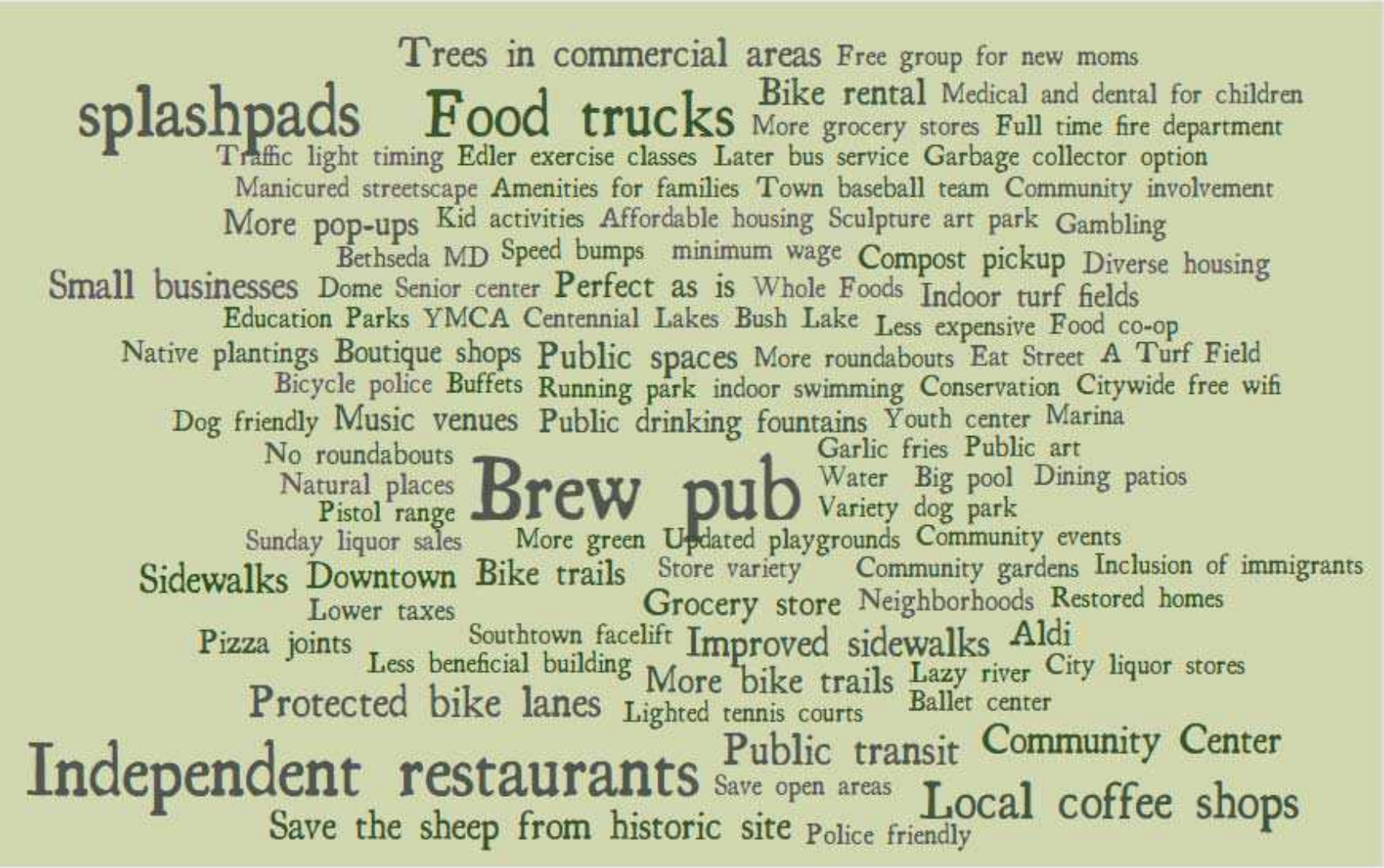


Community Assets – Town Hall #3

Bloomington enjoys a wealth of amenities that residents and visitors highly value. These include physical amenities like great parks, trails, and ample open space; cultural assets; and strong partnerships with a variety of community organizations, institutions, and service providers, such as the School District, Hennepin County library system, and others.



When you visit other communities, have you found something that made you say, "We need that in Bloomington?" If so, what was it?



In 20 years, how do you hope residents describe Bloomington? Friendly? Healthy?

Where do you like to take out-of-town visitors in Bloomington?

Forward 2040 Survey Results

Survey was open from June – September 2016

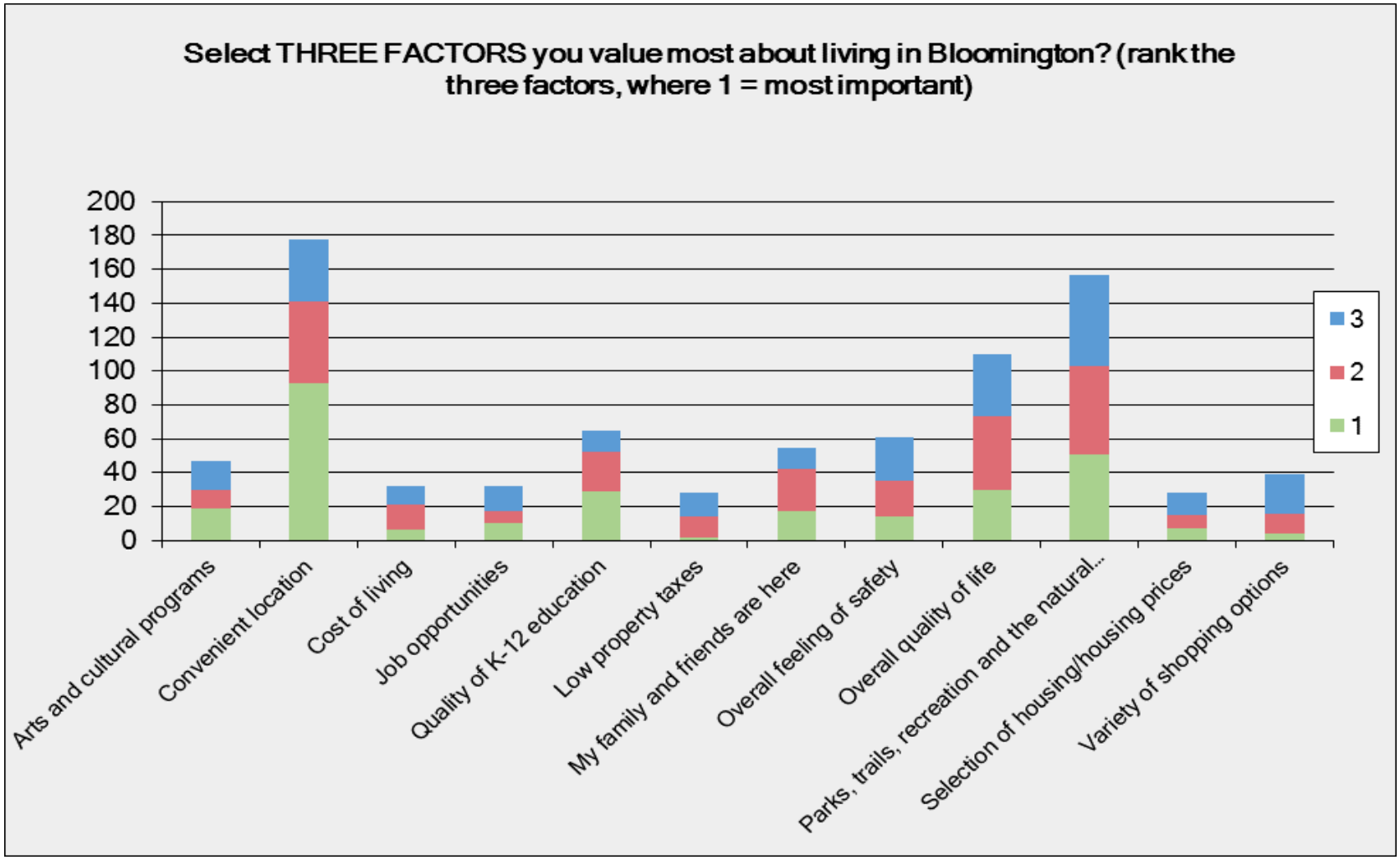
Question 1: (100% answered)

Q1 What is unique about Bloomington?

Answered: 287 Skipped: 0

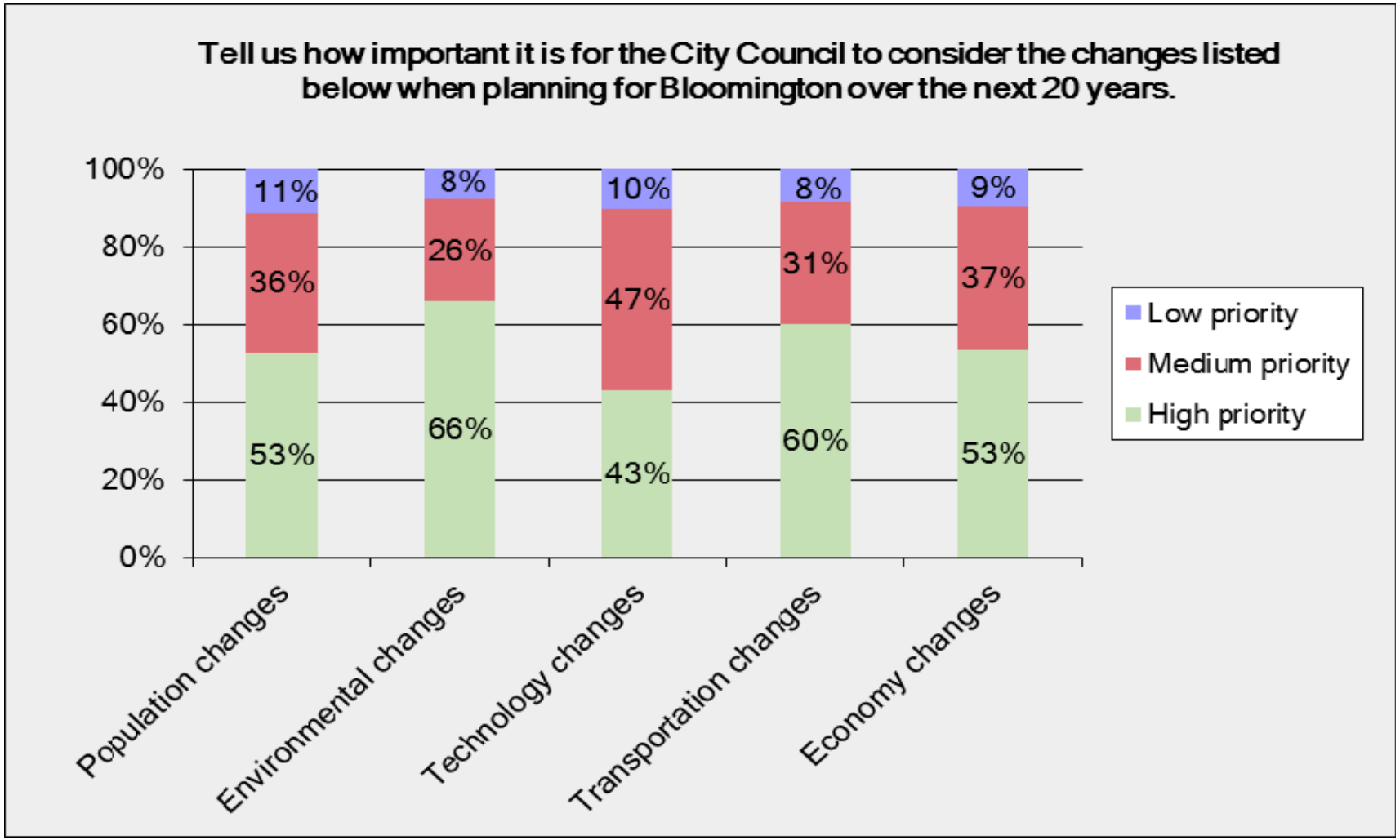
Question 2 (97.2%): **List three places in Bloomington you regularly visit for fun?**

Question 3 (100% answered):

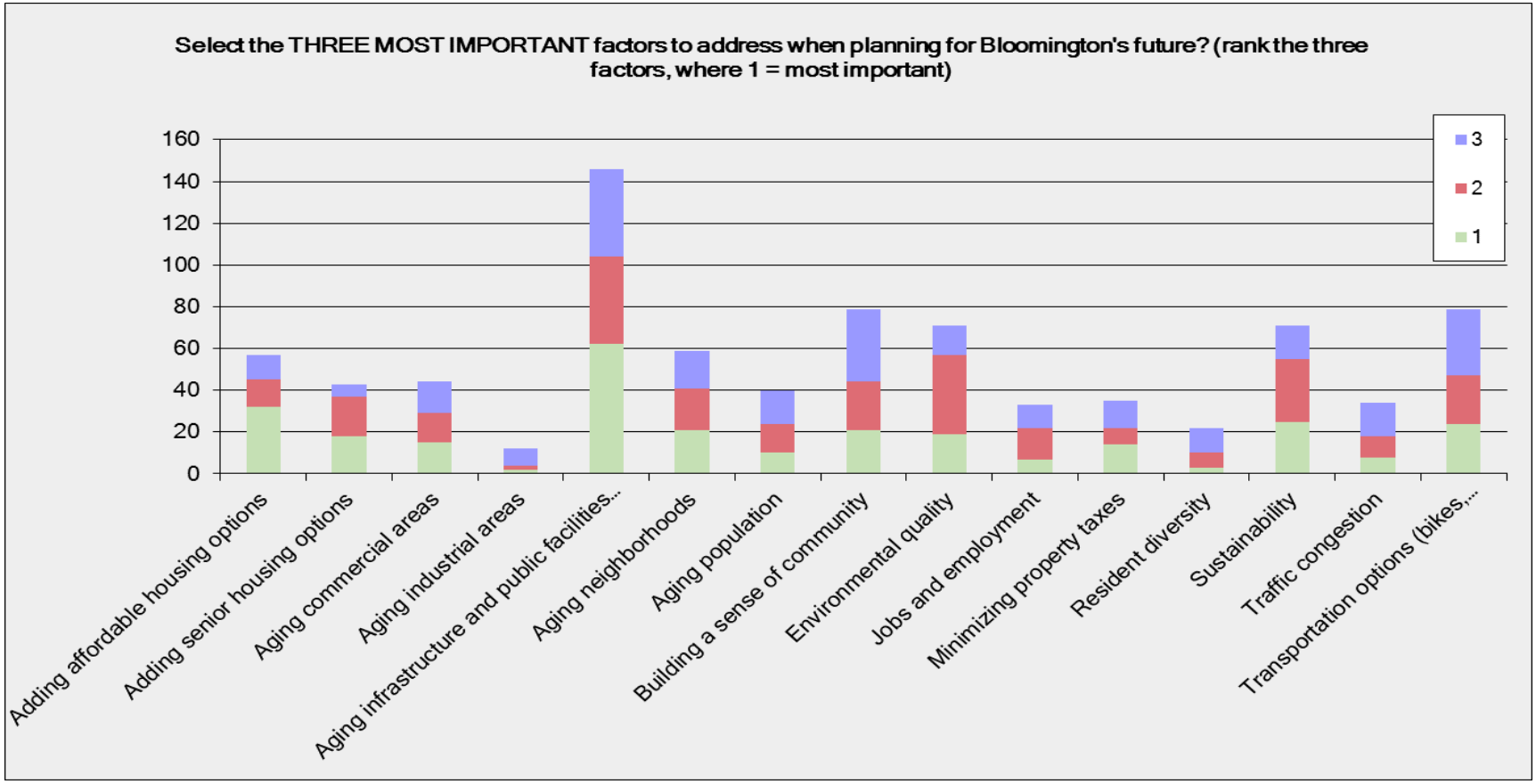


Other factors listed: close to Dakota County, great police department, quality of leadership, many reasons I love living in Bloomington, farmers market, large yard, parks, trails, love the city but within minutes we are immersed in nature, love that we live near every convenience but can be secluded in nature within minutes, love all the discount stores available in area, quality of government and services.

Question 4 (99.7% answered):



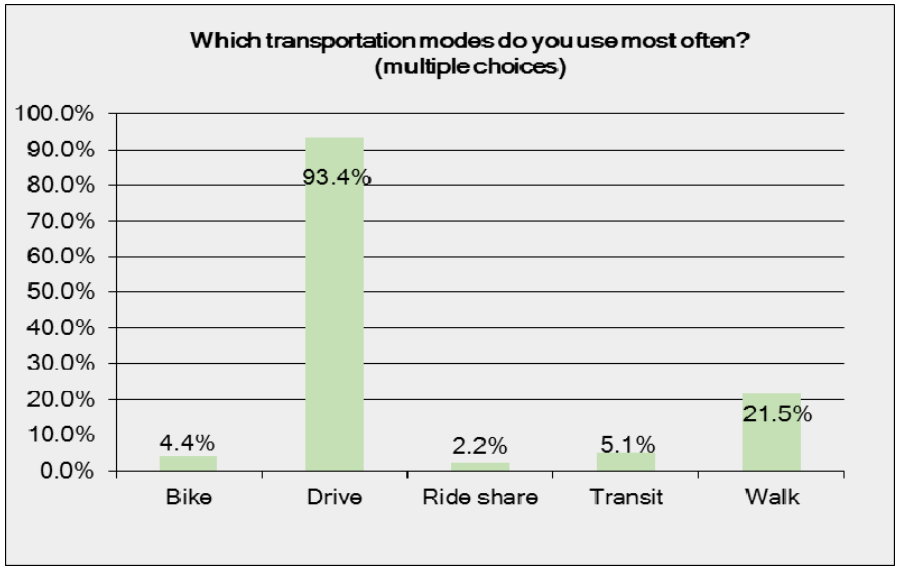
Question 5 (99.0% answered):

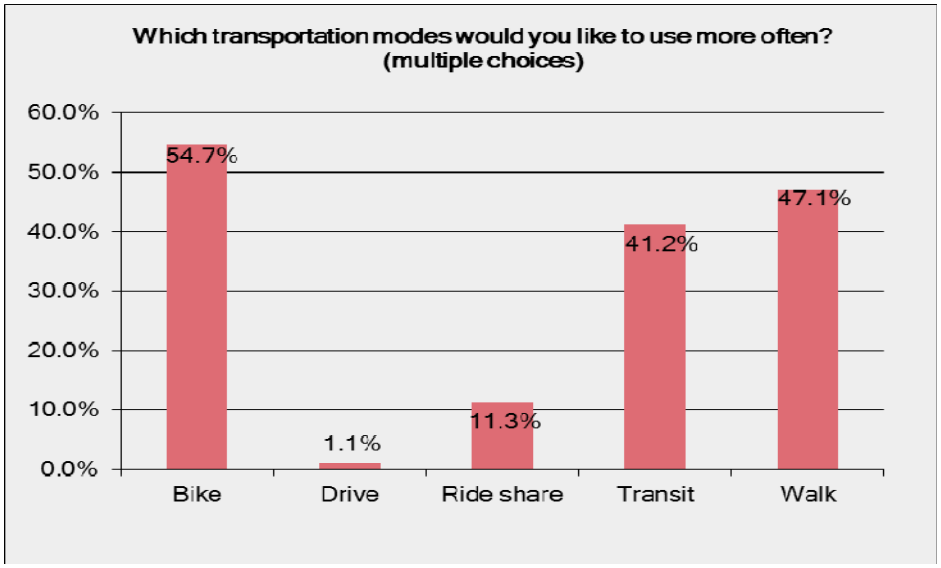


Other factors listed: education/schools (6), aging schools, community center, business environment, safety, unresponsive city council, safe places for teens, more arts and restaurants, less shabby industrial parks, raising housing values comparable to Edina, walkable neighborhoods (2), local shops/restaurants (3), climate change, not keeping pace with other communities, variety of shopping, air bnb lodging and visiting area, everything is aging, ban wood fires, screen garbage cans, no overnight parking on side streets, allow 6-ft fence in front yard, enough resources on bikeways and more on high paying jobs – not service industry, stop buidling new and update old/vacant buildings to code, east side vs. west side disparities, and attract younger families.

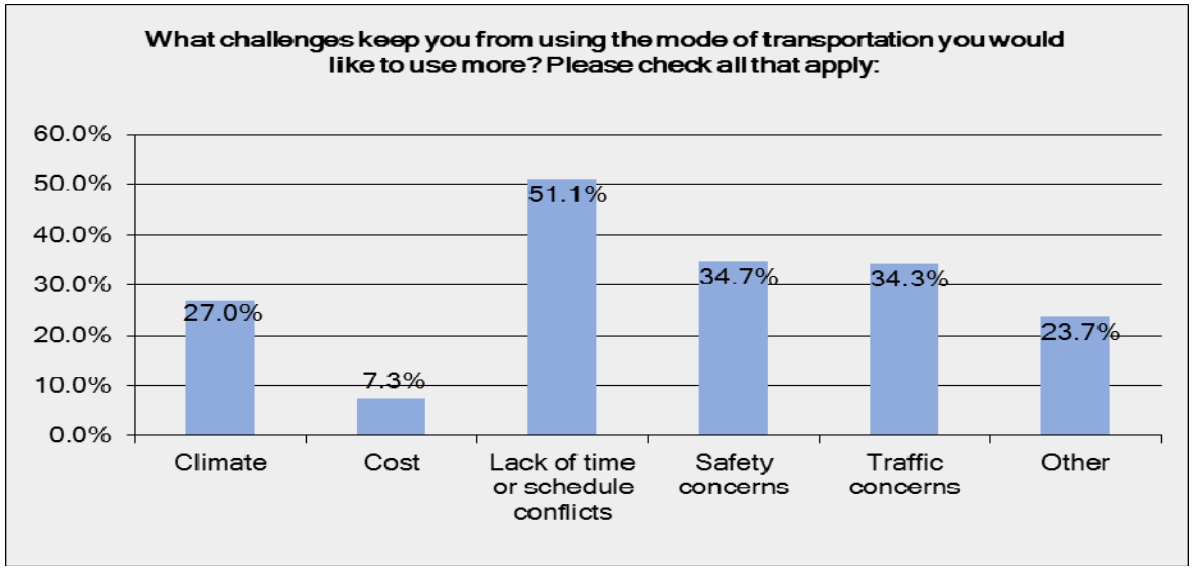
Question 6 (98.5% answered): **What three things would really improve your neighborhood?**

Question 7 (95.5 % answered):

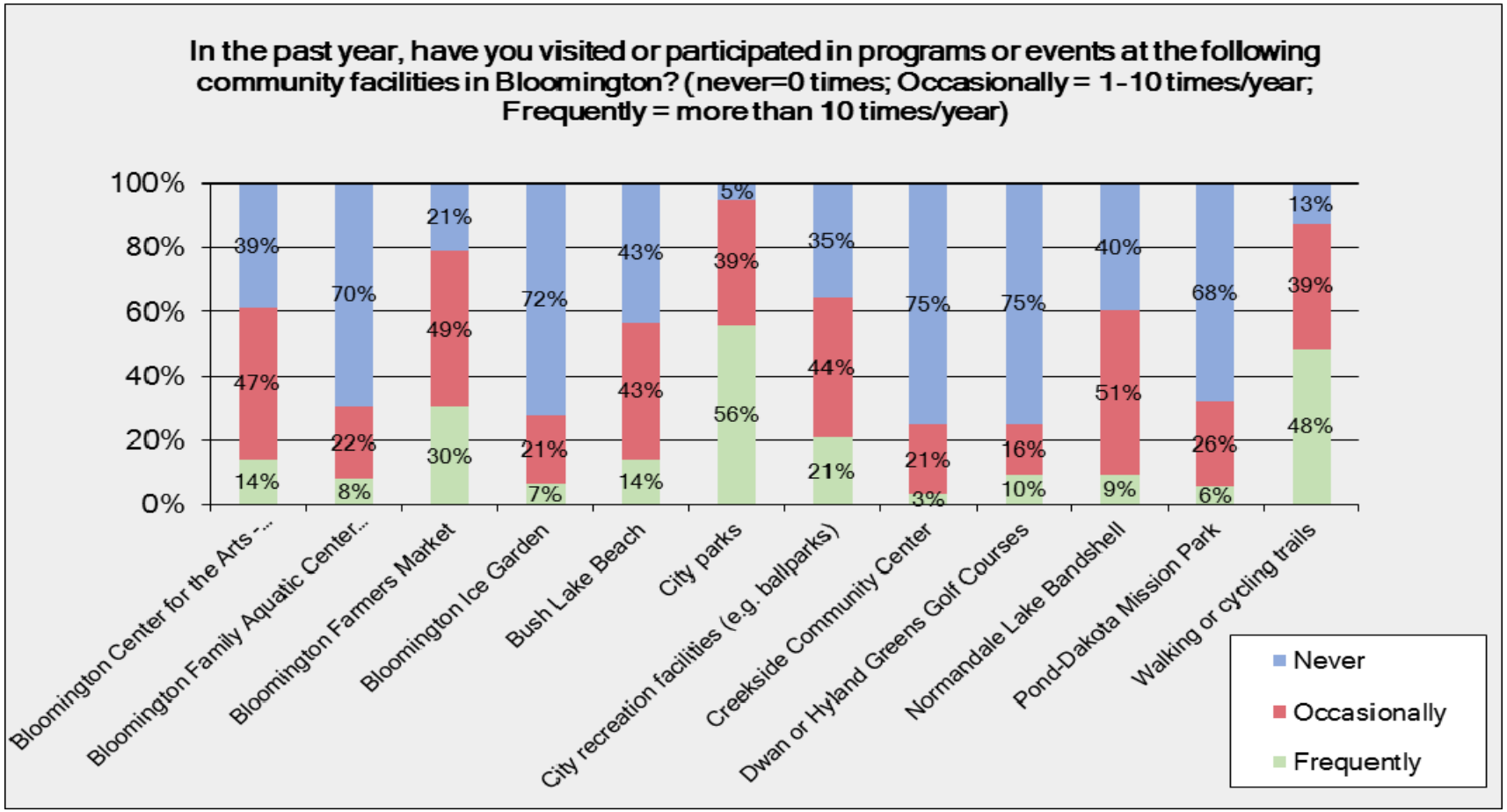




Question 8 (95.5% answered):

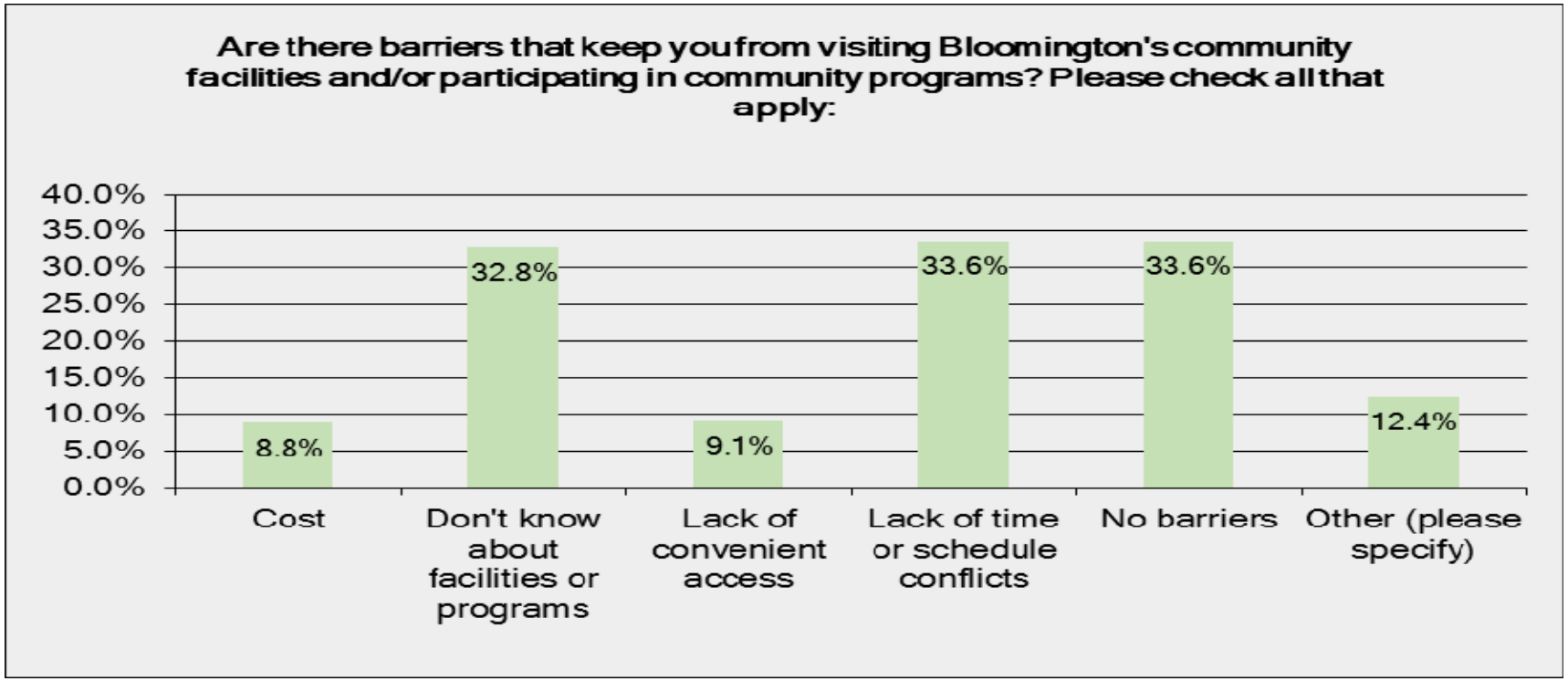


Question 9 (95.5% answered):



Other factors listed: Dog park (4), Richardson Nature Center (2), streets, MN River Valley Refuge (3), parks if kept up, Hyland Hills, Hyland Disc Golf, Normandale Lake Park (2), Kennedy HS activity center, pickle ball, recreation options geared to the 1950's and 60's – get more out of Wildlife Refuge – sell city land to Wildlife Refuge, few cycling trails to frequent – add more, nothing safe to walk to, MOA events (2), isn't Creekside a senior center?, Summer Fete, Heritage Days, St Boni's, car shows,

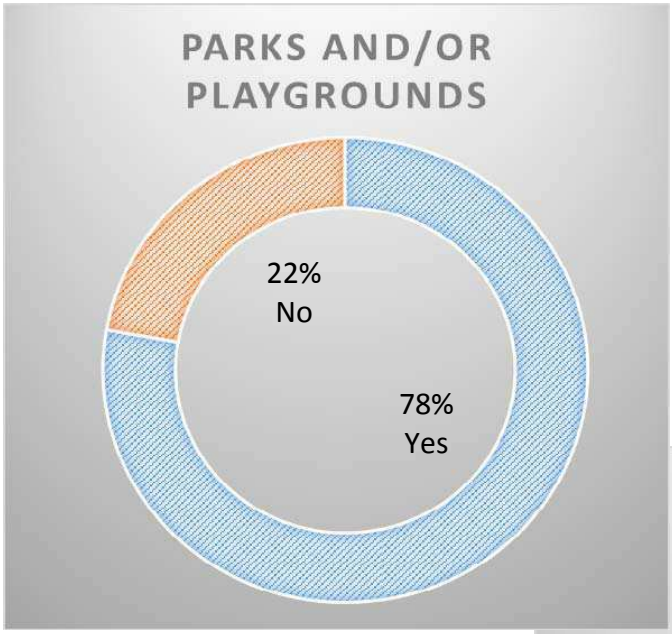
Question 10 (95.5% answered):

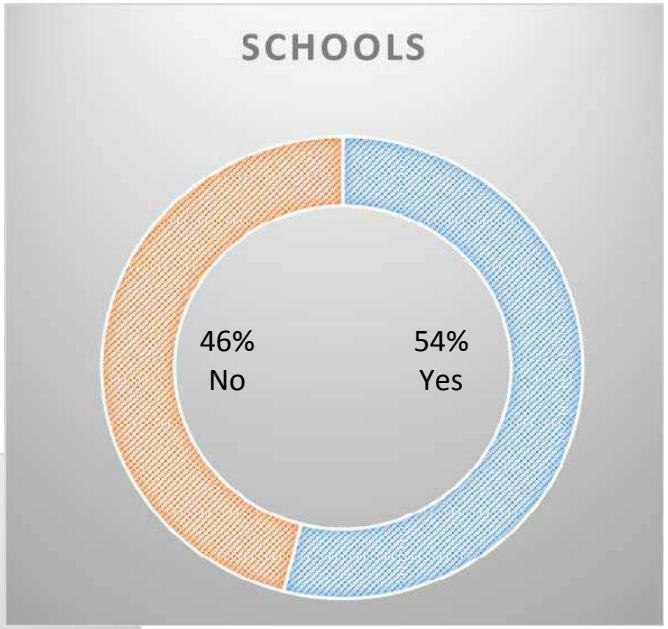


Other factors listed: no interest (4), none suit our needs (2), public transportation is too scarce and stops running from 10pm till the morning – that's unacceptable access for hose less fortunate, outdated – dirty parks, don't think about them since kids left, not enough options for nights and weekends, no programs at this stage of life, like to see more opportunities at all of these places, lack of transportation, age, language barrier, Normandale Lake bandshell is too much of a hassle to get too, no easy trail system leading to them, would bike more to parks on the east side if I didn't have to ride on the street, age – declining physical abilities, Bloomington spends a lot of time patting itself on the back as kind of a nostalgic Ozzie and Harriettland – get with the tiem and recognize the environment in changing, plays are too expensive, prefer to do other things, parent of autistic son and he doesn't enjoy going out, arts – fell it is only for rich, West Bloomington is where most are located – should be smaller local things in East Bloomington too, targeted for older citizens, quality – take my youth team out of community as our facitilies can be in poor shape and unregulated with the amount of use they receive, creekside needs improvement, my kid is older, personal health (2), doesn't fit our busy schedule, and self sufficient

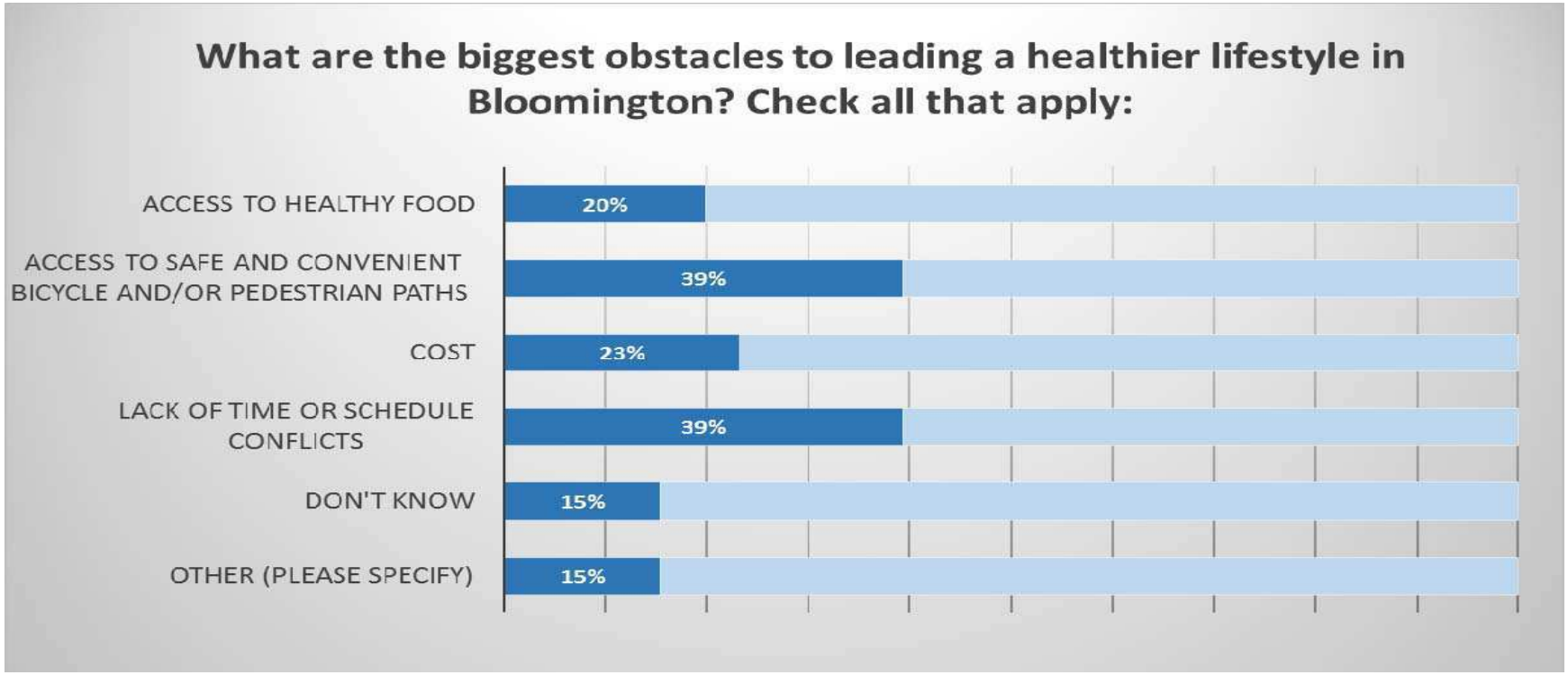
Question 11 (62.4% answered):

If you have kids or grand-kids in your home, can they easily walk or bike to any of the places listed below from your home? If not applicable, proceed to the next question.



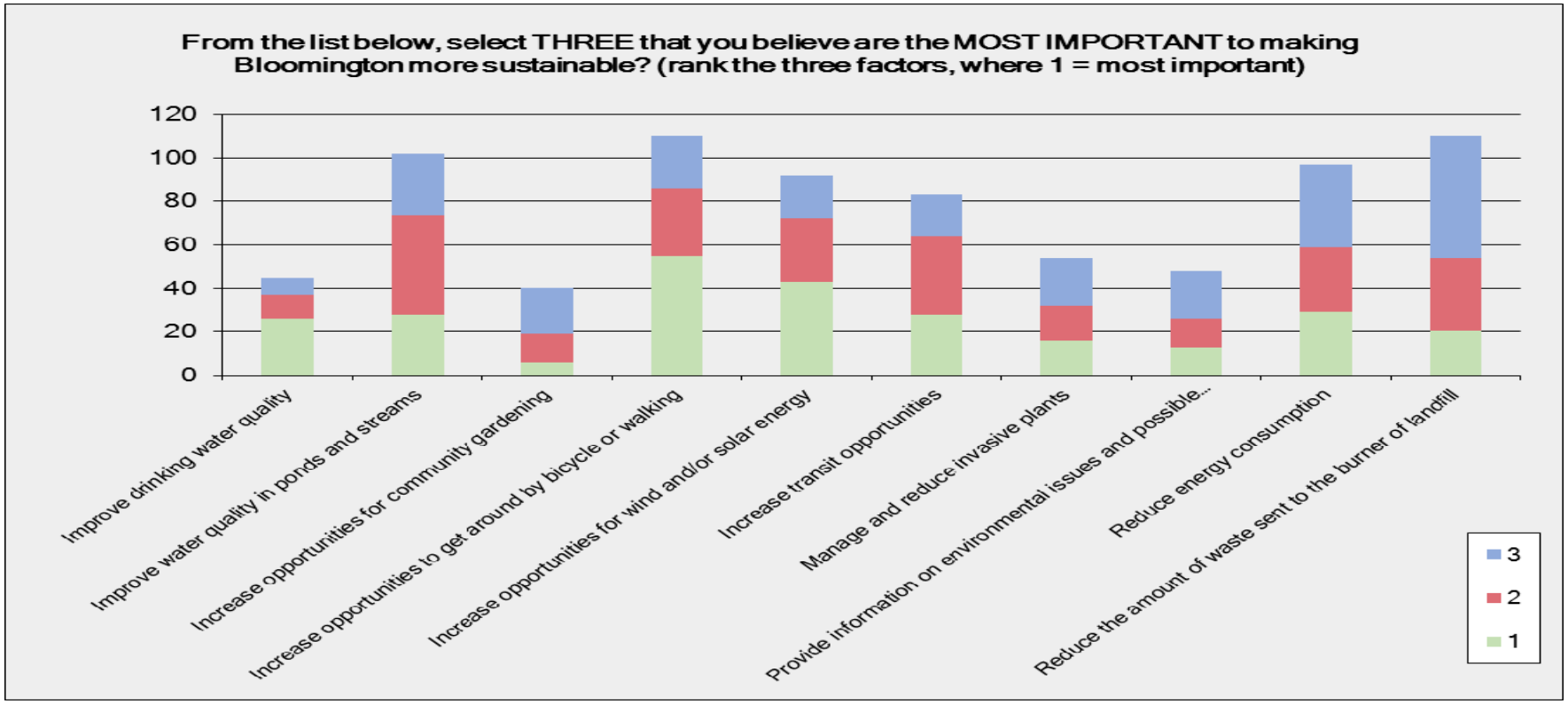


Question 12 (94.8% answered):



Other factors listed: lack of public transportation, it's a personal choice – anyone can do it, traffic is treacherous, not a walkable community, dangerous wreckless drivers, traffic patterns, too lazy (2), none (10), diet and exercise are individual issues, infrastructure – live pattern are all separate activities, own lack of initiative, community gardens, orgaznic grocery store, parks need updating, application of pesticides and herbicides, nutritional knowledge and guidance, age & physical limitations, function of traffic system is to get gas mobiles moving fast through community – EV chargers?, more programs that bring together people who want to be healthy, difficulty accessing summer programs due to cost and need to fill out paperwork in winter, love biking – but dangerous on sidewalks/trails at intersections, health – Dr. restrictions (2), small local events in aprks at a variety of times, create buffer for sid ewalks, money spent on community center openly available, indoor walking facilitiy at BIG, pet friendly areas, meeting and organizing neighbors, climate, indoor areas in the winter for physical activity, not enough crosswalks on busy streets, you are assuming there is a need?, own choice, motivation.

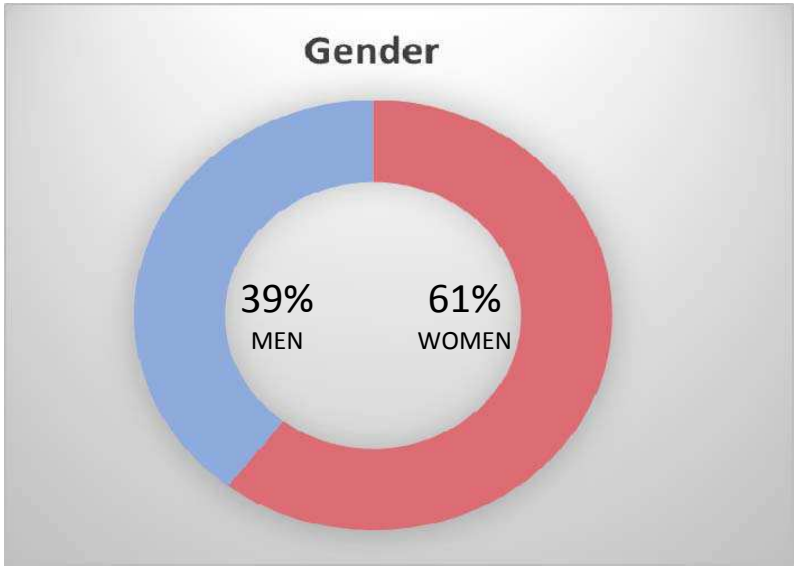
Question 13 (93.8% answered):



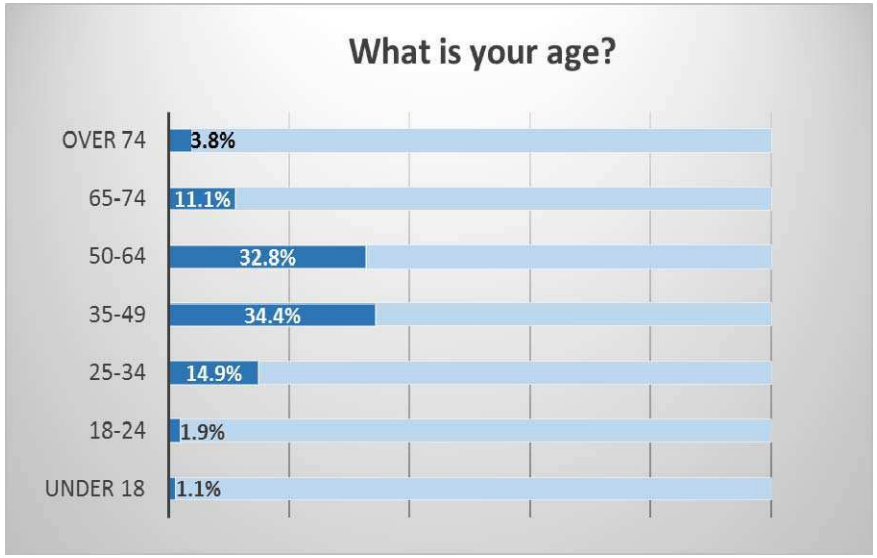
Other factors listed: water conservation, none of the above, curbside organized recycling, decreasing property taxes (2), decreasing the social engineering, drinking water quality rocks, less government, less government intrusion, restore native plants in green spaces, incentives/rebates for home energy efficiency upgrades, improve neighborhoods – East Bloomington, affordable condo/townhome development for middle income seniors, eliminate pesticides and herbicides, all of the above, cut carbon emissions by 100% by 2030, help residents make their properties more acceptable, sustainability includes economic and environmental health, promoting social equity and fostering broad-based citizen participation in planning and implementation, ban outdoor wood camp fires, screen garbage cans from view, no overnight side street parking, allow 6ft privacy fences in front yards along property lines, limit cars allowed parked in driveways to 2 max, not many options for express bus to downtown Mpls without transfers and none to North Loop area, allow grant opportunties for people to participate in sustainable opportunities, doing fine in all the above.

Optional survey questions (demographics)

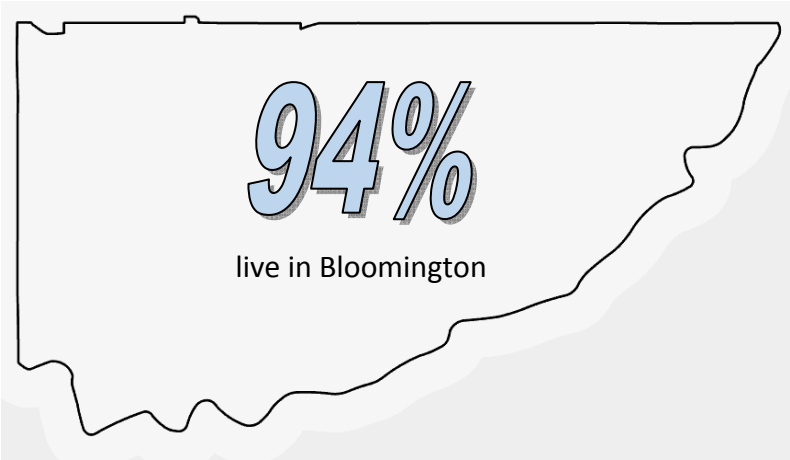
Question 14 (90.9% answered):



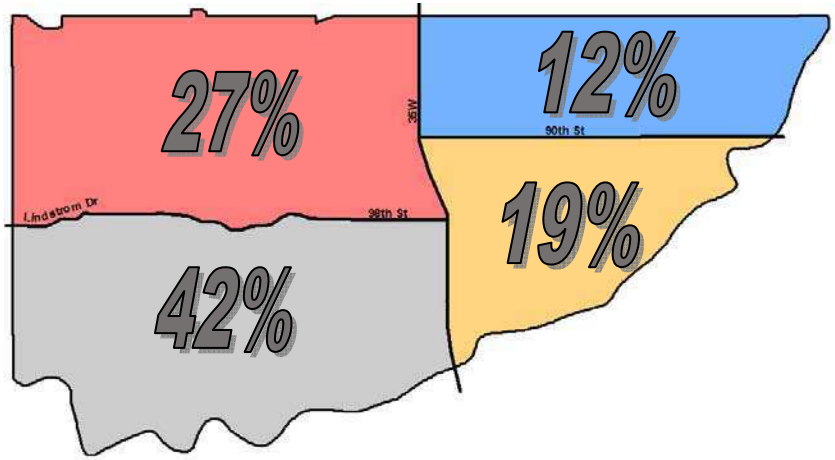
Question 15 (91.3% answered):



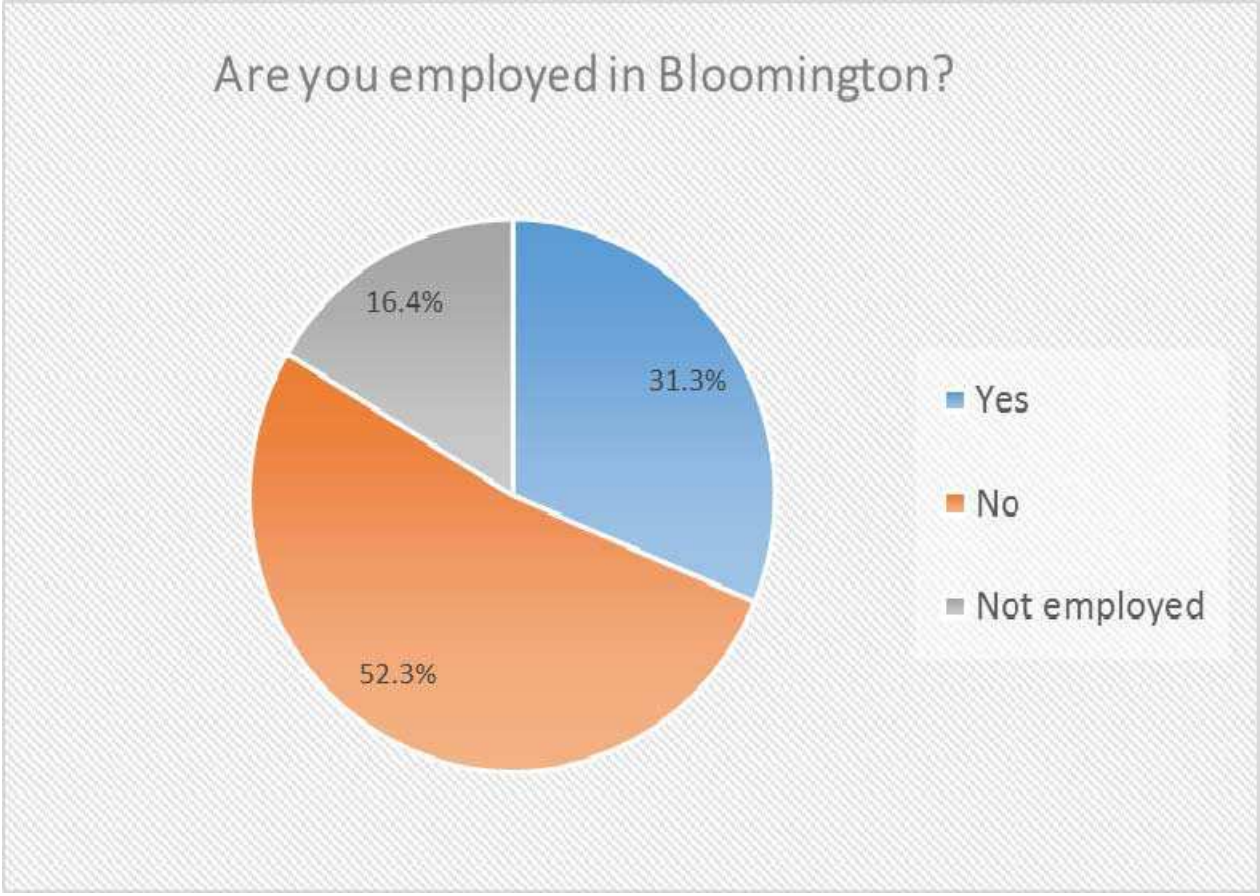
Question 16 (91.6% answered): **Do you live in Bloomington?**



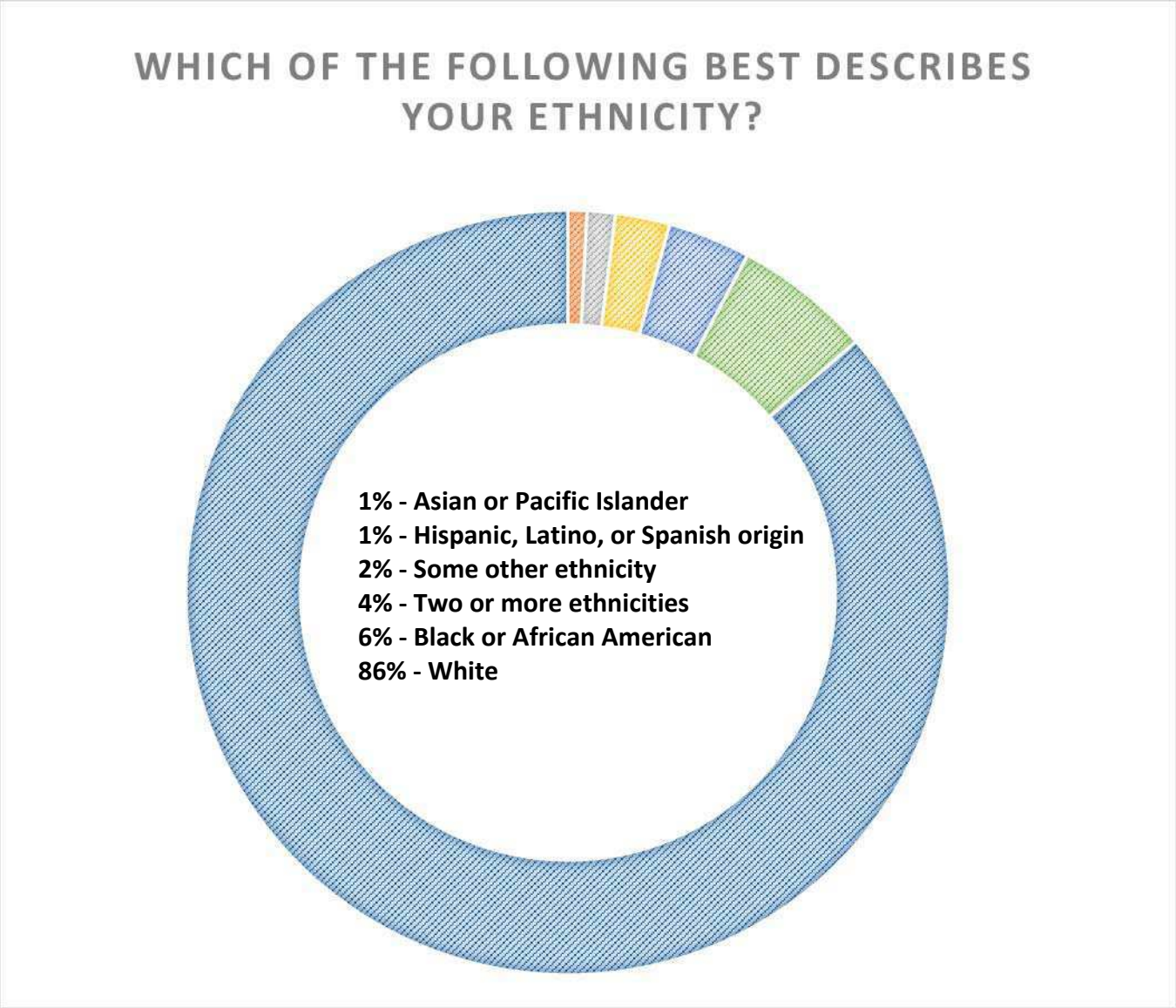
Question 17 (84.3% answered): **If you live in Bloomington, where?**



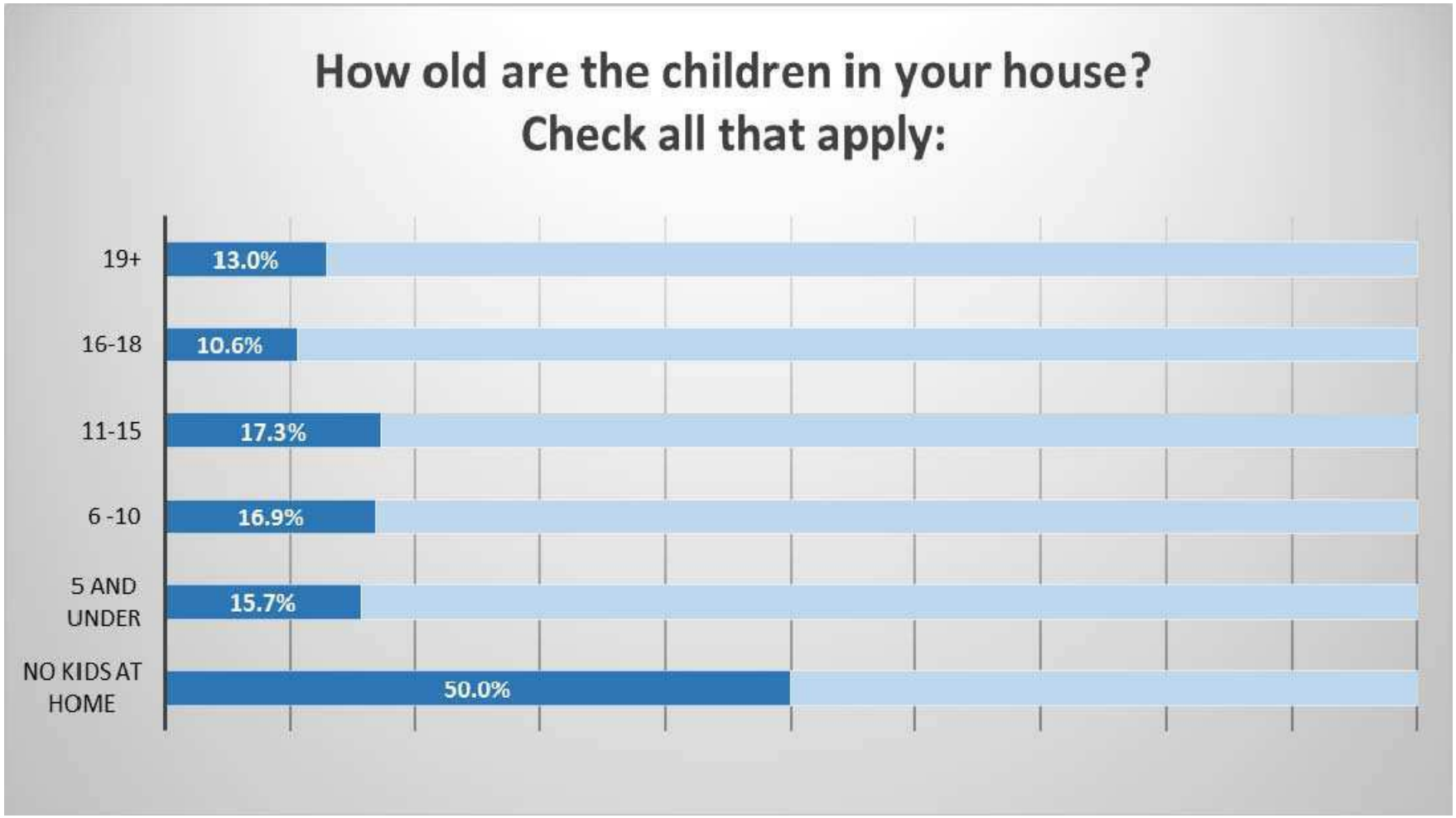
Question 18 (91.3% answered):



Question 19 (89.5% answered):



Question 20 (88.5% answered):



Question 21 (35.9% answered): **Additional Comments?**

Environment

- Bloomington must think of what kind of community forests we will have in 2040. With no management of buckthorn and other invasive species, oaks and other native species will disappear, and we will have forests of buckthorn, that are unsightly, can decrease water quality, and have little value to wildlife and the community. We contacted the city over a month ago to remove an oak tree with oak wilt on city land. Today it still stands and other oaks around it now have the disease. City staff must be more responsive to residents and natural resource issues. Other metro cities can do this, why can't we?
- Forgot to mention would like an option for compost pick-up with garbage.
- We're new to Minnesota, but Bloomington feels very comfortable. We also love seeing the city taking the initiative to be proactive about the future, especially regarding sustainability. Keep up the good work!
- Would love to see Bloomington become a Green Step City.
- All the discussion about natural resources and environmental concerns mean nothing. If we don't deal with climate change in the next 15 years, it really doesn't matter what we do. Make James Hanson's "Storms of Grandchildren" required reading for every city council member, city manger, planning commission member, sustainability commission member. Also require that they read: "Reinventing Fire: Bold Business Solutions for the New Energy Era" by Amory Lovins
- The City needs to do a better job managing invasive plants and noxious weeds. The only management I see happening is mowing, and this spreads these plants around. Soon, all Bloomington lands that aren't turf will be dedicated to non-native invasive plants. In a well-to-do, well populated city, we need a specific staff person, a Natural Resources Manager, to look at these issues and others. Many other cities in MN, smaller than ours, have Natural Resources staff. thank you for this opportunity and working to address the issues.
- I would love the opportunity to let my children raise a few hens for eggs. They live in their great grandfathers farm house and I'd love for them to feel some heritage as well as learning about where their food comes from.
- I support the creation of a City of Bloomington Sustainability Commission.
- Love Bloomington but concerned that we will slowly ruin our green spaces by encouraging more development.
- Please add A Sustainability Advisory Commission to help research, vet ideas and provide implementation oversight and adaptive management recommendations
- I took this survey because I have been active in the Minnesota River Bottoms project and while I understand that is under the DNR's jurisdiction, I really enjoy going down there and spend at least one evening a week down there. It's my favorite place in the metro and would love to see it kept the way it is, it's a gem here in the twin cities

Housing

- We love living on the East side and hope to see the number of homes turned into rental properties be limited. Due to the lower home prices, this neighborhood is at risk of losing the sense of community that comes with stable and invested homeowners vs. rental.

- Rent and homes are exceedingly high in Bloomington...something must change to make housing more affordable.... and certainly if a richly diverse community is what this city really is truly trying to create.
- City needs to emphasize more affordable condo/townhouse development for middle income seniors.
- Stop trying to control everything in peoples lives. Stop the high density apartments/Retail below them. It is not very attractive to look at. I would like to see people pay for the services they use. Stop confiscating my money will all the taxes and fees to pay for others needs. You want services, go to a church or another charitable organization, it is not up to your local government to provide for all of your needs.
- I would love to have bloomington booming like edina...homes being remodeled and new business. Fresh thyme is a wonderful addition.
- We want to stay in Bloomington but not happy with the housing availability. More remodeled one story houses. Isn't there available money to help with increase in remodels?

Schools

- Let children go to school in their own neighborhoods.
- I would like to see Bloomington do more to attract young families that care about improving the quality of the school systems. It's great to have an established city but not at the expense of young families.
- We feel there's a lack of new blood in the community - and wonder is it because of the school ratings? Or the housing options and no financial encouragement to remodel existing homes...
- We have a wide variety of schools in Bloomongton. Some are new and well equipped while others are old and dated. Updating and having all the schools equally equipped is important. Also many communities around us (Chaska and Shakopee) have community centers with year around activities for kids including swimming and gym activities.
- Improving schools should be the number 1 priority. Also adding local retail areas closer to neighborhoods. Give young families a reason to want to move to Bloomington especially as much of Bloomington neighborhoods seem to be aging out
- Bloomington is an amazing place to live with amazing programs. I have been beyond happy with the school system and care programs provided.
- One question you didn't ask about was schools, and continuing education opportunities. We attend some evening classes at the St Paul campus of the UofM. It's a long drive through traffic. Don't know of other opportunities in the SW suburbs. You also didn't mention proximity to the airport. That was a key factor when I decided to first buy in Bloomington in 1986.
- I sometimes find it slightly frustrating at times not being able to determine when the dance-floor at Jefferson activity center is available. I am aware that it is shared between 3 entities (Jefferson high school, activity center, community education) but that makes it difficult for those who staff the activity center desk to tell me if it will be available or not.
- This is a tough one, but there is an economic divide between east and west Bloomington, which depresses property values in the western part of the city. What can be done to lift the values of and improve the schools in the eastern part of the city? I want everyone to do well.

- Bloomington needs to invest in its future - young families with children - rather than its past (current senior citizens) to make the city sustainable. The schools can't thrive with a declining enrollment. Property values drop without decent schools. City & school district budgets are strained by declining (or not rising as rapidly as other cities') housing values. It's very simple - if Bloomington wants to thrive in 2040, it needs to invest to make people WANT to move to Bloomington.

Transportation

- Please more on-road bike paths throughout Bloomington, especially on the busier routes - like Old Shakopee Rd, American Blvd, Portland Ave, and Penn Ave.
- The streets around my house near Moir Park are falling apart. I hope these can be fixed soon and when that happens a sidewalk is installed on Morgan Ave from 106th St to Moir Park. Please help with this issue.
- Due to traffic congestion at 494/35w I think Bloomingtons roads have become pass throughs for non-Bloomington residents to cut through our city to avoid the freeways. Aside from maybe stopping for gas, these commuters are not adding anything to our community.
- "While I love access to bike paths I am definitely opposed to paving any part of the MN River Bottoms.
- I would love to take the bus or other transit to Southdale, Minneapolis, etc. Not an option, sadly.
- I love Bloomington, I'm 32 and have a licensed daycare. My biggest complaint is we have to cross Nicollet or lyndale to get to any park.
- I love living in Bloomington. I would like my son who has a disability to be able to live in Bloomington and work. He does not drive but walks, and uses and bus/train. He can't get a job even get a job by Southdale because of the limited bus schedule for evenings and weekends. getting the MOA is much easier.
- Keep your eye on the improvement and not the expansion of walking and biking opportunities. Cars, buses, trucks and other mechanically propelled wheeled vehicles are our future. Trains and human-propelled vehicles are wastes of community dollars.
- Need for more public transit, beyond buses.
- People frequently speed on west 102nd street between France and Normandale and they go through the red light on the stop light in front of Olson Elementary, especially in the evening going east on 102nd the sun is in their eyes and they aren't looking closely for red light. Very dangerous for pedestrians crossing at that light and there are many kids in the neighborhood that use that crosswalk to go play at the Olson Elememtary playground. Please help. My son was narrowly hit by a car.

Business

- Would love to see a new and improved Lyndale business area complete with some great bars and restaurants. Willy MCCoys is a nice start in that area.
- "In general, Bloomington is missing the independent/neighborhood restaurant/shopping scene that is found in south Minneapolis. We often leave Bloomington to go out to eat as we look for interesting, locally sourced food and drink that is not a chain.
- I really like that the third phase of the France/Old Shakopee development is near complete. However, I would have loved to have seen a MN based Blue Plate Restaurant Company anchor the new development instead of the Willy McCoys chain. Instead of finding ""B level

chain"" options for West Bloomington, why not seek higher end retailers? Something like 50th/France in Edina to attract a different market. (Locals don't want to go to the MOA for dinner). Bloomington could do this. Where is our breakfast cafe that isn't a Perkins or Dennys? Can we get Patina or Bibolot store? Where is our Centennial Lakes (a place to play mini golf, paddle boats, walk with family and friends)?

- Would love to see more businesses like Gyropolis in town.
- We need to get more money from MOA !!!!
- I think Bloomington has been well-managed in general. I'd like to continue to see the emphasis on what the community wants, with a careful balance of commercial and industrial areas. Also, the emphasis on forward looking infrastructure repairs, whether that be preventative or maintenance, is very important. Our family/kids love the great schools, and the great parks and open spaces. And I personally love the Hyland disc golf course - it is a gem to have that in our city. Prudent, common sense, putting politics aside to make Bloomington a great place for everyone is a priority. Thanks for sending this survey.
- Bloomington is a great community, but we are teetering on the edge looking like Maple Grove/Woodbury/Eden Praire with our big box stores and chain restaurants. These are not towns that have a good reputation outside themselves. We need to work on our unique identity.
- I wish that Bloomington would be able to Attract more interesting, non-chain restaurants here. Many of my Bloomington friends talk about this. Like to see more ethnic restaurants, food trucks, more food at the Farmer's Market. What barriers do restaurants have in establishing a business here?
- Really happy to hear Vertical Endeavors is coming to Bloomington. It would be nice to have a food co-op nearby and also some small business coffee shops. There are a lot of strip mall type developments happening that make the city feel more suburban.
- Thanks for this opportunity. We've lived here almost 25 years and are considering moving in about 5 years. We find ourselves doing things outside of Bloomington due to lack of interesting and unique restaurants with a neighborhood feeling. Like 50th/ France, Linden Hills, 50th/ Bryant. Thanks again.
- The survey doesn't ask about my most primary concern for Bloomington in the next 20+ years which is how to keep it vibrant and safe. As the east side ages I see more hoodlum type activity. We need to look at what causes high crime areas and take practical measures to avoid developing them. As a new resident we're impressed with Bloomington but we see the signs of heading down the path to being old and run down - coming from near Detroit this raises some red flags.
- Please stop trying to make Bloomington into a "trendy" place to live. Forget about the arts, building a sense of community, smart growth, Bike lanes, mass transit, and all that type of stuff. If I wanted that I would move to MInneapolis. Don't try to shape how the city grows, Let the market dictate what happens here, and private businesses will fill any void. Less government is best.
- "Bloomington needs to up it's urban game...more restaurants /retail within biking/walking distance!
- I appreciate the recreational opportunities in Bloomington. I would like to see Bloomington continue to offer our children a quality K-12 education as well as increase area business opportunities. I also believe there is an opportunity to revitalize neighborhoods. It is important to attract new young families to the area. Thank you for this survey, I appreciate the opportunity to supply feedback.

Infrastructure

- I feel that we need to update and improved the city in order to foster the growth of our young families. Improving areas like parks, biking & walking paths will help make Bloomington more welcoming to young families. Improvements and updates to Bloomington Ice Garden and the Aquatic Center will help to bring families in as well as retain families. I think we also need a reduction in commercial/industrial areas to make way for more residential lots. Right now there is little new construction in Bloomington to allow for young families to move into Bloomington to build homes of their choice rather than having to fully renovate a home that they don't want to take the time to do.
- I would like to see the Center for the Arts expanded to include several fully equipped rehearsal spaces (one large and several small rooms), storage for equipment owned by the various music groups, office space for the various music groups, and music storage space.
- I think the Bloomington Cemetery should be maintained at a higher level.
- "When I reach out to Bloomington residents I frequently hear the same complaint. Our city is simply a thoroughfare for cars to drive through. We have no downtown or charm within our neighborhoods. Bloomington is a large city which needs to create a feeling of livability which inevitably will bring new younger people into our community. This can be accomplished through architecturally desinged infrastructure as well as creating safe walking and biking paths for our residents. In addition, reach out and bring in new restaurants and businesses by possibly creating a position in Bloomington that would make it easier for these individuals to weed through the red tape. Thus allowing unique restaurants into our city. We also need to put more money into our Parks. Moir Park is a great example of letting a beautiful natural resource go to pot! Literally! I see so many youths smoking and dealing in the parking lot as well as near the stream. The picnic tables are gross and over 30 years old. Have some consistency...Use the green metal mesh whch is used on the benches for the tables as well as waste recepticals. Put a new sign up on 106th street for the Park. If you add boulevards which can be added before and after the nine mile creek bridge on 106th with trees and plants, this would curb speeding and create a visual into our neighborhood. This is not just a thoroughfare.....we actually live here. Somedays, I feel as though my house in on 35W!!!! And my property value shows this. On 106th there is the middle turn lane before and after the bridge which is not used whatsover. This would be an excellant area to build two boulevards....imagine the benefit to 1000's of homeowners.....(Just look at how beautiful 98th street is turning out just West of Normandale....I think us East Bloomington residents deserve the same!) Create neighborhoods like ""Linden Hills"" or Kings Highway"" in Minneapolis. in Bloomington...i.e. Glen Wilding Way...creating visual infrastructure such as decorative lighting on bridge over 9 mile creek on 106th and flower and plants as well as boulevards would be a start. Add curbs to finish off streets and speed bumps near schools and on side streets where cars careen through.
- Bloomington lacks character as a community in its infrastructure. Having smaller gathering spaces and destination areas throughout the community would improve community.
- Please start to put more money into infrastructure. We the residents are looking for a charming neighborhood feel. At this time on 106 th one feels as though I live on 35 w... Moir park is an incredible asset that we just let go to the dumps. Bring in new picnic tables that match the nice benches.. Put boulevards with trees and plants before and after 106 th street over nine Mike creek! Turn lanes are not

use there and you could create a sense of neighborhood which would benefit all of our properties . 106 th could also use wise walking/ biking path on one side. Kids cannot ride on street... Way to dangerous and you have two schools right there! We want to live in a quaint neighborhood. Not a thoroughfare for cars from burnseville to Edina! We are the forgotten quadrant! Put some time. Money. And effort into our area! New park sigh for moir park as well as boulevards entering Morgan and Penn on 106 th. This would decrease drag racing off of Penn and maybe decrease drug use and selling by creating a more neighborhood feel.

- I feel the need to upgrade revamp the ice gardens. More sitting areas that are nicer better tvs. It looks like 1970s in there and i think a revamp would look nice.
- Bloomington's amenities seem stagnant and geared toward an aging population. As the demographics of the city shift there needs to be a corresponding focus on programs and amenities for younger families.
- This is a great initiative and I appreciate the opportunity to provide input. Bloomington is a great city that needs some work. I think if we take the right steps now we can become a real standout city in the metro. This requires prioritizing most of what was covered in this survey in order to plan for the future: update existing infrastructure as well as plan for future needs/issues; be competitive economically; increase sustainability efforts; engage with our neighbors to partner on common issues; don't reinvent the wheel: see what other cities are doing and do it better.

Diversity

- While we age as a city we need to embrace the vibrancy that youth and diversity bring!"

Standard

- Thank you for all that you do!
- This survey seems geared to forcing people to want to ride bikes and fret over the environment. The city needs to worry about the basics!!
- I love Bloomington! I'm a North Dakota transplant and have lived here for more than 20 years. I'll probably retire here, too!
- Bloomington is doing great!
- Like the survey - thanks!
- Thanks!
- I recently moved to Bloomington because I liked the idea of being close to cultural venues, shopping and closer to work. It would have been nice to receive a welcome packet or ambassador visit to let me know what hidden treasures are available in the area!
- I don't want to live in an ordinary suburb...make it special.
- Thanks for the efforts to improve our community!
- None
- Need to lower city taxes or improve the city with the tax dollar. I don't see that happening at all and taxes go up every year...for what?

- This is a terribly written survey because it offers no choice and provides no real insight. It does allow you to say, 'look we have a mandate to grow government' because the only real choice you list in pretty much every case is for more public spending. If you're going to do a survey, learn the basics of how to write a survey to actually gauge whether or not people want a particular thing instead of not offering a choice whatsoever.
- Thanks for the opportunity to comment.
- We're losing the centrality and home-town feel that prevailed in the 50-60's because of size. I hope we can retrieve that spirit.
- Thanks for asking our opinion.
- Good survey
- Thank you!
- N/A
- Thanks for your efforts in this regard. This is important and will have big impact. Done right - it will help redress the mistakes Bloomington made in its past planning (or lack thereof).
- Thank you for all your effort....I look forward to seeing the changes that our Bloomington residents deserve and have been waiting for. "
- I am happy the city of bloomington is planning ahead to keep our city vital
- I think Bloomington does a wonderful job of providing services and opportunities for family activities at a reasonable cost.
- thanks for putting together the survey!
- We love living in Bloomington. Good to see you're looking at the future of this great city.
- Thanks for doing this survey.
- helpful survey; well run city.
- Thanks!
- Thank you for providing citizens an opportunity to share their thoughts about the future of our city.
- "It is time to be more aggressive in updating our city. Our neighbors, Richfield and Edina. have accomplished so much more to bring their cities into the 21st century. Much of Bloomington appears to have stalled in the 1970's
- I'm very proud to be a Bloomington Resident
- Thank you for asking for our opinion.
- A large problem facing Bloomington is a VERY over-reaching city council. The trash situation is an example of overspending and inserting themselves into a non-issue to gain control of citizens. And changing the amount the council can spend without putting it to a vote. This council's oversteps make me SICK. The trajectory of power-grabbing is BAD news for Bloomington. Give citizens freedom, give us reasons to want to stay not reasons to want to move from bad government.
- Many questions did not contain a appropriate choices.
- Love Bloomington and excellent government workers and city council
- We love Bloomington! Keep it up!

- Thank you for allowing us to have a voice in our city. My day job is promoting Bloomington and I am proud to talk about everything we have to offer in this amazing city. THANK YOU!
- Great survey - THANKS!!
- Bloomington was typically reasonable on their property taxes. In the last couple of years they have increased significantly and I feel that the city is comparing us to neighboring communities to justify increased spending and taxes. In another 10 years I will be retired and would like to stay in my home. Increasing the property taxes effects this for me.
- Love Bloomington!
- Just moved to Bloomington last year. Love it! Great place to be.
- Let's not be an outdated 70s ""suburb""""
- Glad you're doing this!
- Bloomington is a great city that I love living in and recreating in. I hope it continues to grow economically while preserving the natural beauty. And please give some love to the East side! Equalize the schools!
- I've lived in bloomington 15 years and I love it.
- I've lived in Bloomington 78 years, I'm 4th generation and have Great Grandchildren living here - that's eight generations and we will stay active if the government stays with their primary purpose.
- Be careful of using uninformed responses to complex questions.
- worry about today then worry about 20 years from now. lots of things can be improved today.
- Thanks for asking.

Latino Town Hall
September 25, 2016

What facilities or services should the City of Bloomington invest in to improve your community for future generations?

Transportation

- This idea stood alone—not for lack of interest or need in the group, but just because conversation became more focused on other topics
- We had the discussion about the need for safe, well-lit places to walk and ride bikes. Many Latinos ride bikes to get to work but don't know safe biking practices.
- The frequency of buses and adequate bus routes is a huge need.
- A woman also shared the story of her two kids who currently bus to Richfield public schools from West Bloomington (98th and France area) every day—it takes 1 hr 45 minutes each way (I encouraged her to enroll them in Bloomington schools...)

Pipes

- Water pipes
- Sewer pipes

Group discussion here focused on frustration at rented properties—not understanding who to go to with concerns, whether it was landlord's responsibility or city's responsibility when there is flooding in townhomes (Georgetown) and apartments. This most often happened after hard rains.

Security

- More equality for men*
- [Street] lighting
- More vigilance [by police] is needed near where I live [by Valley View school] because they [youth] are committing a lot of crimes (mostly vandalism)**

*This comment was made by a man who is dealing with physical, verbal, and emotional abuse from his ex-wife (of both self and children) who shares custody of their three children. He has reported to police, school counselors etc. and child services cases have been opened only to be closed due to insufficient evidence. He is frustrated by the system and doesn't understand how to remove his children from a potentially dangerous situation.
**This person reported several interactions with police where her and her husband called to report vandalism as it was happening and first were told that [the operator?] couldn't understand their English, and then passed between four people before being connected with someone who spoke Spanish (not sure if this was staff or an interpreter). The police then asked if the couple reporting the crime could go talk to the people committing the crimes because the police thought they knew them (which they didn't and said they didn't feel comfortable doing) and then by the time the police did come it was too late. This is a frequent occurrence near their house.

Health

- Sports facilities*
- Reevaluation by the city to see if the owner [of rental properties] needs to remodel apartment complexes [to comply with environmental health code]**
- Community clinic
- Fumigation (extermination of bed bugs, specifically)

*There was a lot of discussion about how expensive it is to enroll kids in sports, especially when many families have several school-aged children. They would also be interested in accessing sports facilities to organize their own leagues but don't know how to do that and worry it would be too expensive too. Everyone was saying they are willing to pay money for sports leagues but the current prices are just too prohibitively expensive.
**If I could sum up a major theme of this conversation it would be renters rights and/or renters advocacy. People don't know their rights and often live in seriously unsafe conditions because they are worried about what will happen if they complain either to their landlords or to the city. People are economically and socially vulnerable, and can't afford to move either by their own choice or by forced eviction as retaliation for.
***Many parents are uninsured even if their kids have insurance.
****See ** above

Latino Town Hall
September 25, 2016

How should the City of Bloomington welcome, support and engage the Latino community over the next 20 years?

Communication

- Centralized information to get questions answered*
- Radio**
  - Radio Rey, La Invasora
- Put more information in churches and food shelf***
- Through social networks****
- Through kids at school*****

*Everyone loved the idea of having a centralized resource like in Minneapolis (311) that you could call to get answers to city service/ordinance questions.
** When I asked folks where was the number one place where they heard about things happening in the Latino community, they said on the radio. They thought this would be a really great way to get the word out to the Latino community.
***People seen the Bloomington Briefing but can't read it because it is only in English. Interestingly, they said that the Briefing used to be available in Spanish—someone at the city used to translate and send it out to non-profits, who then distributed to residents. This ended abruptly, not sure why...
****Facebook primarily—again, having posts and videos in Spanish would be necessary for this to be an effective engagement.
*****This was probably a close second to the radio in terms of good ways to share information with Latinos. Most people have kids in Bloomington schools and parents are paying close attention to what is coming home with their kids.

Entertainment

- Having a Latino fair ("kermés")*
- Latino events**
- Events/programming that represents the community
- Organize events in the apartment complexes [where Latinos live]***

*Mix between a fair and a carnival with games for kids, vendors, food etc... these are traditionally done by churches or schools in Latin America as a way to raise funds but are also beloved community events.
**I asked people if they had ever been to the Performing Arts Center (or Civic Plaza for that matter) and people didn't even know that we had these amenities or what they were for. People got excited about bringing Mexican folkloric dancers, or other entertainment acts. They also didn't know that these could be potential spaces they could use to organize their own events.
***This had been a tactic used by a local nonprofit at Georgetown but it wasn't well advertised/ promoted and people didn't know when they would be there so the turnout wasn't great. With better promotion, this could be a good outreach tactic.

Language

- More information in Spanish
- Write city ordinances in Spanish*
- English classes

*There are so many nuances to city code. People don't know information and then get in trouble for not following the rules. For example, where do you bring yard waste? What is the maximum height of grass?

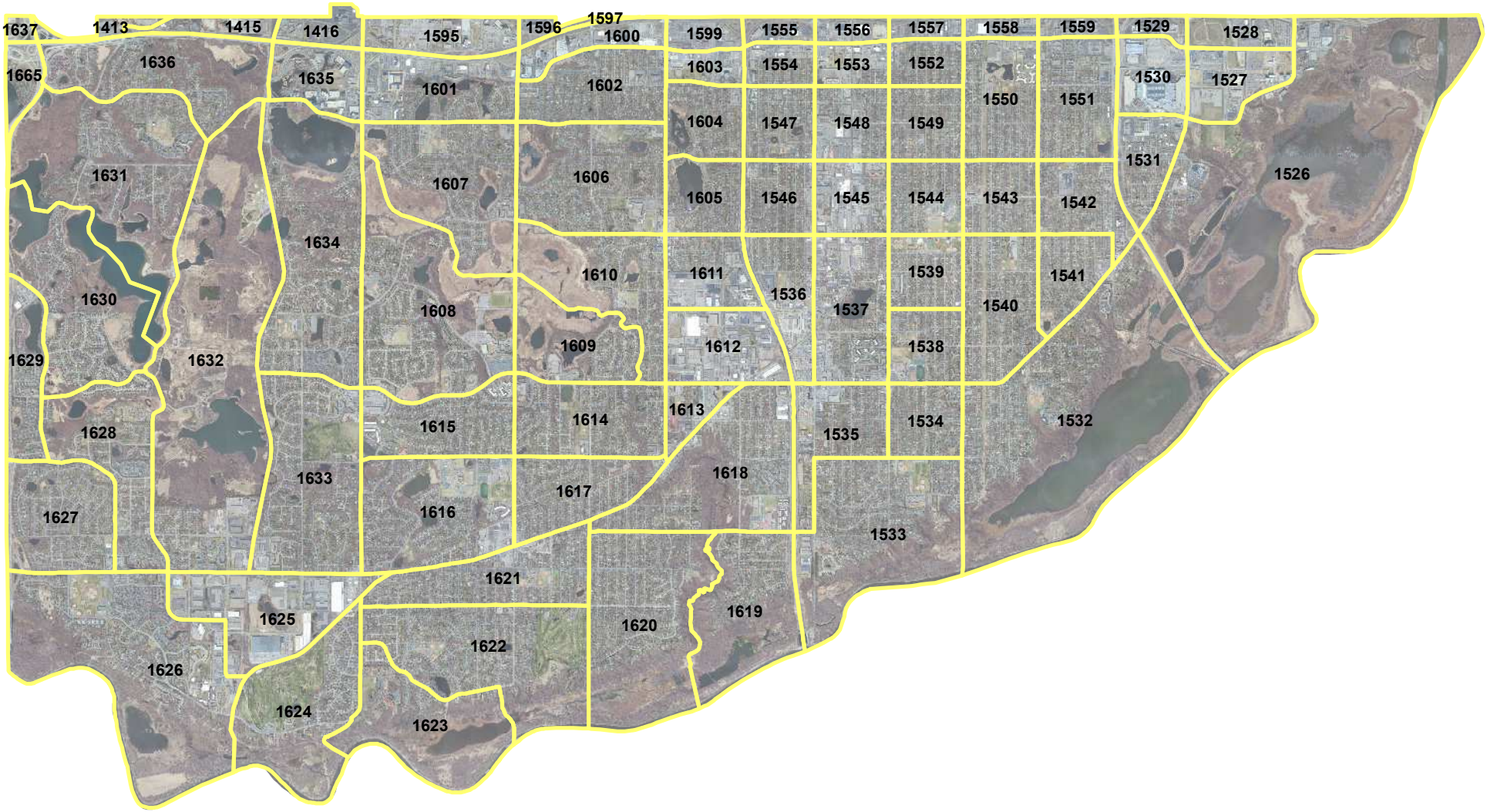
NEW TAZ	OLD TAZ	Housing Units				Households				
						2016 Households				
		2016	2020	2030	2040	2016 Assessor	Adj.	2020	2030	2040
1413 Total	537	1	1	1	1	1	1	1	1	1
1415 Total	535	-	-	-	-	-	-	-	-	-
1416 Total	534	-	-	-	-	-	-	-	-	-
1526 Total	471	147	147	397	743	142	145	145	385	716
1527 Total	472	264	659	1,104	1,104	254	259	637	1,064	1,064
1528 Total	472	-	-	250	500	-	-	-	240	479
1529 Total	473	-	-	-	-	-	-	-	-	-
1530 Total	473	-	120	120	120	-	-	115	115	115
1531 Total	473	722	722	722	722	694	707	707	707	707
1532 Total	476/477	1,285	1,285	1,307	1,307	1,243	1,266	1,266	1,287	1,287
1533 Total	477	946	946	946	946	919	936	936	936	936
1534 Total	477	429	429	429	429	416	424	424	424	424
1535 Total	477	933	942	997	1,147	898	915	924	976	1,120
1536 Total	488	211	211	211	236	204	208	208	208	232
1537 Total	487	1,164	1,164	1,164	1,164	1,119	1,140	1,140	1,140	1,140
1538 Total	479	405	405	405	405	392	400	400	400	400
1539 Total	479	420	420	420	420	407	415	415	415	415
1540 Total	478	729	729	729	729	710	723	723	723	723
1541 Total	475	462	462	462	562	449	457	457	457	553
1542 Total	475	657	657	657	657	634	645	645	645	645
1543 Total	478	404	404	570	570	392	400	400	559	559
1544 Total	480	282	282	282	282	274	279	279	279	279
1545 Total	486	391	391	341	341	376	383	383	334	334
1546 Total	485	372	372	372	372	361	367	367	367	367
1547 Total	485	527	527	577	577	510	519	519	567	567
1548 Total	486	411	411	411	411	398	406	406	406	406
1549 Total	480	467	467	467	467	455	463	463	463	463
1550 Total	481	869	869	869	869	840	856	856	856	856
1551 Total	474	946	946	946	946	913	930	930	930	930
1552 Total	482	274	274	274	274	266	271	271	271	271
1553 Total	483	59	59	59	59	57	59	59	59	59
1554 Total	484	176	176	176	176	171	174	174	174	174
1555 Total	484	-	-	-	-	-	-	-	-	-
1556 Total	483	-	-	-	-	-	-	-	-	-
1557 Total	482	-	-	-	-	-	-	-	-	-
1558 Total	481	-	-	-	-	-	-	-	-	-
1559 Total	474	-	-	-	-	-	-	-	-	-
1595 Total	517	-	-	-	250	-	-	-	-	240
1596 Total	512	-	-	-	-	-	-	-	-	-
1599 Total	499	-	-	50	350	-	-	-	48	335
1600 Total	500	-	-	150	150	-	-	-	144	144
1601 Total	502	652	652	752	852	629	640	640	736	832
1602 Total	501	944	944	944	1,000	915	932	932	932	985
1603 Total	499	212	462	562	562	203	207	447	542	542

NEW TAZ	OLD TAZ	Housing Units				Households				
						2016 Households				
		2016	2020	2030	2040	2016 Assessor	Adj.	2020	2030	2040
1604 Total	498	334	339	339	389	325	331	336	336	384
1605 Total	498	273	273	273	273	266	271	271	271	271
1606 Total	501	769	769	769	769	748	762	762	762	762
1607 Total	503	1,029	1,029	1,029	1,029	996	1,015	1,015	1,015	1,015
1608 Total	494	1,000	1,000	1,000	1,000	967	985	985	985	985
1609 Total	495	156	156	156	156	152	155	155	155	155
1610 Total	495	439	439	439	439	427	435	435	435	435
1611 Total	497	221	221	221	221	214	218	218	218	218
1612 Total	496	36	36	36	36	35	35	35	35	35
1613 Total	493	404	404	604	604	388	395	395	587	587
1614 Total	493	852	852	852	892	825	840	840	840	879
1615 Total	492	1,189	1,189	1,189	1,189	1,147	1,169	1,169	1,169	1,169
1616 Total	492	1,062	1,062	1,162	1,162	1,028	1,047	1,047	1,142	1,142
1617 Total	493	563	570	570	570	548	558	565	565	565
1618 Total	489	1,557	1,557	1,567	1,567	1,502	1,530	1,530	1,540	1,540
1619 Total	490	277	277	287	287	270	275	275	284	284
1620 Total	490	803	803	803	803	782	796	796	796	796
1621 Total	491	957	956	1,036	1,036	927	944	943	1,020	1,020
1622 Total	491	791	804	804	824	770	784	797	797	816
1623 Total	491	179	179	179	179	173	177	177	177	177
1624 Total	491	457	457	457	457	444	452	452	452	452
1625 Total	510	11	11	11	11	11	11	11	11	11
1626 Total	510	1,307	1,322	1,456	1,456	1,263	1,286	1,301	1,429	1,429
1627 Total	509	793	793	793	793	772	786	786	786	786
1628 Total	507	1,259	1,259	1,259	1,259	1,213	1,235	1,235	1,235	1,235
1629 Total	509	410	410	410	410	398	406	406	406	406
1630 Total	507	447	447	447	467	435	443	443	443	463
1631 Total	505	928	928	928	928	900	916	916	916	916
1632 Total	508	724	724	724	724	697	710	710	710	710
1633 Total	511	1,292	1,292	1,572	1,572	1,251	1,274	1,274	1,519	1,519
1634 Total	506	983	983	993	993	955	972	972	982	982
1635 Total	504	114	293	293	293	110	112	284	284	284
1636 Total	535	764	764	764	764	739	753	753	753	753
1637 Total	542	-	-	-	-	-	-	-	-	-
1665 Total	541	31	31	31	31	30	31	31	31	31
Grand Total		38,172	39,164	41,576	43,283	36,950	37,634	38,585	40,873	42,511
Decade Growth			992	2,412	1,707			951	2,288	1,637
Yearly Average			248	241	171			238	229	164
Thrive 2040								38,100	39,700	41,250
Decade Growth								466	1,600	1,550

NEW TAZ	OLD TAZ	Population					Employment			
		2016 from Households Adj.	2016 Population Adj.	2020	2030	2040	2016 Employment	2020	2030	2040
1413 Total	537	3	3	3	3	3	186	186	186	186
1415 Total	535	-	-	-	-	-	1,899	2,196	2,196	2,196
1416 Total	534	-	-	-	-	-	1,768	1,768	1,768	1,768
1526 Total	471	338	347	347	766	1,342	3,260	3,673	4,598	5,574
1527 Total	472	495	507	1,169	1,915	1,915	3,116	3,296	9,088	10,079
1528 Total	472	-	-	-	419	838	3,149	3,149	3,504	3,504
1529 Total	473	-	-	-	-	-	515	883	883	1,428
1530 Total	473	-	-	201	201	201	11,232	13,400	13,400	15,494
1531 Total	473	1,357	1,391	1,391	1,391	1,391	1,664	1,664	1,664	1,664
1532 Total	476/477	2,792	2,863	2,863	2,918	2,918	299	299	299	299
1533 Total	477	2,268	2,325	2,325	2,325	2,325	511	511	511	511
1534 Total	477	1,007	1,033	1,033	1,033	1,033	33	33	33	33
1535 Total	477	1,797	1,843	1,858	1,950	2,202	766	766	766	766
1536 Total	488	478	490	490	490	532	1,477	1,550	1,780	2,557
1537 Total	487	2,145	2,199	2,199	2,199	2,199	1,644	1,645	1,645	1,745
1538 Total	479	923	947	947	947	947	942	942	942	942
1539 Total	479	967	992	992	992	992	63	63	63	63
1540 Total	478	1,840	1,887	1,887	1,887	1,887	100	100	100	100
1541 Total	475	1,116	1,145	1,145	1,145	1,312	207	207	207	207
1542 Total	475	1,334	1,367	1,367	1,367	1,367	559	559	559	559
1543 Total	478	978	1,003	1,003	1,281	1,281	27	27	27	27
1544 Total	480	692	710	710	710	710	525	525	525	525
1545 Total	486	741	760	760	635	635	1,681	1,707	1,757	1,757
1546 Total	485	851	873	873	873	873	373	375	375	375
1547 Total	485	1,149	1,178	1,178	1,261	1,261	82	82	82	82
1548 Total	486	953	978	978	978	978	772	772	772	772
1549 Total	480	1,187	1,217	1,217	1,217	1,217	52	52	52	52
1550 Total	481	1,886	1,934	1,934	1,934	1,934	484	484	484	484
1551 Total	474	1,979	2,030	2,030	2,030	2,030	705	705	705	705
1552 Total	482	676	693	693	693	693	152	152	152	152
1553 Total	483	150	154	154	154	154	1,088	1,088	1,270	1,395
1554 Total	484	408	418	418	418	418	398	398	358	358
1555 Total	484	-	-	-	-	-	715	972	1,097	1,097
1556 Total	483	-	-	-	-	-	475	475	475	475
1557 Total	482	-	-	-	-	-	448	448	448	738
1558 Total	481	-	-	-	-	-	1,136	1,136	1,136	1,261
1559 Total	474	-	-	-	-	-	1,222	1,264	1,389	1,389
1595 Total	517	-	-	-	-	419	4,853	5,216	6,881	7,493
1596 Total	512	-	-	-	-	-	925	925	1,090	1,090
1599 Total	499	-	-	-	84	586	1,608	1,613	2,538	2,963
1600 Total	500	-	-	-	251	251	6,651	6,651	6,771	6,771
1601 Total	502	1,328	1,362	1,362	1,529	1,697	3,027	3,106	3,241	3,515
1602 Total	501	2,164	2,219	2,219	2,219	2,313	732	732	732	548
1603 Total	499	362	371	790	957	957	2,024	1,940	1,940	1,940

NEW TAZ	OLD TAZ	Population					Employment			
		2016 from Households Adj.	2016 Population Adj.	2020	2030	2040	2016 Employment	2020	2030	2040
1604 Total	498	837	858	871	871	954	223	223	223	(0)
1605 Total	498	684	701	701	701	701	140	140	140	140
1606 Total	501	1,929	1,978	1,978	1,978	1,978	1,407	1,407	1,407	1,407
1607 Total	503	2,319	2,378	2,378	2,378	2,378	273	273	273	273
1608 Total	494	2,174	2,230	2,230	2,230	2,230	1,577	1,577	1,577	1,577
1609 Total	495	396	407	407	407	407	21	21	21	21
1610 Total	495	1,070	1,097	1,097	1,097	1,097	228	229	229	229
1611 Total	497	488	501	501	501	501	2,514	2,514	2,514	2,564
1612 Total	496	62	64	64	64	64	1,998	2,049	2,049	2,049
1613 Total	493	727	746	746	1,081	1,081	839	839	839	839
1614 Total	493	1,899	1,947	1,947	1,947	2,047	133	133	133	133
1615 Total	492	2,443	2,505	2,505	2,505	2,505	412	414	414	414
1616 Total	492	2,346	2,405	2,405	2,573	2,573	2,281	2,281	2,281	2,281
1617 Total	493	1,427	1,464	1,481	1,481	1,481	104	104	104	104
1618 Total	489	3,206	3,287	3,287	3,312	3,312	1,159	1,159	1,159	1,159
1619 Total	490	704	722	722	747	747	-	-	-	-
1620 Total	490	2,039	2,091	2,091	2,091	2,091	84	84	84	84
1621 Total	491	2,163	2,218	2,215	2,349	2,349	414	474	474	474
1622 Total	491	2,006	2,057	2,089	2,089	2,139	184	184	184	184
1623 Total	491	407	417	417	417	417	-	-	-	-
1624 Total	491	1,117	1,145	1,145	1,145	1,145	31	31	31	31
1625 Total	510	25	26	26	26	26	2,088	2,088	2,163	2,238
1626 Total	510	2,800	2,871	2,908	3,133	3,133	1,325	1,325	1,325	1,325
1627 Total	509	2,014	2,065	2,065	2,065	2,065	132	132	132	132
1628 Total	507	2,466	2,529	2,529	2,529	2,529	62	62	62	62
1629 Total	509	1,009	1,035	1,035	1,035	1,035	274	274	274	274
1630 Total	507	1,136	1,165	1,165	1,165	1,215	-	-	-	-
1631 Total	505	2,151	2,206	2,206	2,206	2,206	26	26	26	26
1632 Total	508	1,394	1,430	1,430	1,430	1,430	374	607	607	607
1633 Total	511	2,876	2,949	2,949	3,376	3,376	505	505	505	505
1634 Total	506	2,380	2,440	2,440	2,465	2,465	256	256	256	256
1635 Total	504	249	255	555	555	555	8,610	8,675	9,516	9,516
1636 Total	535	1,696	1,740	1,740	1,740	1,740	232	232	232	232
1637 Total	542	-	-	-	-	-	430	430	430	430
1665 Total	541	79	81	81	81	81	-	-	-	-
Grand Total		85,084	87,245	88,939	92,940	95,862	91,878	96,478	108,148	115,201
Decade Growth				1,694	4,001	2,922		4,601	11,670	7,052
Yearly Average				424	400	292		1,150	1,167	705
Thrive 2040				86,100	89,400	93,300		98,700	104,300	109,700
Decade Growth				(1,145)	3,300	3,900		6,822	5,600	5,400

New TAZ's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ITEM 2 6:34 p.m.	**APPLICANT:** **REQUEST:**	City of Bloomington Forward 2040 forecasts for population, households and employment

DISCUSSION:

Schmidt gave a brief background on the Forward 2040 forecasts:

- Who uses the forecasts?
  - City staff, consultants, and Met Council use the forecasts to determine pipe and road sizing, transit ridership, Comprehensive Plan updates, environmental review documents and in the regional roadway model.
- Forecasting models
  - Met Council prepares their forecasts by using a top-down methodology, utilizing forecasts for the state, metro area and then dividing up the metro allotment to the cities.
  - Bloomington prepares their forecasts by using a bottom-up methodology, based on parcel by parcel development projections.
- Forecast Tracker
  - Staff uses a model that plugs in forecasts from developers or through approved plans to track forecasts
- Covered employment
  - 86,000 employees in 2010
  - Projecting to rise to 115,000 employees by 2040
  - 2040 - City projection: 115,110 employees; Met Council projection: 109,700 employees (4.9% higher)
- Housing unit annual growth
  - 283 units from 2011-2015 (mostly multi-family developments)
  - Projecting to average 213 units from 2016-2040
  - 2040 - City projection: 42,435 units; Met Council projection: 41,250 units (2.9% higher)
- Population comparison
  - 2040 - City projection: 95,258 people; Met Council projection: 93,300 people (2.1% higher)
    Solberg asked the difference between population and household.
    Schmidt stated household is based on residents per housing unit. The City used the following assumptions: single family is 2.56 persons per household, duplexes is 1.8 persons per households, townhomes is 2.5 persons per household and multi-family homes is 1.7 persons per household. That is assumed to remain constant through 2040.
- Bloomington development
  - Industrial land use has the greatest square footage allotment in 2016
  - Projections show industrial land use will decrease and office will have the greatest square footage allotment by 2040
- Hotels
  - Today, there is a total of 42 hotels which equates to 9,217 rooms. Hotel rooms are projected to increase to 13,771 by 2040.
    Solberg asked how does that compare to Eagan and Plymouth?
    Schmidt stated there are more hotels in Bloomington than downtown Minneapolis and St. Paul combined.
  - Projections show that the majority of hotel rooms will be located in the South Loop with an average of 153 rooms per year in the South Loop and 187 rooms City wide.
- District growth rates
  - Majority of the City's growth will be occurring within the three development districts, with South Loop accommodating most of that growth by 2040
  - Schmidt displayed three maps depicting where growth is projected to occur within the City.

ITEM 3	**APPLICANT:**	City of Bloomington
6:49 p.m.	**REQUEST:**	Progress update on Forward 2040 comprehensive plan update

DISCUSSION:

Farnham gave a brief update on the comprehensive plan:

- Schedule overview
  - 2016: public outreach and data gathering
  - 2017: topic specific issues and draft policies and priorities
  - 2018: public review and final draft by December 31, 2018
- Progress to date
  - Town hall meetings, surveys, community events, webpage, advisory committee
- Town hall meetings
  - Facilitated discussions focusing on three topics: sustainability, diversity and engagement and community amenities
  - Attendance of 140+ people
  - Compiled a data book that compares statistics from 1970 to today
- Community events
  - Farmers market, Summer Fete, Creekside, Music in the Parks, Heritage Days, Assumption Church (will be conducted in Spanish)
- Survey
  - The survey was open from June 10 – Aug 19
  - 13 questions
  - 258 responses
  - Staff handed out a draft compilation of the survey results.
- Social media input
  - Questions about what people value about Bloomington were posted on social media for public comment; staff compiled the responses in word clouds
  - Questions asked included: In 20 years, how do you hope to describe Bloomington? Where do you like to take out-of-town visitors in Bloomington? When you visit other communities, have you found something that made you say, "we need that in Bloomington?" If so, what was it?
- Advisory committee
  - Comprised of 14 members: 7 general citizenry and 7 board/commission representatives
  - Term is 12-14 months
  - 62 applications received for the general citizen members.
- Next steps in 2016
  - Appoint and convene Advisory Committee
  - Compile trends and existing conditions information
  - Engage staff focus groups related to Plan elements
- Steps to complete
  - 2017 – define vision, identify opportunities, draft policies and priorities, public review
  - 2018 – refine policy recommendations based on public input, compile draft plan, distribute draft for review, finalize plan and submit to Met Council by December 31, 2018.

Solberg asked about the number of survey respondents and town hall participants. He asked if there is an overarching goal to engage people of diversity. Farnham said yes, that is a goal and noted it has been a challenge. She noted staff has met with leaders of some underrepresented groups and has plans to hold a facilitated discussion in Spanish at Assumption Church and attend educational sessions at Potters Church. ..

Schmidt said staff has reached out to places of assembly to gather input from people of color. Staff has also reached out to Dar Al Faroq to engage their community.

Solberg went through the same process through MNDOT's state plan and suggested engaging underrepresented groups to match population data. Farnham said that hasn't been a goal but can certainly look at the possibility to set a quantifiable goal. Snyder noted the changing demographic by 2040. The pastors may be key figures to bring people forward.

Schmidt said the survey is still live on the website. Staff is distributing surveys to local congregations and will continue to receive information from the community. Farnham added that staff will continue to gather input from social media throughout the plan update process. Solberg asked if social media was used in the last comprehensive plan update. Farnham said there was a webpage created, but social media was not routinely used at that time. With the current update, it is important to use social media and gather input from underrepresented groups in the community particularly because of the changing demographics. Because Bloomington is fully-developed the focus isn't so much on identifying new infrastructure systems and land uses; the implications related to outcomes like sustainability and equity, plus the much broader scope of outreach is the big difference from the last update.

Swanson asked if the survey information is distributed to various City departments so they know what the citizens want. Farnham stated staff is working closely with other departments but agreed that sharing the survey is a great idea.

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Planning	**South Loop District AUAR Update**
Agenda Section	Date
Study	10/10/2016

Description

In 2002, the City adopted an Alternative Urban Areawide Review (AUAR) for the South Loop District. An AUAR is a substitute form of environmental assessment that considers the cumulative impacts of anticipated future development in a defined area like the South Loop. Because the AUAR studies the cumulative environmental impacts of multiple development proposals, individual Environmental Assessment Worksheets (EAW) or Environmental Impact Statements (EIS) are not required to be prepared for development proposals covered by the AUAR. This helps streamline the review of future development projects and provides for a more coordinated and comprehensive review of potential impacts of overall development in the context of a larger area, rather than incremental review of impacts related to development on a single site.

The AUAR process is regulated under Minnesota Rules Chapter 4410.3610, Subpart 1. These rules prescribe the information required in the environmental review and the official review process, which includes review by a number of Federal, State and regional agencies. To remain effective, the AUAR must be updated every five years or when development or infrastructure projects are proposed that were not anticipated in the original AUAR.

The South Loop AUAR was updated in 2009 and 2012. Both of these updates were minor, because relatively little of the development projected in 2002 had occurred, in part due to the recession. However, several infrastructure projects were implemented that were not reviewed in the 2002 AUAR, such as the extension of Lindau Lane east of 24th Avenue. The focus of previous interim updates was to incorporate these unforeseen projects.

The current update is intended to be more comprehensive and will incorporate the findings from updates to the South Loop District traffic study and sewer and water utility models. It also identifies several new sites projected to redevelop by 2040 that were not anticipated in 2002. For example, the 2002 AUAR did not expect the five "Alpha" warehouse parcels acquired by the City/Port Authority in 2010 to redevelop. In addition, due to shifts in the economy and development markets, the types (less retail and office; more hotel and residential) and overall amount of development assumed by 2040 is less than originally assumed in the 2002 AUAR. As such, the 2002 AUAR development scenario remains the "worst case" scenario for many of the environmental impacts assessed in the AUAR.

At the study session, staff will answer questions about the AUAR update and review the update schedule.

Item created by: Julie Farnham, Senior Planner
Presenter: Julie Farnham

Requested Action

Information only. This update is intended to provide City Council an opportunity to comment and ask questions about the AUAR and the update process. The City Council will need to formally approve the release of the draft update for agency review at a regular meeting in January 2017.

Attachments:

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
City Manager	**Sustainability Commission**
Agenda Section	Date
Study Item	10/10/2016

Description

Update on the history, framework and next steps for the Sustainability Commission

Item created by: Elizabeth Tolzmann, Assistant City Manager
Presenter: Elizabeth Tolzmann, Assistant City Manager and Tim Sandry, Bloomington Resident

Requested Action

N/A

Attachments:

Memo outlining history and next steps for Sustainability Commission
Sample work plan of Sustainability Commission

CITY OF
BLOOMINGTON
MINNESOTA

MEMORANDUM

DATE: October 5, 2016

TO: City Council

FROM: Elizabeth Tolzmann, Assistant City Manager

RE: Update on Sustainability Commission

History

In March of this year, residents in the community established a Bloomington Sustainability Task Force (BSTF) to encourage and promote a more sustainable use and management of environmental resources that include air, water, energy, land and ecological resources, and waste in our community. The members of this taskforce primarily comprise of Bloomington residents including John Jaimez, Mike Dardis, Steve Thomforde, Erica Sniegowski, Rob Bouta, Sherie Bartsh, Tim Sandry and John Anderson.

From March to August, the City Council underwent a strategic planning process to develop a strategic plan and priorities for a three-year period from 2017-2020. One of the strategic priorities identified by City Council and city staff include environmental sustainability. The desired outcomes of this strategic priority include reducing our carbon footprint city-wide, improving our surface water quality, and reducing volumes delivered to landfills and incinerators. To accomplish this overall strategic priority, one of the initiatives is to establish an environmental sustainability commission to guide its work and in achieving the performance targets. The City Council adopted the strategic plan on September 12, 2016.

In September, members of BSTF, city leaders, city staff, school district representative, and two city council members met on two separate working sessions to discuss the purpose, scope, membership requirements and other details necessary to establish a framework for the Sustainability Commission. After more than six hours of discussion, the group is proposing the following for the Commission's purpose and scope.

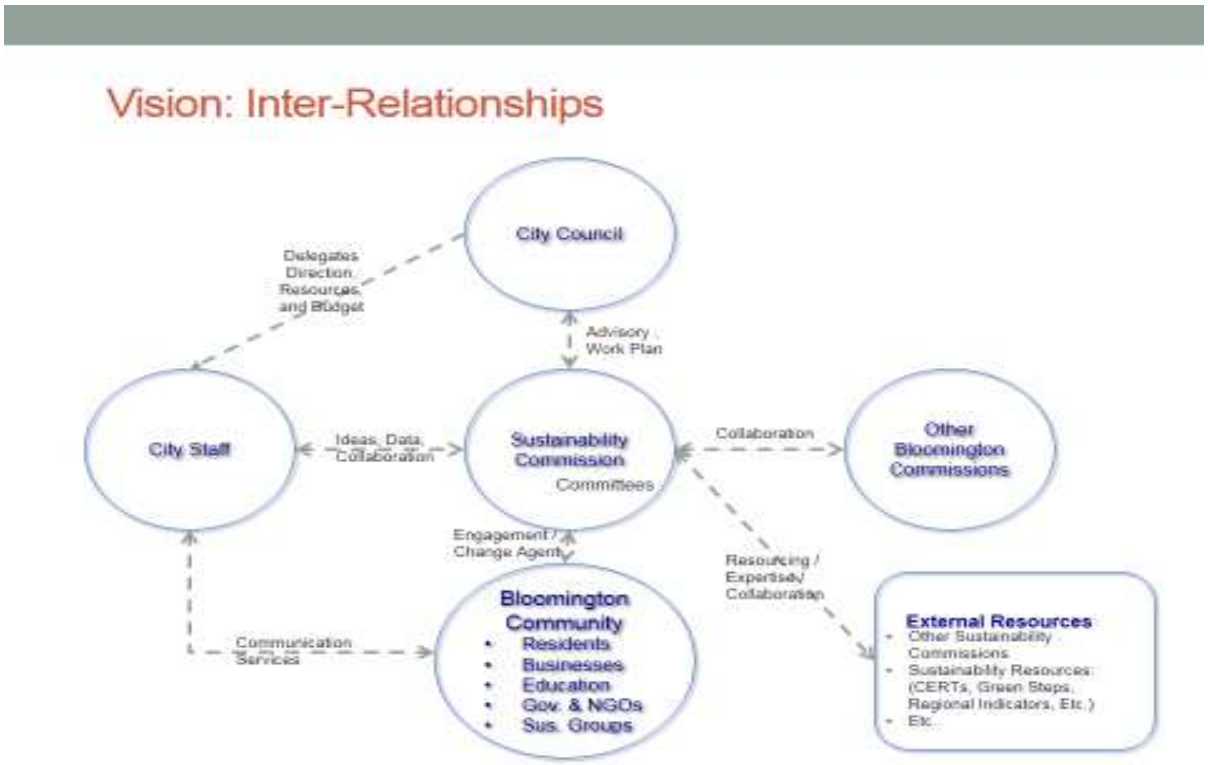
Purpose

A Sustainability commission shall be established to advise the Bloomington City Council, Bloomington City staff, and the Bloomington community on policies, practices, procedures and proposals that relate to the sustainable use and management of environmental resources that include air, water, energy, land and ecological resources, and waste. The Commission will help to ensure that such resources will be sustained and continue to provide for a high quality of life for present and future generations.

Scope

The Commission shall be advisory to the Council and the Commission's duties and responsibilities shall include the following (see illustration below):

A. Collaborate with the city staff to review, evaluate, develop, and advise the City Council on policies and practices regarding the sustainable use and management of environmental resources that include air, water, energy, land and ecological resources, and waste.
B. Engage with the Bloomington Community and serve as a community liaison for issues, ideas, and proposals and provide appropriate feedback. The Commission shall also play the role of change agent, coordinator and educator for policies, practices, procedures and proposals that relate to environmental sustainability. The Community includes but is not limited to residents, community groups, businesses, institutions of higher learning, faith based organizations, outside government bodies, and non-governmental institutions.
C. Serve as a resource for other Bloomington Commissions, Boards, and committees, task forces on any issues related to sustainability.



Membership

The Sustainability Commission shall have no more than nine members appointed by the City Council with staggered terms up to three years with an opportunity for appointment for a maximum of six years. Of these 9 members, the majority shall be technical experts in one or more of the areas sustainability as stated in the scope. One seat shall be reserved for a City Council Member. Of the remaining members, efforts should be made to select members so that the diverse interests of the Bloomington community are represented including geographic diversity, education, student or youth, residents, businesses, faith based and non---government organizations.

Next steps

The BSTF has invested and volunteered significant time and research to assist the City in meeting one of its strategic priorities. The following are proposed next steps to establish the Sustainability Commission:

- Approve an amendment of Chapter 2 of the City Code to establish a Sustainability Commission at the City Council meeting on October 24, 2015
- Market and promote representatives of the community to apply for the Commission between end of October and end of year
- BSTF to draft and focus the proposed work plan of the Commission between now and end of year (sample work plan attached).
- Commissioners are appointed by City Council in January 2017
- Finalized work plan, metrics and budget of Sustainability Commission to be adopted by City Council in February 2017
- Adopt a set of bylaws in conformance with the other boards and commissions of the City outlined on Chapter 2 Section 2.69 of the City Code which describes the functions, definitions, relations to City Council, attendance requirements, conduct of meetings, removal, and other related provisions by March 2017.

SUSTAINABILITY COMMISSION: SAMPLE WORK PLAN

ACTIVITIES	START / END	GOAL / SUCCESS MEASURE	NOTES
Quick Wins (1 to 12 Months)			
o Apply for Xcel's Partners in Energy	Start: mid October Complete: ???	Accepted into program	Already in progress - Applying for mid-Oct 2016 due date. If that doesn't work, the next opportunity is Spring 2017
o Develop a three year Environmental Sustainability Work Plan to support the overall Strategic Plan in the areas of -- Energy / Carbon -- Water(surface and ground) -- Ecological and Land Resources -- Solid Waste	Start: Month 1 Complete: Month 6 Duration: 6 Months	Council approval	Contains specific goals, measures, and timeframes as well as resource requirements.
o Adopt Overall Long Term Goals in all sustainability areas (Carbon, Surface Water, Ground Water, Solid Waste, Ecological and Land Resources)	Start: Month 2 Complete: Month 8 Duration: 6 Months	Goals approved by Council	For each area, identify long term goals that can help focus and prioritize efforts. There may be some quick wins such as adopting the state carbon reductions goals.
o Pass Pollinator Friendly Ordinance	Start: Month 1 Complete: Month 3 Duration: 2 Months	Ordinance approved	The ordinance is meant to reduce the use of neonicanoids and other pollinator unfriendly "systemic" pesticides through community education and asking to the city staff to avoid purchase of plants that have been treated with these pesticides.
o Join Green Step Cities Program	Start: Month 3 Complete Month 6 Duration: 3 Months	Council approval and staff / commission implemented	Work with the staff to catalog the benefits of joining the Green Step Cities program including: -- Sustainability strategies and tactics -- Grants available to Green Step Cities -- Networking with other cities and sustainability organizations -- Publicity
o Require all third party snow and ice removal contractors to go through certification training for salt application	Start: Month 3 Complete: 9 Duration: 6 Months	All 3rd party contractors have been certified by winter of 2017 - 2018.	Nine Mile creek is considered impaired because of high chloride content. The city plowing staff has been mostly trained on how to minimize the use of salt. However, the city contracts with 3rd party snow removal contractor which may or may not have been trained. Certification training is free through the Watershed Districts
o Work with the community to restore critical habitats identified by Hennepin Count. Turn into an annual program	Start: Month 4 Complete: Month 9 Duration: 5 Months	Critical habitats identified and 2 community events scheduled in first year. Annual program in place.	Such restoration events occur now. This would help to further publicize and focus on areas where there is the most need.
o Work with Hennepin County to establish organic drop-off locations	Start: Month 6 Complete: Month 18 Duration: 12 Months	Drop-off locations established used by ??% of residents	While waiting to implement city wide organics collection, this will establish drop off locations where residents can go to drop off their organic wastes
Medium Term (12 - 36 Months)			
o Develop and implement energy reduction plans for all city facilities	Start: Month 5 Complete: Month 17 Duration: 12 Months	Initiatives and timeline identified and funding allocated.	This is especially important as the city looks to refurbish / replace some of it's aging buildings.
o Research the feasibility and benefits of using city buildings for solar gardens, make recommendations and implement.	Start: Month 7 Complete: Month 22 Duration: 15 Months	City buildings generating ???? MW of electricity thereby avoiding ?? tons of carbon annually.	This may be an opportunity to enable cost savings to subscribers who are lower income
o Increase commercial recycling. This would likely focus on educating businesses to the benefits (e.g. 30% reduction in solid waste costs) by moving to / increasing their recycling).	Start: Month 8 Complete: Month 20 Duration: 12 Months	Increase in commercial recycling by ??%	Educate businesses they will save 30% on their solid waste costs by recycling.
o Develop and implement city-wide water conservation strategy	Start: Month 10 Complete: Month 18 Duration: 8 Months	Reduction in city water usage by and average of x% per year.	
o Develop and implement a Sustainable Forest Plan	Start Month 9 Complete: Month 36 Duration: 25 Months	Plan implemented	Plan for actively managing and maintaining Bloomington's ecological and land resources in an era of climate change/ invasive species / development / etc. Identify and implement stewardship actions to improve the health of ecological communities

SUSTAINABILITY COMMISSION: SAMPLE WORK PLAN

ACTIVITIES	START / END	GOAL / SUCCESS MEASURE	NOTES
o Implement city wide organics collection (residential and commercial)	Start Month 12 Complete Month 36 Duration: 24 Months	??% of residents recycling organics.	
Baseline / Continuous			
o Establish baseline metrics to track sustainability progress in the areas of - Carbon - Surface Water - Ground Water - Solid Waste / Recycling - Ecological and Land Resources	Start: Month 2 First Measures in place: Month 6	Baseline measures implemented and visible. Plan / resources in place to maintain.	Potential Sources: o Met Council RII: City-wide metrics on: Energy | Water | Travel | Waste | GHG Emissions o CEE B3 Public Building efficiency benchmarks o MPCA Green Step Cities: 28 categories including the following 6 not covered by RII: Local Air Quality | Surface Water Quality | Storm Water Efficiencies | Land-Use | Urban Forests | Local Food
o Setup public communication structures and processes to inform, incite to action, and receive input from various Bloomington communities and stakeholders.	Start: Month 1 First Communication: Month 4	Standard process for sending print and electronic communications implemented. Structures in place and events scheduled for gathering feedback, ideas and suggestions and concerns	May include: o City website subscription o Social media o Establish "mailing / contact lists" for businesses, residents, educational institutions, LGUs and NGOs o Annual "newsletter" - residents and businesses o Press releases o Periodic public sustainability surveys o Periodic (annual?) community "listening sessions"

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Parks and Recreation	**Alternative Transportation Plan Update**
Agenda Section	Date
Study Item	10/10/2016

Description

The final draft of the Alternative Transportation Plan (ATP) Update document is included in the Council's electronic packet. Michael McGarvey, the project consultant from SRF Consulting Group and City staff will be presenting the ATP Update and would appreciate Council's feedback on the document. The presentation will focus on the recommended priority projects, implementation costs and annual maintenance costs.

The current ATP was adopted by the City Council on July 7, 2008. The City and other agencies have since initiated numerous planning and implementation projects that have furthered bicycle, pedestrian and transit transportation in and around Bloomington. The first draft of the ATP Update document was presented at the January 12, 2015 Council study meeting. A second draft of the document was brought to the April 27, 2015 Council study meeting. Since that time, staff have worked with the consultant to refine the implementation costs, update the system maps and incorporate annual maintenance cost estimates into the ATP Update document.

Following Council input on October 10, the ATP Update document will be presented to Council at a regular meeting for consideration of approval.

Item created by: Parks and Recreation, Planning and Engineering
Presenter: Michael McGarvey (SRF Project Consultant), Randy Quale, Amy Marohn

Requested Action

Provide feedback on the final draft of the Alternative Transportation Plan Update document.

Attachments:

Bloomington Alternative Transportation Plan Final 8-23-2016
ATP Minutes CC 011215ccsa.doc
ATP Minutes CC 042715ccsa.doc

CITY OF BLOOMINGTON MINNESOTA

2016 Update

Alternative Transportation Plan

CITY OF BLOOMINGTON, MINNESOTA

July 2016

Alternative Transportation Plan

City of Bloomington, Minnesota

Bloomington City Council

Gene Winstead, Mayor

Cynthia Bemis Abrams, At Large Council Member

Tim Busse, At Large Council Member

Dwayne Lowman, District I Council Member

Andrew Carlson, District II Council Member

Jack Baloga, District III Council Member

Jon Oleson, District IV Council Member

Bloomington City Staff Advisory Committee

Randy Quale, Parks and Recreation Manager

Amy Marohn, Civil Engineer

Shelly Pederson, City Engineer

Londell Pease, Senior Planner

Kirk Roberts, Traffic/Transporation Engineer

Michael Centinario, Planner

Eileen O'Connell, Health Promotion Manager

Heidi Miller, Police Officer

Lisa Firth, Health Specialist

Consultant Team

SRF Consulting Group

Hoisington Koegler Group

Signia Design

Table of Contents

Planning Context 1-1

Purpose 1-2
Plan Need 1-2
Regional Context and Urban Form 1-3
Demographics and Population Characteristics 1-4
Past Planning and Studies 1-5
Public Participation in Shaping the Plan 1-10
Findings from Complementary Regional Studies 1-14
Conclusions 1-15

Vision and Values 2-1

Overview 2-2
Citywide Vision and Values Statement 2-2
Alternative Transportation Policy and Planning Framework 2-3
In Support of Active and Healthy Living 2-6
Alignment with Regional Plans and Policies 2-8
Building a High Value Alternative Transportation System 2-11
Guiding Principles 2-13

ATP System 3-1

System Overview 3-2
Destinations 3-2
Key Alternative Transportation Routes 3-6
User Groups and Preferences 3-10
Alternative Transportation Facility Types 3-12
Best Practices 3-17
Signage and Wayfinding 3-25

Implementation 4-1

Overview 4-2
Integrating the Alternative Transportation Plan 4-3
A Balanced Approach to Implementation 4-3
A Disciplined Approach to System Investments 4-3
Long-Term Commitment to a Sustainable System 4-4
Prioritization Criteria for System Enhancements 4-5

Table of Contents, cont.

Implementation Strategies and Priorities 4-5
Implementation Cost Projections 4-18
Operations and Maintenance Considerations 4-24
Education and Promotion 4-27
Outreach and Public Involvement 4-28
Funding Sources 4-28

Appendix A Community Input .....

Community Input Summary A-2
Online Questionnaire A-2
Media Outreach A-10
Focus Group Meetings A-14
Public Open Houses A-30
Open House #3 February 12, 2015 Comment Summary A-32
Additional Comments Received by City A-36

Appendix B Maintenance .....

Trail Inspection Template B-2
Trail Maintenance Activity Schedule B-4

Planning Context SECTION 1

July 2016

Purpose

The purpose of the Alternative Transportation Plan (ATP) is to enhance the quality of life in the City of Bloomington through strategic investments over time in multi-modal transportation features that meet the needs of individuals and families living, working, and recreating in Bloomington.

In 2008 Bloomington adopted the original ATP, adopted under the name "Alternative Transportation Plan". Since that time the City, in collaboration with other agencies (Metropolitan Council, Hennepin County, Three Rivers Park District, and others), has initiated a number of planning and implementation projects to further pedestrian and bicycle transportation in and around Bloomington. Highlights of these efforts include the 86th Street Multi-Modal Traffic Study, plans for the Nokomis-Minnesota River Regional Trail, the Hyland Trail Project, and the 2012 adoption of a Complete Streets Policy. This ATP Update incorporates the work accomplished since 2008 and provides direction for future implementation and maintenance efforts.

Plan Need

A comprehensive and cohesive alternative transportation system is needed to ensure the long-term health, safety, and wellness of the community. Rationale for the need for the original plan and the plan update include:

- Responding to an increasingly vocal concern by citizens and community interests to enhance facilities for pedestrians and bicyclists
- Improving community health and fitness by encouraging active living and fostering safety, accessibility, social capital, and emotional well-being
- Increasing transportation options to reduce reliance on personal automobile-based modes of transportation – e.g., more access to bus and LRT service
- Responding to increasing concerns about the safety of pedestrians and bicyclists in the built environment
- Responding to regional and national trends in walking, biking, and transit usage as well as infrastructure investment, funding, and planning practices (see Figure 1.1 for a summary of trends)

Figure 1.1: *Regional Trends in Alternative Transportation (Adapted from the Hennepin County 2040 Bicycle Transportation Plan)*

Major Federal Funding

In recent years, Twin Cities communities have been recipients of major federal grants to support the implementation of bicycle and pedestrian infrastructure. Most notably, the Nonmotorized Transportation Pilot Program (NTPP), known locally as Bike Walk Twin Cities, has funded 54 miles of bikeways and 2,800 bike parking spaces, and helped to initiate a bike sharing program.

Bike Sharing

In 2010, Minneapolis became the first U.S. city to launch a large-scale bike share system, known as Nice Ride Minnesota. Funded through NTPP and Blue Cross Blue Shield of Minnesota, the system has grown to serve a range of Minneapolis and St. Paul neighborhoods and downtown areas, with more than 1,500 bikes and 170 stations as of 2014. The presence of bike sharing has served to increase the visibility of on-street bicycling and provide new opportunities for people to bike.

Transit-Bicycle Compatibility

With the addition of two light rail lines, commuter rail, and bus rapid transit, the county's transit options have expanded significantly since 1997- and the county's bicycle advisory committee and other entities have advocated in turn for the integration of bikes and transit systems. Today, Metro Transit buses and light rail trains are equipped to carry bicycles, and bike parking is routinely included at transit stations and park and rides. With new transit investments in the pipeline, transit ridership and bike-transit connections are expected to continue increasing in coming years.

More People are Biking

Bicycling has been increasing rapidly in Hennepin County for more than a decade both in sheer numbers and rider diversity. The population of people riding bicycles increasingly reflects the diversity of the population as a whole, with growing number of women, seniors, and nonwhite groups bicycling.

Driving Habits are Changing

Despite prior decades of steady increases in per capita vehicle miles traveled (VMT) in the U.S., since 2000, this trend appears to be reversing both at the national and state level. National per capita VMT has declined 7.2 percent from its peak in 2004 (based on 2013 VMT). Similarly in Minnesota, per capita VMT has declined 5.3 percent since 2004, and 4 percent on all roads in the County from its peak in 2001.

National data reveal that people 34 and younger are increasingly choosing modes other than driving, with declining per capita VMT and increasing numbers of bicycling, walking, and transit trips seen in the 16 to 34 year old age group between 2001 and 2009.

People are Using the Regional Trail System Differently

Use of the Three Rivers Park District regional trail system has increased steadily over the past decade and became important for transportation as well as recreational trips. Commuter use of regional trails in Hennepin County has tripled.

The County's Approach to Bicycling is Changing

Hennepin County has focused on improving bicycling conditions, and as a result of past efforts and planning, bikeways have become a routine part of project development. The county has made a formal commitment to bicycling and active transportation with the adoption of a Complete Streets Policy in 2009.

Regional Context and Urban Form

The challenging bicycle and pedestrian infrastructural condition in Bloomington has much in common with other first-ring suburbs in Hennepin County. The historic development patterns in the Minneapolis area and its suburbs pose inherent constraints to addressing alternative or active approaches to transportation. Communities often labeled "developing suburbs," such as Bloomington, Minnetonka, Maple Grove, Eden Prairie, Plymouth and Brooklyn Park, were built out between 1960 and 1990, most often with a decidedly auto-oriented development pattern which often did not include sidewalks, much less greenways and trails.

Figure 1.2 highlights some of the challenging barriers to a bicycle and pedestrian infrastructure as documented by Hennepin County.

In addition to the items listed in the table, a few other barriers are worth highlighting, including:

» Surface street characteristics – the on-street bike facilities lack continuity in connectiveness or route guidance

» Actual street use/speeds – bicyclists using a particular road encounter multiple lanes of traffic, with vehicles often traveling at higher than the posted speed limit

» Limited regional connections – to destinations outside the city, many of which are quite extensive and offer a missed opportunity for local residents

» Lack of end of trip facilities – such as well-placed bicycle parking racks or lockers, showers/changing space for commuters, etc.

» Lack of right-of-way to retrofit the streetscape to include sidewalks, on-road bikeways, trails, trees, etc.

As these realities suggest, transitioning Bloomington's infrastructure to be more multi-modal and pedestrian-focused poses some significant challenges that will take time and resources to address. Nonetheless, the thoughtful and incremental implementation of this and complementary plans (i.e., park system plan, etc.) will ensure that alternative transportation options for residents and visitors will continue to grow over time.

Figure 1.2: *Regional Challenges to Establishing a Bicycle and Pedestrian Infrastructure (Adapted from the Hennepin County 2040 Bicycle Transportation Plan)*

Sidewalk Gaps

Gaps in pedestrian infrastructure, large and small, are quite typical along municipal boundaries. Current county policy states that the cost of pedestrian facilities is currently delegated to the city for any municipality with a population greater than 5,000 inhabitants. Since investment priorities do not commonly occur at city boundaries, closing gaps at the edges of communities will generally remain an issue due to lack of incentive to construct new sidewalks.

Freeway Interchanges

Freeways and other larger arterials pose significant barriers to pedestrian travel. Large commercial tracts generate traffic; retail, hotel, service station and restaurant employees need to walk to work. Travelers, too, walk to and from restaurants and hotels that are common in these areas and all of these pedestrians must cope with traffic entering and exiting freeways.

Sidewalks are often common only along the bridge structures that actually span the freeway and remain disconnected by a series of on and off ramps that usually do not have pedestrian infrastructure.

Left and Right Turn Lanes

Use of dedicated left and right turn lanes (slip lanes) at intersections is common in Hennepin County, which tends to give priority to cars turning across crosswalks. While these features facilitate vehicle flow, they can deter pedestrians if poorly designed.

Turning Radii and Right Turn Lanes

Right turn lanes with a wide turning radius were observed to allow vehicles to pass through an intersection without significantly reducing their speed. Other than occasionally marked crosswalks, there were no additional cues, signals or design maneuvers found to slow down the driver. This design was observed more often in recently constructed intersections than in older infrastructure. When painted, right turn lane crossings almost without exception are marked at the middle of the turning radius. Here, pedestrians risk crossing while the vehicle is traveling at relatively the same speed and where they are not in the driver's direct line of sight. The right turn thus functions as a separate intersection where the pedestrian is no longer protected by the traffic and pedestrian signals required in the main intersection.

Unsignalized Crossings

Illegal road crossings outside of crosswalks occur frequently, most commonly on roads that have dense commercial land use or a significant distance between bisecting streets. Other common infrastructure patterns that encourage informal crossings are areas that do not provide pedestrian facilities on two sides of the street or do not provide a direct route to a common destination.

Park and Ride Facilities

In Hennepin County, park and ride locations were often found in areas that were very accessible by vehicle but less convenient for walking or bicycles. In Bloomington, this is less of an issue and the proposed system attempts to more effectively address this issue.

Demographics and Population Characteristics

In 2013, the official population estimates for Bloomington released by the Metropolitan Council were:

» Population: 85,935

» Households: 37,156

Figure 1.3 provides an overview of the 2010 population based on information from the U.S. Census Bureau.

As Figure 1.3 illustrates, like many communities, Bloomington's population is aging, with the upper two age groups seeing particular growth. Along with this changing demographic will be a higher percentage of "empty nesters" or households without school age children living in the community.

The city is also becoming more ethnically diverse. Although only around 11% of the population in 2000 was non-white, that percentage has grown significantly, to over 20%. The population of people who identify as Latino or Hispanic more than doubled in 10 years, as did the Black population. The fastest growing demographic by age in Bloomington is residents of 45 years and older, while the 20 to 44 age-group is declining.

In the past ten years, school enrollment decreased by 4.5%. However, recent school demographic projections show enrollment increasing by 4.7 to 7.4 percent in the next ten years with the majority of this increase reflecting elementary grades and occuring in 2019-2020 . By 2019 more than half of Bloomington Public School students will be minority students.

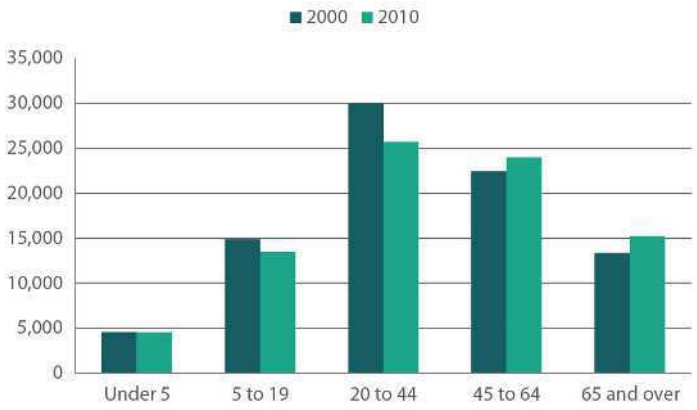
Influence of Demographic Change on Recreational and Social Trends

The aging of the population in Bloomington along with evolving recreational and societal trends will markedly affect the demand for public services and facilities. An aging population, for example, will likely result in a reduced demand for athletic complexes. Conversely, interest in passive recreation such as walking along a trail, sitting at a pleasant overlook, taking in the arts, gardening, adult and senior programs, and attending social gatherings in their many public and private forms will rise. In fact, the use of trails is the most popular form of recreation for all age groups.

Along with the changing demographic, all age groups have a growing list of recreational and social choices available to them. This translates into an ever increasing expectation of a high quality experience when an individual of almost any age participates in an activity or social event. Today youth in particular have much more diverse interests than in past generations, often making it much more difficult to engage them in active, outdoor recreational activities.

Figure 1.3: *City of Bloomington Demographic Profile (Source: U.S. Census)*

City of Bloomington	2000		2010	
Total Population	85,172	-	82,893	-
Female	44,040	51.7%	42,778	51.6%
Male	41,132	48.3%	40,115	48.4%
One Race	83,704	98.3%	80,304	96.9%
White	75,055	88.1%	66,087	79.7%
Asian or Pacific Islander	4,368	5.1%	4,904	5.9%
Black	2,917	3.4%	5,957	7.2%
American Indian, Eskimo, and Aleut	296	0.3%	329	0.4%
Other Races	1,068	1.3%	3,027	3.7%
Hispanic or Latino	2,290	2.7%	5,623	6.8%
0-4 Years Old	4,532	5.3%	4,505	5.4%
5-19 Years Old	14,852	17.4%	13,466	16.2%
20-44 Years Old	29,994	35.2%	25,710	31.0%
45-64 Years Old	22,436	26.3%	23,984	28.9%
65+ Years Old	13,358	15.7%	15,218	18.4%
Median Age	40.1	-	42.7	-



Since 2000, Bloomington has grown older, showing a 17 percent increase in the population 65 years of age and older, a 10 percent increase in the population 45-64 years of age, and declines or minimal growth in other age groups. Over the next 20 years, the 65 and over population will continue to grow.

The changing demographic character of the city coupled with the changing recreational and social trends underscore the need for a well-balanced and flexible system that can respond to evolving, broad-based community needs. The plan update places considerable emphasis on addressing this issue by ensuring that the active and passive recreational and social interests of residents are reasonably accommodated, with a particular focus on the issue of quality.

Past Planning and Studies

2008 Alternative Transportation Plan and Progress to Date

Prior to the 2008 ATP, the City's alternative transportation system was an eclectic collection of trails, sidewalks, and bike routes throughout the city that had evolved over time. Public input from the prior planning process characterized the system as fragmented, inconsistent, and in need of upgrading. The 2008 plan (shown in Figure 1.4) laid the foundation for subsequent improvements to the system.

The existing alternative transportation system (shown in Figure 1.45) reflects new facilities, maintenance, and upgrades completed since 2008. Key improvements to date include:

- Completed construction of Hyland Trail Corridor, except connection to Edina (Nine Mile Creek Regional Trail)
- Initiated planning and design for Minnesota River Trail Corridor (Construction to be funded by State)
- Completed construction of trail along Bloomington Ferry Road
- Completed on-street bike facilities along West 111th Street, Nesbitt Avenue, West 94th Street and Poplar Bridge Road.
- Completed on-street bike facilities along West 90th Street, northern portion of Xerxes Avenue and East 86th Street.
- Completed on-street bike facilities along West 102nd Street (Except Normandale Boulevard to France Avenue.)
- Completed trail construction along 90th Street (Nicollet Avenue to Portland Avenue)
- Completed on-street bike facilities along Auto Club Road, West 110th Street.
- Completed portions of bike facilities along West 106th Street.
- Initiated planning and design trails along Old Cedar Avenue between Old Shakopee Road and the bridge. (2015-2016 construction)
- Completed planning and design of Nokomis-Minnesota River Regional Trail (Three Rivers Park District to construct in 2016)
- Several pedestrian crossing safety improvements throughout the city
- Completed construction of trail segments in West Bush Lake Park and Normandale Park.

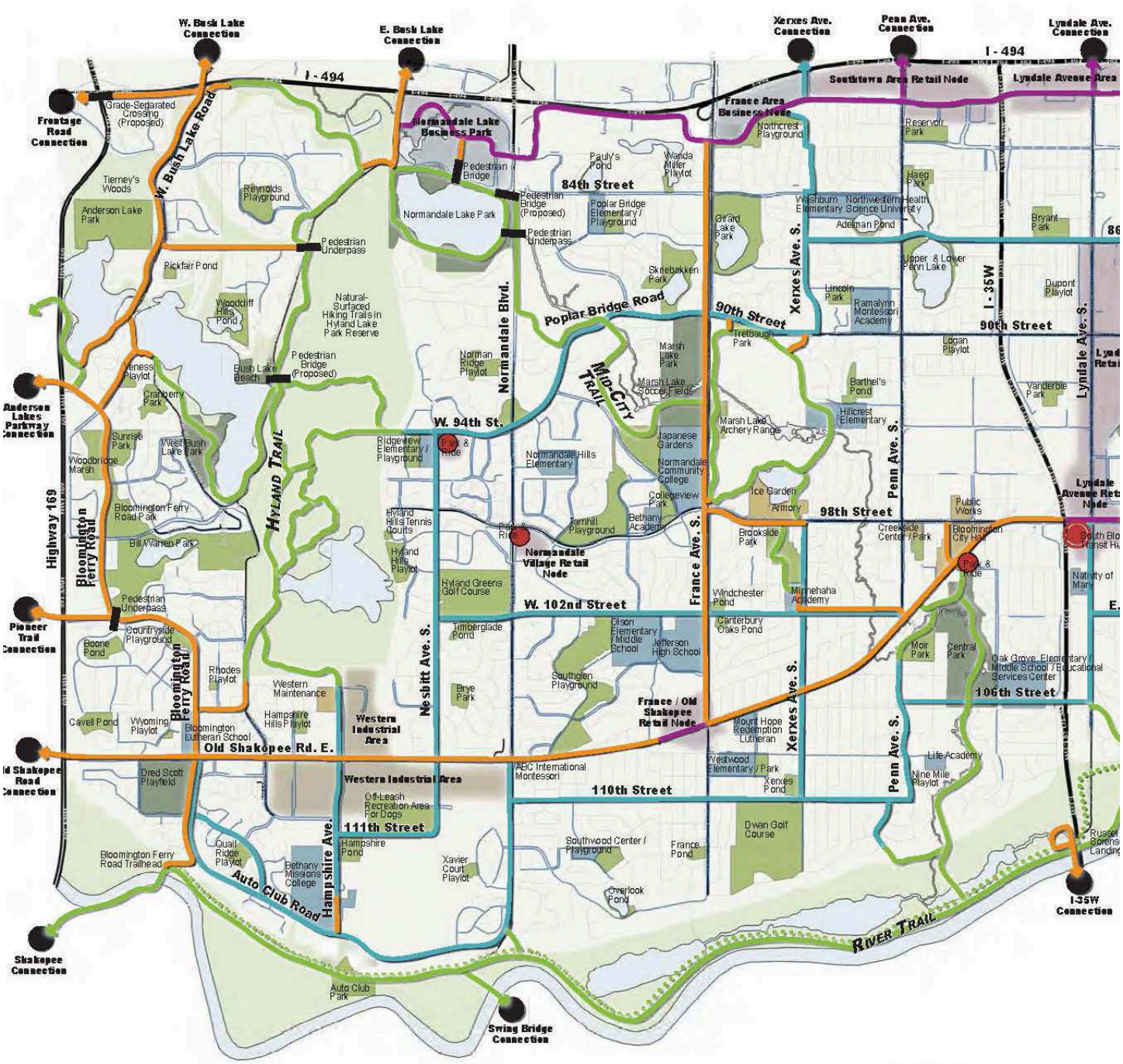
This update of the ATP builds on the community input, vision, and values of the original plan, but also reflects progress made in completing prior planning objectives and integrates new input from community engagement, City staff, and other stakeholders.

Rapid Health Impact Assessment (2008)

To aid public involvement in the planning process, the City of Bloomington routinely tests new approaches. As part of the 2008 ATP planning process, the City tested a new Rapid Health Impact Assessment (RHIA) tool developed by the Design for Health team. Design for Health is a collaboration between the University of Minnesota and Blue Cross and Blue Shield of Minnesota. The Health Impact Assessment tool is designed as an interactive workshop that brings together stakeholders to identify and assess health impacts of a project, plan or policy.

The Rapid Health Assessment tool was applied in a planning effort for the Xcel Energy Corridor Trail and was also used as a part of the 86th Street Multimodal Corridor Traffic Study. The aim of the assessments were to explore the potential health benefits, obstacles, and enhancements associated with these trail/multimodal projects. Input from these assessments were used to help determine support for including the corridors as part of the alternative transportation system. Based on these experiences, the City has found the assessment to be an effective tool if used in the planning stage of a project to proactively consider and develop strategies to mitigate possible health implications.

Figure 1.4: *2008 Alternative Transportation System*



Prior to the 2008 ATP, the City's alternative transportation system was an eclectic collection of trails, sidewalks, and bike routes throughout the city that had evolved over time. The 2008 plan laid the foundation for subsequent investment by defining priority projects and improvements to define a core system of sidewalks and trails. The map below reflects improvements made since the 2008 plan. The alternative transportation system plan presented in Section 3 builds on the core facilities shown here and addresses gaps and deficiencies in the existing system.

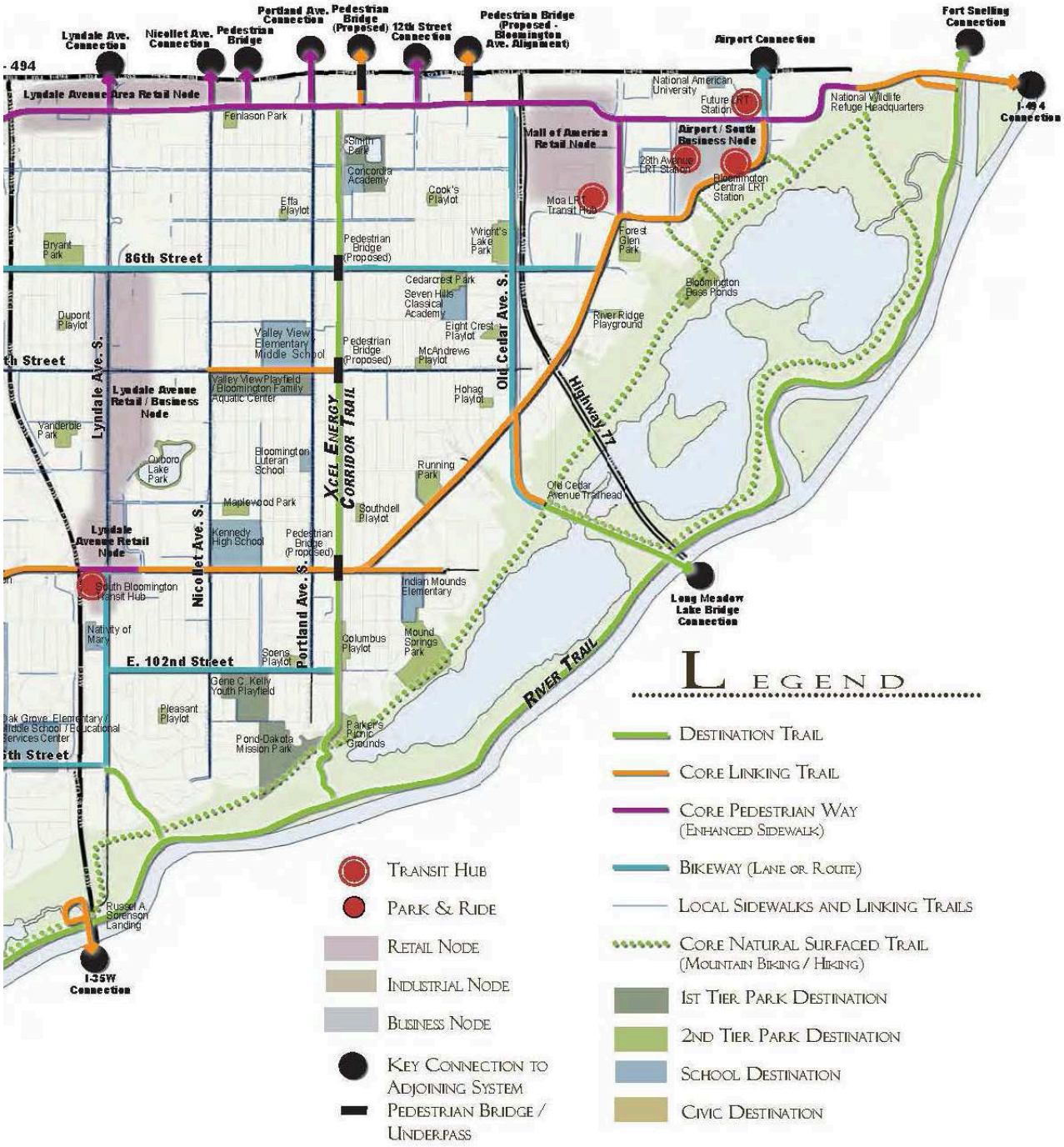
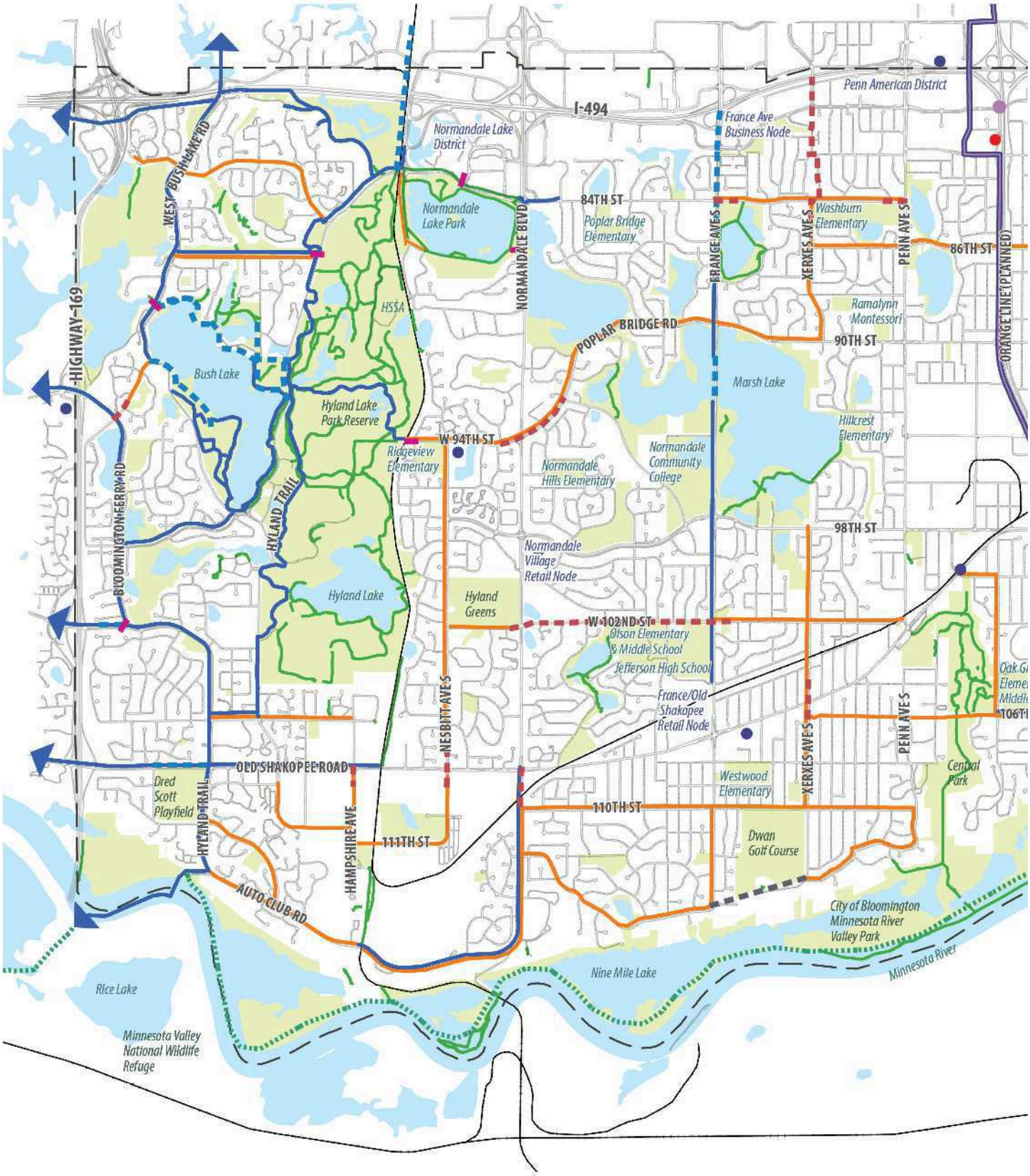

Lyndale Ave. Connection
Nicollet Ave. Connection
Pedestrian Bridge
Portland Ave. Connection
Pedestrian Bridge (Proposed)
12th Street Connection
Pedestrian Bridge (Proposed - Bloomington Ave. Alignment)
Airport Connection
Fort Snelling Connection
I-494 Connection
I-35W Connection
Long Meadow Lake Bridge Connection
Lyndale Avenue Area Retail Node
Mall of America Retail Node
Airport / South Business Node
Lyndale Avenue Retail / Business Node
Lyndale Avenue Retail Node
86th Street
E. 102nd Street
Lyndale Ave. S.
Nicollet Ave. S.
Portland Ave. S.
Old Cedar Ave. S.
Highway 77
Xcel Energy Corridor Trail
River Trail
Legend
Destination Trail
Core Linking Trail
Core Pedestrian Way (Enhanced Sidewalk)
Bikeway (Lane or Route)
Local Sidewalks and Linking Trails
Core Natural Surfaced Trail (Mountain Biking / Hiking)
1st Tier Park Destination
2nd Tier Park Destination
School Destination
Civic Destination
Transit Hub
Park & Ride
Retail Node
Industrial Node
Business Node
Key Connection to Adjoining System
Pedestrian Bridge / Underpass

Figure 1.5: *Existing System and Gaps*



I-494
Lyndale Ave Area Retail Node
Mall of America Retail Node
South Loop District
Minnesota Valley National Wildlife Refuge Headquarters
Smith Park
HIGHWAY 77
BLUE LINE
ORANGE LINE (PLANNED)
LYNDALE AVE S
NICOLLET AVE S
PORTLAND AVE S
RED LINE (PLANNED)
Lyndale Ave Retail/Business Node
Valley View Elementary & Middle School
Minnesota DNR (Fort Snelling Park)
OLD CEDAR AVE S
Long Meadow Lake
Kennedy High School
Lyndale Ave Retail Node
OLD SHAKOPEE ROAD
Indian Mounds Elementary
I-35W
E 102ND ST
Oak Grove Elementary & Middle School
106TH ST
City of Bloomington Minnesota River Valley Park
Black Dog Lake
Minnesota Valley National Wildlife Refuge
Existing Off-Street Trails
Existing On-Street Facility
Existing Park Trails
Existing Gaps, Off-Street Trails
Existing Gaps, On-Street
Existing Gaps, Undetermined
Planned Minnesota Valley State Trail
Transit Centers
Park & Ride Lots
Transitways and Stations
Bloomington Municipal Boundary
Railroad
Open Water
Parks
Grade-separated Crossing (proposed and existing)
0
0.5
1
Miles

Public Participation in Shaping the Plan

The staff advisory committee, focus group meetings, an on-line questionnaire, open houses, stakeholder interviews, presentations to local boards and commissions, website information and newspaper articles provided a variety of opportunities for the community to provide input into the planning process. These insights were valuable in many ways, especially in consideration of various routing options for trails and bikeways. The following summarizes the key points of these interactions.

Although the list is not an exhaustive reiteration of the issues brought up during the public process, it does capture the key themes and issues that the plan attempts to address. See Appendix A for overall summary of community input.

Community Engagement:

300+ On-line Questionnaires Received

3 Community Open Houses (60+ attendees)

3 Focus Group Meetings (17 participants)

Farmers Market

South Loop Charrette

Sun Current

Bloomington Briefings

Website

Figure 1.6: *Summary of Input from Public Participation - by category*

Barriers to Walking and Biking

- Lack of sidewalks/trails
- Lack of on-street bike lanes and facilities (i.e. bike racks, tire pumps)
- Lack or poor condition of crosswalks
- Poor sidewalk/trail maintenance (including plowing)
- High traffic volumes on major roads
- Highway crossings, particularly across/over I-494
- Missing connections between existing trails/sidewalks
- Missing connections between parks/recreation areas
- Lack of crossings/facilities across highways and Minnesota River

Improvements to Walking Conditions (see Figure 1.98)

When asked to rate the importance of various improvements:

- 61% of questionnaire respondents rated "Street crossing safety improvements" as very important
- 49% of respondents rated "Maintenance" as very important
- 44% of respondents rated "Additional sidewalks" as very important

Common Desired Locations - Walking

- France Avenue - Safer trail; wider sidewalks; safer crossings (108th, Heritage Hills, 98th, 494)
- Normandale Boulevard - Improve/widen sidewalk; improve road conditions; bike lanes; crosswalks
- Old Shakopee Road - Wider sidewalks; crosswalks; repaving; traffic calming
- Bush Lake Road - Sidewalk or trail; crossings
- Penn Avenue - Wider/separated sidewalks
- Crosswalks needed at various locations
- Connections between existing trails and parks
- Pedestrian bridges and/or wider sidewalks over I-494
- Old Cedar Avenue Bridge
- Sidewalks/crosswalks around Jefferson H.S. and Olson ES/MS

Figure 1.7: *Online Questionnaire Summary at Open House #1* *Full summary graphic is shown as part of APPENDIX A.*

What we've heard so far: Online Questionnaire Summary

Almost 300 people have participated in an online questionnaire to gather initial input on Alternative Transportation Plan (ATP) updates needed! The questionnaire, along with input from community open houses and focus groups, will inform final ATP plan updates. The following is a summary of questionnaire responses received to date.

There's still time to fill out the online questionnaire!

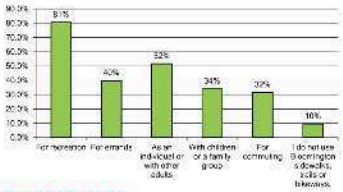
To view the online questionnaire, go to:

https://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/alttrans.htm

Or scan with your smartphone:

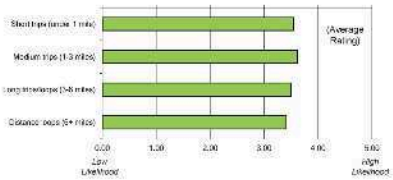
SIDEWALK, TRAIL, AND BIKEWAY USE

How do you use Bloomington sidewalk, trails, and bikeways? Check all that apply.



TRIP DISTANCES

Check the box describing the preferred length of walking or biking trip that you are likely to take



BARRIERS TO WALKING AND BIKING

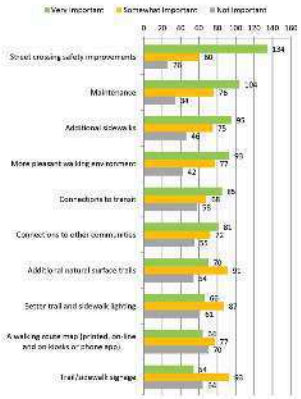
Respondents listed a number of barriers to walking and biking in Bloomington. Common issues raised include:

- *Lack of sidewalks/trails*
- *Lack of on-street bike lanes*
- *Lack or poor condition of crosswalks*
- *Poor sidewalk/trail maintenance*
- *High traffic volumes on major roads*
- *Highway crossings, particularly across/over I-494*
- *Missing connections between existing trails/sidewalks*
- *Missing connections between parks/recreation areas*

IMPROVEMENTS - WALKING

In your opinion, how important are the following to improving walking conditions in Bloomington? (see chart below)

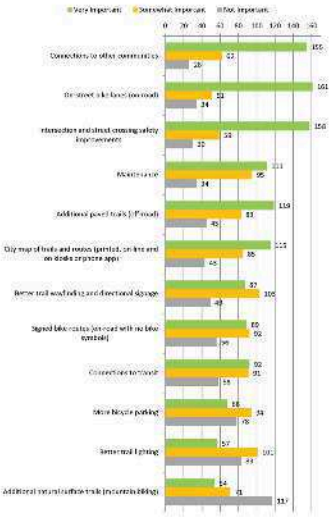
- *61% of respondents rated "Street crossing safety improvements" as very important*
- *49% of respondents rated "Maintenance" as very important*
- *44% of respondents rated "Additional sidewalks" as very important*



IMPROVEMENTS - BIKING

In your opinion, how important are the following to improving bike conditions in Bloomington? (see chart below)

- *66% of respondents rated "On-street bike lanes (on-road)" as very important*
- *65% of respondents rated "Connections to other communities" as very important*
- *63% of respondents rate "Intersection and street crossing safety improvements" as very important*



PRIORITY LOCATIONS - WALKING

Please list your top three priority locations and type of improvements needed to improve walking conditions in Bloomington.

Common responses include:

- *France Avenue - Safer trail; wider sidewalks; safer crossings (108th, heritage hills, 98th, 494)*
- *Normandale Boulevard - Improve sidewalk/road conditions; bike lanes*
- *Old Shakopee Road - Wider sidewalks; crosswalks; repaving; traffic calming*
- *Bush Lake Road - Sidewalk or trail; crossings*
- *Penn Avenue - Wider/separated sidewalks*
- *Crosswalks needs at various locations*
- *Connections between existing trails and parks*
- *Ped bridges and/or wider sidewalks over I-494*
- *Old Cedar Avenue bridge*
- *Normandale - Improve/widen sidewalk; crosswalks*
- *Sidewalks/crosswalks around Jefferson H.S. and Olson ES/MS*

PRIORITY LOCATIONS - BIKING

Please list your top three priority locations and type of improvements needed to improve biking conditions in Bloomington.

Common responses include:

- *Old Shakopee Road - Bike lanes*
- *France Avenue - Bike Lanes; improve road conditions; trail; sidewalk*
- *Crossing I-494 - Bike lanes; bike/ped bridge (12th Avenue, France Avenue, Portland, Bush Lake)*
- *Penn Avenue - Bike Lane; sidewalks*
- *Bush Lake Road - Bike Lanes*
- *Hyland Park - Connections through park and to Bush Lake*
- *American Boulevard - various comments*
- *Mall of America - improved bike/walk access*
- *Old Shakopee Road - Improve conditions; bike lane; widen trail*
- *Old Cedar Avenue - Bridge; bike lanes*

For more details on the questionnaire, see the full printout of responses received to date.

QUESTIONAIRE SUMMARY **BLOOMINGTON ALTERNATIVE TRANSPORTATION PLAN UPDATE**

Figure 1.8: *Summary of Input from Public Participation (Continued)*

Improvements to Biking Conditions (see Figure 1.9)

As part of the on-line survey, when asked to rate the importance of various improvements:

- 65% of questionnaire respondents rated "On-street bike lanes (on-road)" as very important
- 63% of respondents rated "Connections to other communities" as very important
- 64% of respondents rate "Intersection and street crossing safety improvements" as very important

Common Desired Locations - Biking

- France Avenue - Safer trail; wider sidewalks; safer crossings (108th, Heritage Hills, 98th, 494)
- Normandale Boulevard - Improve sidewalk/road conditions; bike lanes; improve/widen sidewalks; crosswalks
- Old Shakopee Road - Wider sidewalks; crosswalks; repaving; traffic calming
- Bush Lake Road - Sidewalk or trail; crossings
- Penn Avenue - Wider/separated sidewalks
- Crosswalks needed at various locations
- Connections between existing trails and parks (Hyland Park, Bush Lake Beach)
- I-494 - Need ped bridges and/or wider sidewalks over
- I-35W - Lack of safe crossings (esp. south of 86th/98th street)
- Lack of safe crossings for highways (494, 35W, 62, 77)
- Minnesota River - lack of crossings (77, 35W, west side of city, Cedar)
- Need biking connections south into Burnsville
- Need connections from 86th Street route
- American Blvd and area around MOA- traffic, lack of trail/bike lanes
- 98th Street - lack of bike lanes
- Old Cedar Avenue Bridge
- Sidewalks/crosswalks around Jefferson H.S. and Olson ES/MS

General Comments

Many of the comments included here were documented as part of the 2008 ATP planning process and echoed in recent public input. These ideas are reiterated here and continue to inform recommendations in the updated plan.

- True system of trails and sidewalks is lacking in the city; bike and ped facilities are not always connected to another route or destination
- Transportation infrastructure focuses on moving vehicles, not pedestrians or bicyclists, around the city
- Trail and sidewalk systems need to complement each other and provide sufficient wayfinding, connect to destinations, relate to neighborhoods, and provide access to schools, parks, and libraries; Direct route to destination is often missing
- Lack of support facilities is an issue – such as bike racks/lockers at destinations, bike shelters at the select destinations
- Weather-proof system – year round use desired, but have to deal with maintenance and design issues (plowing, grades, drainage, width of facility)
- Accommodation of and separation between different user groups
- Needs of elderly and disabled population need to be considered; consider universal design to improve readability for signage
- Signal timing is a concern with respect to having enough time for pedestrians and bicyclists to safely get across intersections; signals are triggered by cars, but not bikes or pedestrians - need to design for all users
- Provide signage in multiple languages to reflect diversity of city
- Safety is a big concern – safe routes to school, intersections, separation between vehicles and pedestrians/bicyclists; traffic calming measures are important
- Public perception of safety is also issue – education, right type of facilities, adequate lighting, and police enforcement of laws are all necessary to change perception
- Cultural change is a possibility – but need to create that environment through good planning, education, promotion, enforcement, and commitment of resources
- Faith community, Chamber of Commerce, health care community, staging events are all possible avenues for education and promotion
- Cost is a key consideration – What can the City of Bloomington reasonably afford to do?

***Figure 1.9:* Questionnaire Responses:** *In your opinion, how important are the following to improving walking conditions in Bloomington?*

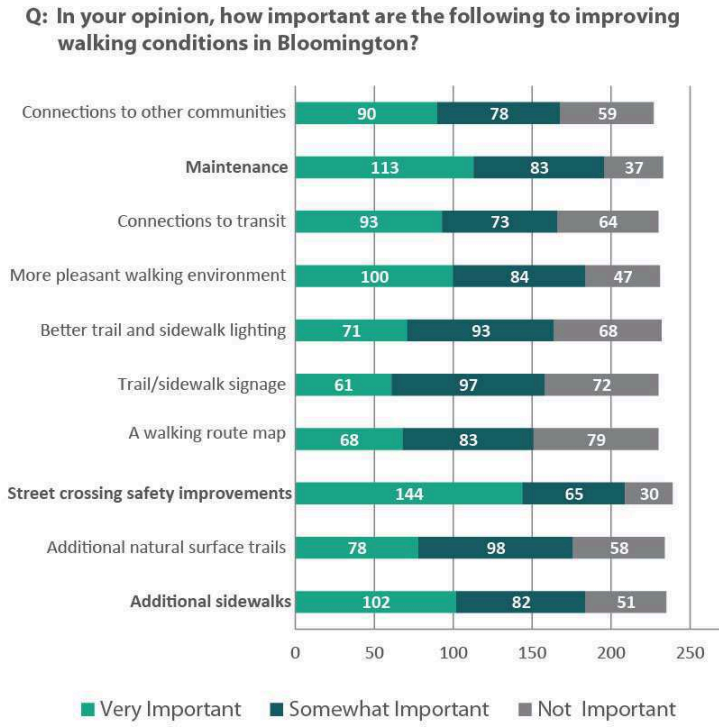
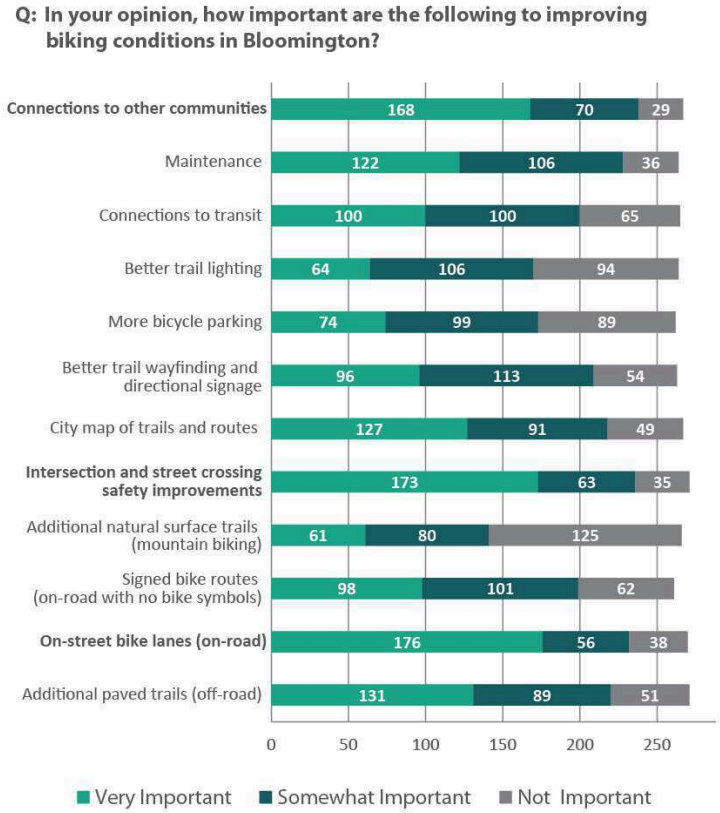
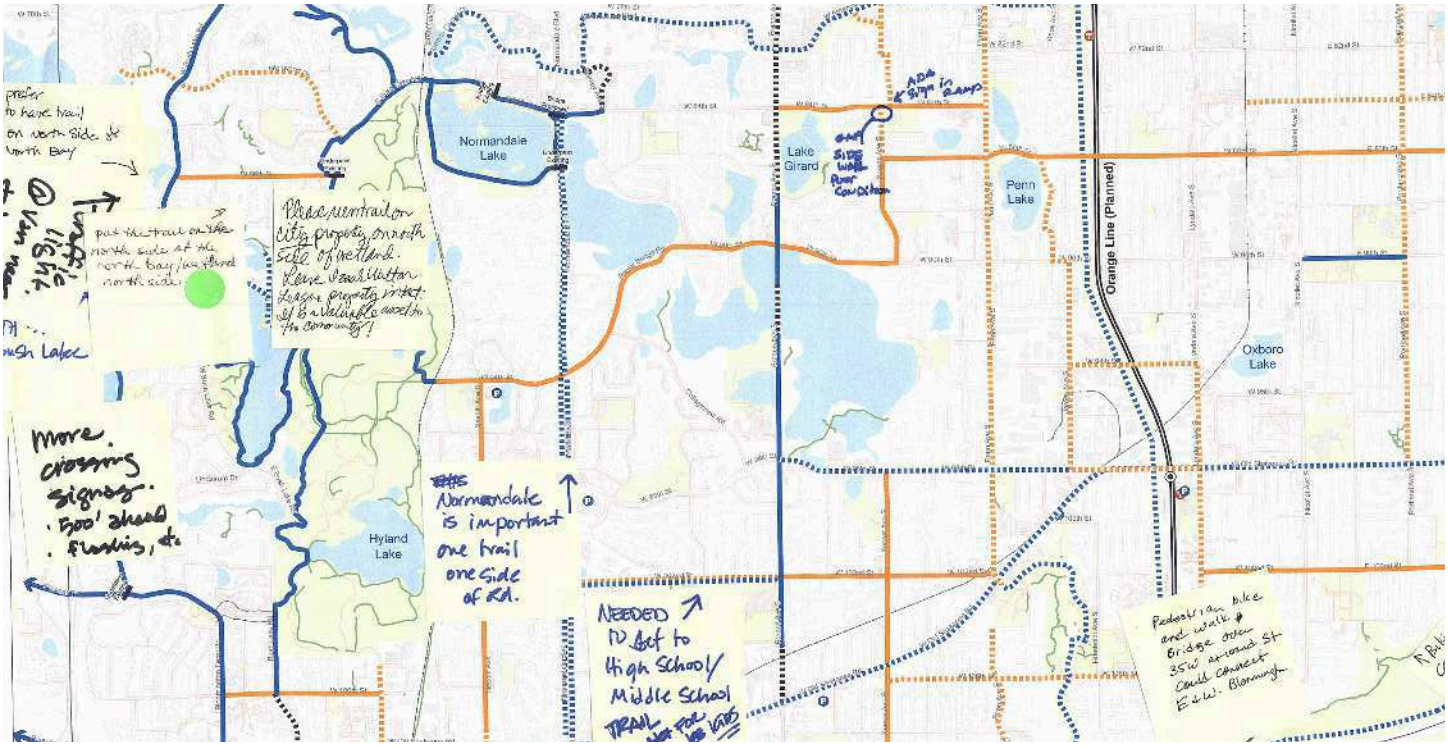


***Figure 1.10:* Questionnaire Responses:** *In your opinion, how important are the following to improving biking conditions in Bloomington?*





Annotated map from community open house

Findings from Complementary Regional Studies

The ATP system needs to be a reflection of current macro-trends and regional context. Broad topics such as climate change, health and active living and changing demographics all have a profound influence on bicycling and walking at a local level.

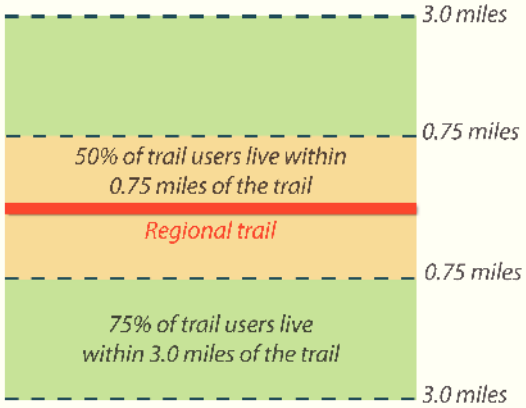
In addition to findings from the public process, a variety of state and regional trends have influenced planning outcomes, as the following considers. Findings by the Metropolitan Council, MN DNR, and other agencies suggests that future growth in participation in many areas of outdoor recreation is not as assured as was the case a decade or two ago. In numerous activities, research indicates that participation rates are expected to actually decline as Minnesotans shift their activity patterns based on evolving interests, age, and access to newer forms of recreation. Other key findings pertinent to this plan include:

- Barriers to getting outdoors include time, family obligations, work responsibilities, lack of money, weather, insects (uncontrollable environment), lack of outdoor skills and equipment, lack of information and knowledge, and concerns about personal safety
- More ethnically diverse population with more widely varying expectations
- Obesity/health issues on the rise, with lifestyle choices a key factor
- Greater diversity in recreation opportunities available to all age groups
- Funding issues – less Local Governmental Aid (LGA) and other public dollars for acquisition and capital improvements; suggests greater need for non-traditional approaches
- Technology is competing for people's discretionary time and creating more sedentary time
- Energy costs are rising and limiting people's willingness to travel very far for recreation
- Climate change is impacting our natural resources and weather
- Growing disconnection with nature, which impacts personal development, societal well-being, stewardship of natural areas; also contributes to nature-deficit disorder in youth

In communities throughout the Twin Cities' Metro Region, trails and bikeways continue to be one of the most popular recreation and transportation facilities. These facilities offer low cost transportation options, are good for the environment because they reduce automobile use, and they promote an active population. They also provide essential connectivity for those who cannot or choose not to drive including low income households, children, and the elderly. Trail based activities such as walking, hiking, biking, jogging, and dog walking are among the primary activities in regional parks (2008 Metropolitan Council Regional Parks and Trails Survey).

Trail research by the Metropolitan Council suggests that the majority of trail users live within three miles of the trail they are using, as Figure 1.110 illustrates. Providing residents with regional or community trails within 0.75 miles of their house provides the most benefit to residents.

Figure 1.11: *Travel Distances For Regional Trails*



Conclusions

The input received from residents during the public process, along with recreation, public health, and transportation trends, influenced this plan's recommendations for the ATP system and implementation. Despite varying opinions on specific needs, issues, and priorities, it is important to underscore that all residents that participated in the planning process consider a more robust alternative transportation system to be a valuable quality of life improvement.

In response to these inputs, the system emphasizes the following key points:

» Quality is as or more important than quantity for encouraging use of alternative transportation features and facilities; providing high quality, safe, and well-maintained facilities will attract greater public use and in turn, increase public value and satisfaction

» Future improvements should look to fill in missing connections in the system- between routes and to key destinations

» The system must be balanced, diverse, and flexible enough to adjust to ever-changing needs of the community

Section 2: Visions and Values explores more deeply the vision, values, and principles that undergird the ATP. Section 3: ATP System describes the future alternative transportation system, key routes and destinations, facility types, and best practices for the design of alternative transportation features. Section 4: Implementation, speaks to the importance of pragmatism and balanced, incremental implementation and evaluation and maintenance.

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Vision and Values
SECTION 2

July 2016

Overview

This section of the plan describes the core vision and accompanying values associated with the alternative transportation system. These provisions establish the underlying rationale for making significant improvements to the public infrastructure over time to improve the quality of life in the City of Bloomington and better serve the transportation needs of individuals and families living, working, and recreating in Bloomington.

Citywide Vision and Values Statement

The ATP is consistent with and builds upon the broader community vision articulated in the city's 2008 Comprehensive Plan. The community vision is supported by a values statement, as the following reiterates. (The provisions most pertinent to the ATP are in **bold**).

Values Statement:

Bloomington is a community that people seek out as a place to live, conduct business and recreate. We have achieved this status by creating vibrant, safe, welcoming neighborhoods and by working together with our neighbors to promote the fun and vitality of community life.

» We choose to shape the future rather than reacting to a changing environment.

» We provide our children with the educational opportunities to succeed and lead Bloomington into the future.

» We support the efforts of our business community, ensuring the availability of quality jobs, goods and services.

» We are stewards of our environment, promoting sustainability of our many resources and the creation of inviting public spaces.

» We strive to preserve and enhance neighborhood vitality while promoting a strong balanced local economy.

Community Vision:

To build and renew the community by providing services, promoting renewal and guiding growth in an even more sustainable, fiscally sound manner.

Our people are:

» Active: We participate in community life.

» Cooperative: We help and support each other for the benefit of all.

» Respectful: We hold our people and our institutions in high regard.

» **Healthy: We support actions that promote our physical and emotional well-being.**

Our neighborhoods are:

» **Safe: Our personal safety is our highest priority.**

» Welcoming: We are friendly and open to all that live and work here.

» **Enjoyable: We have high quality recreation and open spaces available to all**

» Diverse: A variety of living options are available to all.

Our businesses:

» Provide an important foundation for building community.

» Supply good jobs: We have many high quality employment opportunities available.

» Provide a variety of goods and services: Convenient and plentiful goods and services are available.

» Are active partners in community: Our businesses are engaged in civic life.

Our Government:

» **Is a reflection of our community aspirations.**

» **Spends tax revenues wisely: We invest our resources prudently for the benefit of all.**

» **Encourages public participation: We ask our citizens for their opinions and their help.**

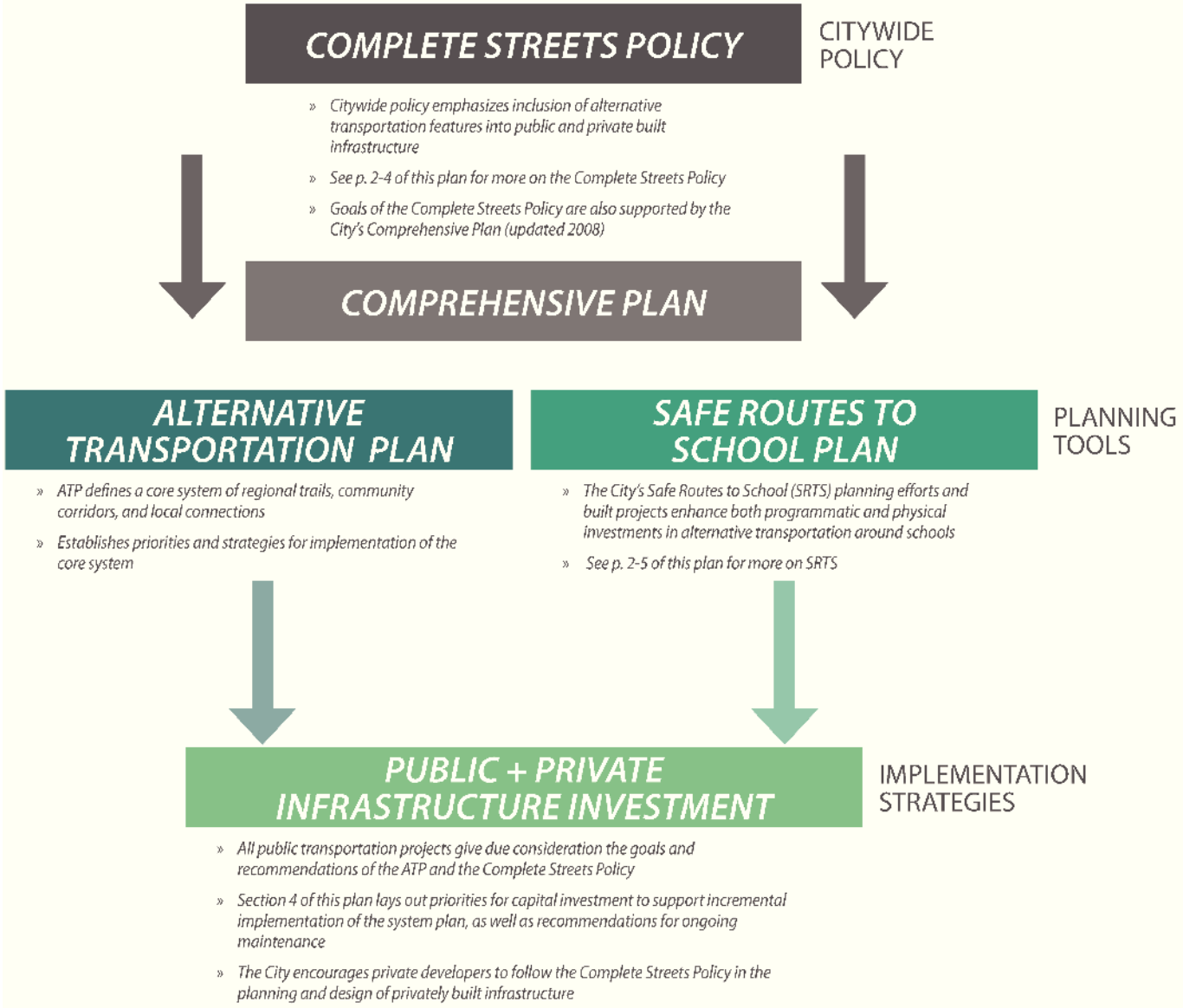
» **Anticipates and adapts to challenges and opportunities: We plan for the future and take action.**

» **Maintains and preserves public assets: We protect our environmental resources and maintain quality public facilities.**

Alternative Transportation Policy and Planning Framework

The following section describes the key policy and planning tools guiding the development of the alternative transportation system in the City of Bloomington. As the diagram below illustrates, a Complete Streets Policy provides overarching direction and goals for the development of alternative transportation features in the City's public and private infrastructure. The Alternative Transportation System Plan described in this report, as well as planning efforts under the Safe Routes to School Plan, provide physical plans and recommendations that support the aims of the Complete Streets Policy. Ultimately, implementation of the aforementioned plans is carried out through a combination of public and private investments.

Figure 2.1: *Alternative Transportation Policy and Planning Framework*



Complete Streets Policy

The Bloomington City Council approved a Complete Streets Policy in 2012 which completed one of the recommendations of the 2008 ATP. The policy is designed to "enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists, by planning, designing, operating and maintaining a network of multi-modal streets." Bloomington's Complete Streets Policy aligns with both the State of Minnesota and Hennepin County's Complete Streets policies (adopted in 2010 and 2009, respectively). Full text of the Bloomington Complete Streets policy can be found at:

https://www.bloomingtonmn.gov/sites/default/files/complete_streets.pdf

Key elements of the Complete Streets Policy are as follows:

- Complete Streets is a flexible transportation planning and design process that considers the safety and accessibility needs of all users in order to create a connected network of facilities accommodating each mode of travel.
- Complete Streets is not a prescriptive roadway design. Individual "complete" street designs vary based on context, including topography, road function, the speed of traffic, pedestrian and bicycle demand, local land use, and other factors. The City will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not look the same in all environments, neighborhoods, or development contexts, and will not necessarily include exclusive elements for all modes.
- Project managers of the City's transportation and development projects will give due consideration to bicycle, pedestrian, and transit facilities from the beginning of planning and design work.
- Bicycle, pedestrian and transit facilities as shown in the City's ATP will be considered in street construction, re-construction, rehabilitation projects, and all other street improvement projects except under specified conditions (see full policy for exception rules).
- Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City is committed to applying the complete streets policy to all projects implemented by the City. This includes projects that may not be included in the core network identified as part of the System Plan.
- The City will generally follow accepted or the best available technology when implementing improvements intended to fulfill this Complete Streets Policy, but will also consider innovative or non-traditional design options where a comparable level of safety for users is present.
- The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements.
- The City will work with neighboring communities, as well as other authorities who have jurisdiction within Bloomington, such as the State of Minnesota, United States Fish and Wildlife Service, Hennepin County, Three Rivers Park District and the Metropolitan Council, to enhance the regional continuity of the City's multi-modal transportation network.
- The City will encourage private developers to follow the Complete Streets Policy in the planning and design of privately built infrastructure.

City-Wide Land Use and Transportation Planning

Whereas this plan addresses alternative transportation issues at a city-wide scale, decisions made about future land uses and the larger transportation system in Bloomington will greatly affect the City's success toward realizing the vision and values of this plan. To this end, the City's 2008 Comprehensive Plan incorporates and aligns with the vision and intent of ATP. City review of transportation and redevelopment projects should continue to integrate alternative transportation and consider "active living" and "design for health" principles.

Alternative Transportation Plan

The ATP is a key planning tool that supports the City's Complete Streets Policy. The plan defines the core network of regional trails, community corridors, and local connections, and provides guidance and resources for the design of alternative transportation facilities. See Section 3 for more details on the alternative transportation system. The Complete Streets Policy applies to all City street planning and subsequent improvements, regardless of whether a particular improvement is included in the ATP.

Safe Routes to School

The goal of the City's Safe Routes to School (SRTS) planning is to engineer a safer transportation network through improvements that minimize conflicts between motorists and pedestrians, reduce vehicle speeds and maximize accessibility to safe crossings, sidewalks and trails. Infrastructure improvements are conducted as part of a comprehensive program, which is implemented incrementally on a priority basis in partnership with the School District.

SRTS Projects in the Planning Phase

Safe Routes to School District-Wide Plan: The City and School District are currently working together to complete a Safe Routes to School District-Wide Plan. The objective of the Plan is to identify ways to facilitate and encourage walking and biking to school. The Plan will provide recommendations for education, encouragement, enforcement, engineering and evaluation. Key outcomes of the plan will include:

- School walking maps that show existing pedestrian and bike facilities around each elementary and middle school in Bloomington; these maps will be published by the City and School District as a tool for families to identify their preferred walking route
- Prioritization of safety improvement recommendations
- Recommended site-based encouragement activities

Even though the working draft Plan is being used and work has already begun to address the safety concerns identified during the Plan development. It is anticipated that the updated Plan will be ready for presentation to the School Board and adoption by the City Council in early 2017.

Other SRTS Projects: Several location-specific SRTS projects are currently planned, including:

- Pedestrian crossing safety improvements on Portland Avenue at Bishoff Lane (Valley View Middle and Elementary Schools) (2016 construction)
- Pedestrian and bicycle improvements around Thomas Jefferson High School and Hubert Olson Middle and Elementary Schools (2016 construction)
- Pedestrian and bicycle safety improvements along W 106th Street and East Bloomington Freeway (Oak Grove Middle and Elementary Schools) (2018 proposed year)

Completed SRTS Projects

Several school pedestrian improvement projects have already been completed including:

- **SRTS MnDOT/Federal Funded Projects:** In 2010, the City filled gaps in the sidewalk network around four schools:
  - **Poplar Bridge Elementary:** Sidewalk infill along west side of Morris Avenue between 86th and 85th Streets
  - **Valley View Elementary and Middle Schools:** Sidewalk infill along west side of 3rd Avenue between E 91st and E 92nd Streets

Figure 2.2: *City of Bloomington Public Schools Pedestrian Improvements (source: City of Bloomington)*

- **Valley View Elementary and Middle Schools:** Sidewalk infill along north side of 88th Street between Park Avenue and 15th Avenue

» **Oak Grove Middle and Elementary Schools:** Enhanced crosswalk across West 106th Street; right turn bay on West 106th Street into the school driveway; and a mixed-use trail along West 106th Street between Humboldt Avenue East and the I-35W ramp

» **Jefferson High School:** Enhanced crosswalk added to the existing West 102nd Street crosswalk at Harrison Avenue

» **Ridgeview Elementary:** Mid-block crossing on Nesbitt Avenue relocated to a safer location by the City and supplemented with ADA accessible pedestrian ramps; on-site trail reconstructed by the District

» **Washburn Elementary:** Enhanced crosswalk constructed on West 84th Street; West 84th Street and Xerxes Avenue signal replaced with many pedestrian improvements; striping on West 84th Street modified from a 4-lane to a 3-lane; right turn bay constructed for right turning vehicles that stack onto West 84th Street from the school driveway; and school driveway opening widened and median separation added between the entering and exiting vehicles.

» Other minor modifications have been completed to improve pedestrian safety around schools including the addition of street lighting at crosswalks and the restriction of parking within 100 feet in advance and 50 feet past school crosswalks

» Bike racks have been added at many of the schools throughout the City/District with the use of Statewide Health Improvement Plan (SHIP) funding for SRTS

» **Kennedy High School:** Enhanced crosswalk added across Nicollet Avenue at Kennedy High School driveway.

Enhanced crosswalk at Oak Grove Middle School

In Support of Active and Healthy Living

A flurry of recent public health initiatives and studies tout the benefits of active and healthy living and reinforce the public health goals of Bloomington's ATP and policy directions. The following describes key research findings and resources relevant to the formation of this plan.

Active Living By Design – A Complementary Philosophy

The "Active Living by Design" movement spreading across the country is a complementary philosophy to that of Bloomington's own vision and values. As defined by one of the initiators of the movement, active living by design "is a way of life that integrates physical activity into daily routines." Key principles of this movement that apply to Bloomington include:

» Physical activity is a behavior that can favorably improve health and quality of life

» Everyone, regardless of age, gender, language, ethnicity, economic status or ability, should have safe, convenient and affordable choices for physical activity

» Buildings should be designed and oriented to promote opportunities for active living, especially active transportation

» Transportation systems, including transit, should provide safe, convenient and affordable access to housing, worksites, schools and community services

» Parks and green space, including trails, should be safe, accessible and part of a transportation network that connects destinations of interest, such as housing, worksites, schools, community services and other places with high population density

» Municipalities and other governing bodies should plan for ongoing interdisciplinary collaboration, promotion of facilities, behavioral supports, policies that institutionalize the vision of active living, and routine maintenance that ensures continued safety, quality and attractiveness of the physical infrastructure

Active Living by Design *is a national program of the Robert Wood Johnson Foundation and is part of the UNC School of Public Health in Chapel Hill, North Carolina. Additional information and support is available online at http://www.activelivingbydesign.org/.*

Figure 2.3: *Key Research Findings from the Design for Health Initiative*

Costs of Physical Inactivity

Physical inactivity causes numerous physical and emotional well-being concerns, is responsible for an estimated 200,000 deaths per year in the United States, and contributes to the obesity epidemic. The design of communities and the presence or absence of parks, trails, and other quality public recreational facilities affects people's ability to reach the recommended 30 minutes each day of moderately intense physical activity. A growing number of studies show that people in activity-friendly environments are more likely to be physically active in their leisure time. For example, findings clearly suggest that better access to facilities, pleasant surroundings, safe places, walkable neighborhoods, and activity-friendly environments all encourage higher levels of active recreation. Proximity, connectivity, and design quality of alternative transportation infrastructure can be added to this list to encourage higher levels of alternative transportation.

Giving children better access to healthy choices is vital to reducing the rate of obesity. Since the 1970s the percentage of obese children 6 to 11 years old has tripled. Obesity has doubled among preschool children and adolescents. Turning these statistics around means increasing children's physical activity and improving what they eat. Much research has focused on educating children and changing their behavior, but these approaches have had limited success. Changing the environments in which children eat and play is now seen as an essential strategy in fighting the obesity epidemic.

Accessibility

Being able to reach or access a variety of destinations (e.g., jobs, financial institutions, social contacts, health services, grocery stores) is critical to many dimensions of a healthy community. Particularly for the elderly, the young or the financially disadvantaged, transit is the mode of transportation that provides such access (where walking or cycling is too burdensome). Opportunities to access transit service, in terms of service location and service time, often rely on certain levels of density.

Emotional Well-Being

A number of studies have demonstrated how direct contact with vegetation or nature leads to increased mental health and psychological development. Recent data show that depression and other mental-health disorders will account for some of the world's largest health problems in upcoming decades. People do not have to actively use nature to benefit from it; rather, visual exposure is enough. It is important to consider that different groups of people have differing views of what constitutes nature in the built environment, with variation by education level, age, ethnicity, profession, residential location, etc.

Design for Health *provides a series of informational fact sheets on a host of planning issues in support of local comprehensive planning. The informational sheet related to promoting accessibility and physical activity through comprehensive planning and ordinances may be of particular value, as is the case with other fact sheets in this series. Additional information and support is available online at http://www.designforhealth.net/ .*

Metropolitan Council Twin Cities Regional Bicycle System Study

In an effort to improve the region's on-street and off-street biking facilities, the Metropolitan Council initiated this study to provide the basis for updating the bicycling section for the transportation policy plan. This study used local data and stakeholder input to identify key regional destinations, identify a regional bicycle transportation network with priority corridors and provide a framework for monitoring the performance of the regional bicycle transportation system on an on-going basis. Tier 1 and Tier 2 corridors identified in this plan occur within the City of Bloomington.

Design for Health Initiative

Through their Design for Health initiative, the University of Minnesota and Blue Cross and Blue Shield of Minnesota have developed a set of complementary research findings that further enhance the active living philosophy and provide tools that support integration into the fabric of community plans. The information in Figure 2.3 provides an overview of pertinent findings from this research.

Design for Health bridges the gap between the emerging research base on urban design and healthy living and the questions and priorities of local governments. The first phase of the initiative (2006-2008) created innovative, practice-oriented tools to help integrate human health into urban planning and environmental design in nineteen partner communities. The second phase focused on tool development and public education. Partner communities in the program received various forms of technical assistance and training through the University of Minnesota.

BPH Healthy Lifestyle Initiative

Bloomington Public Health (BPH) promotes practices and behaviors to help people stay healthy. BPH's range of services is far-reaching, providing health care for all ages. One of the core principles of this service is the promotion of healthy and active lifestyles to prevent disease, such as heart attacks, obesity, and Type-2 Diabetes. To this end, BPH fully embraces the vision, values, and philosophies defined in this section as an essential part of enhancing the health and wellness of the community and improving the quality of life in Bloomington.

Alignment with Regional Plans and Policies

Across the region and country, there is growing recognition and real action being taken to more effectively incorporate pedestrian and bicycle traffic into multi-modal transportation systems. The following describes the major policies and design standards emerging in the region and the implications for local nonmotorized transportation planning.

Hennepin County Pedestrian Plan (2013)

This Hennepin County Pedestrian Plan addresses the county's role in making walking a safe and easy choice for residents. The plan is intended to guide implementation of pedestrian improvements within Hennepin County. This plan identifies three overarching goals:

- *GOAL 1: Improve the safety of walking*
- *GOAL 2: Increase walking for transportation*
- *GOAL 3: Improve the health of county residents through walking*

The plan lays out broad strategies for improving pedestrian safety and access, but largely does not specify locations. Recommendations in the plan are intended to serve as guidance for future roadway construction and maintenance projects, and to highlight implementation strategies and key enhancements for existing county pedestrian facilities.

Hennepin County 2040 Bicycle Transportation Plan

The 2040 Bicycle Transportation Plan updates the county's 1997 bicycle plan to reflect current and growing uses of cycling in the region.

The planned bikeway system, shown in Figure 2.5, adds new on- and off-street facilities to the existing county system, and includes a number of planned facilities in the city of Bloomington. These recommendations align with the proposed routes and system plan described in Section 3.

In addition to physical route planning, the county bicycle plan describes the policy framework within which the plan was developed as well as strategies for coordination with other regional and local planning efforts. Key goals and policy directions are summarized in Figure 2.4.

Three Rivers Park District

Hennepin County is collaborating with Three Rivers Park District (TRPD) in the creation of the 2040 Bicycle Transportation Plan to ensure appropriate coordination and connections between county and TRPD facilities. See Figure 2.6 for an excerpt of the proposed regional trail system and TRPD facilities in Bloomington.

Figure 2.4: *Key Policy Statements from the Hennepin County 2040 Bicycle Transportation Plan*

2040 Bicycle Transportation Plan Vision and Goals (pp.10-13)

VISION: Riding a bicycle for transportation, recreation, and health is a comfortable, fun, routine part of daily life throughout the county for people of all ages and abilities.

RIDERSHIP GOAL: Promote the bicycle as a mode of transportation that is practical, convenient, and pleasant for commuting, health and exercise, and outdoor recreation.

BIKEWAY SYSTEM GOAL: Collaboratively build an integrated county bicycle system that allows bicyclists of varying skills to safely, efficiently and comfortably connect to and between all destinations within the county.

SAFETY AND COMFORT GOAL: Create a safe and comfortable county bikeway system.

SUSTAINABILITY GOAL: Implement bikeways and support facilities as an essential tool in realizing environmental, social and economic sustainability.

MAINTENANCE GOAL: Protect the county's and the park district's investments in the bikeway system and reduce seasonal hazards through partnerships.

Related County Programs and Policies (pp. 75-76)

The 2040 Bicycle Transportation Plan is consistent with other county plans and policies, including:

- Hennepin County Active Living Policies and Partnerships
- Hennepin County Complete Streets Policy
- Hennepin County Transportation Systems Plan
- Hennepin County Public Works Strategic Plan
- Hennepin County Pedestrian Plan

Three Rivers Park District Vision Plan (2010) articulates the following vision for the park system:

> *Through leadership, advocacy, innovation and action, Three Rivers is a model of a sustainable regional system of parks and trails that meets the needs of the present while ensuring that the needs of future generations are well-met.*

The Vision Plan also recognizes the growing use of TRPD regional trails as transportation routes, as well as recreational destinations and underlines the importance of these connections to the multi-modal transportation network.

Metropolitan Council 2040 Transportation Policy Plan

As with Hennepin County, the Metropolitan Council supports provisions for pedestrians and bicycles as part of alternative transportation investments in cities within its jurisdiction. This is reflected in the Council's 2040 Transportation Policy Plan (TPP). The TPP, among other objectives, provides communities with guidance to help structure local land use and transportation systems in ways that maximize future transportation investments and align with regional transportation goals and objectives. Figure 2.7 highlights key guidance from the TPP.

Adjacent Agency Plans

It is most important that linkages to adjacent communities are provided and/or improved. Consistency with the bicycle plans for neighboring communities strengthens the systems in each city:

- Edina (2007)
- Richfield (2012)
- Eden Prairie (2014)
- Burnsville (1999)
- Minnesota Valley NWR Comprehensive Conservation Plan
- Minnesota DNR - Minnesota Valley State Recreation Area Management Plan (2006)
- Dakota County
- Scott County

Figure 2.5: *Planned Bikeway System, Hennepin County 2040 Bicycle Transportation Plan*

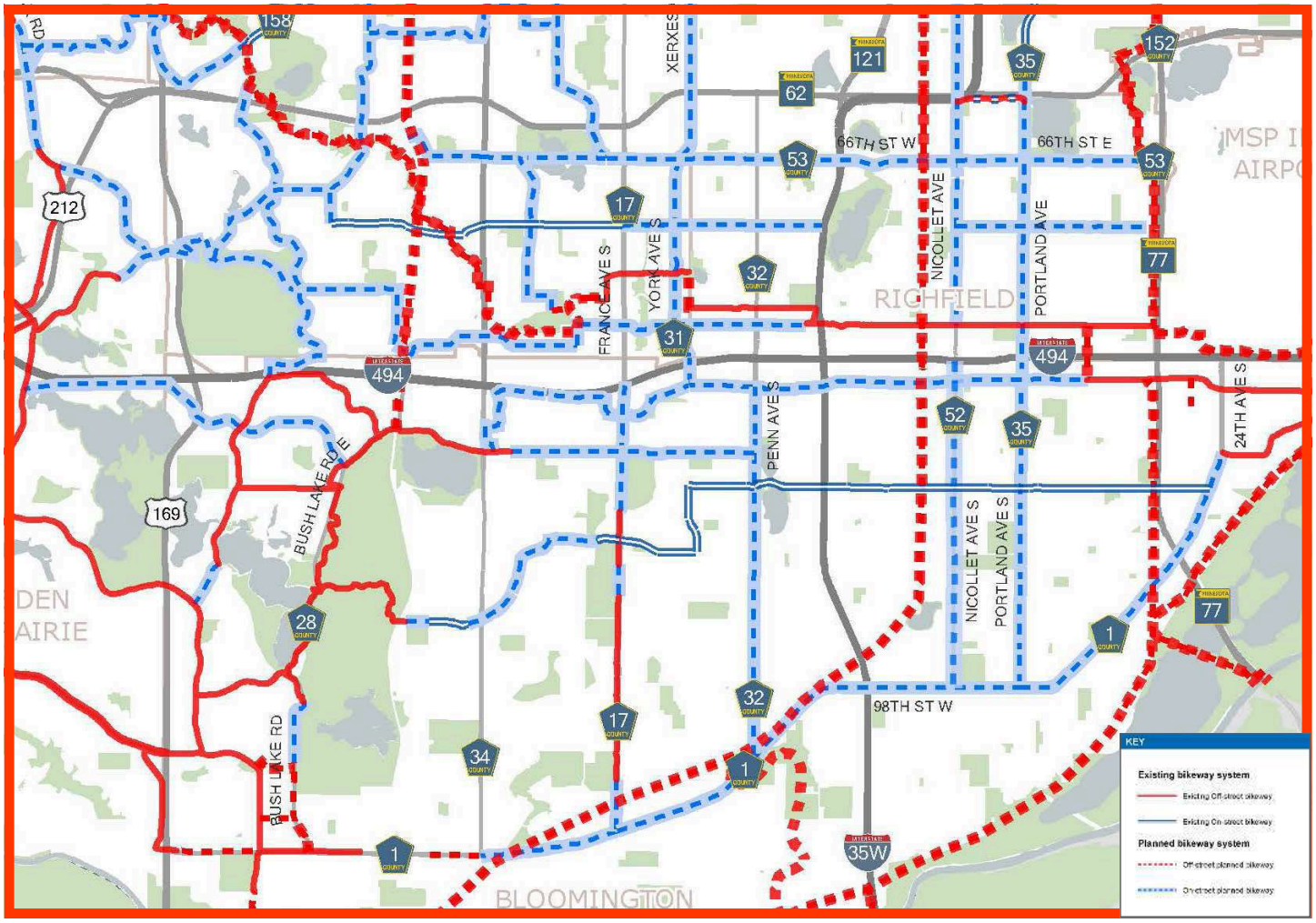
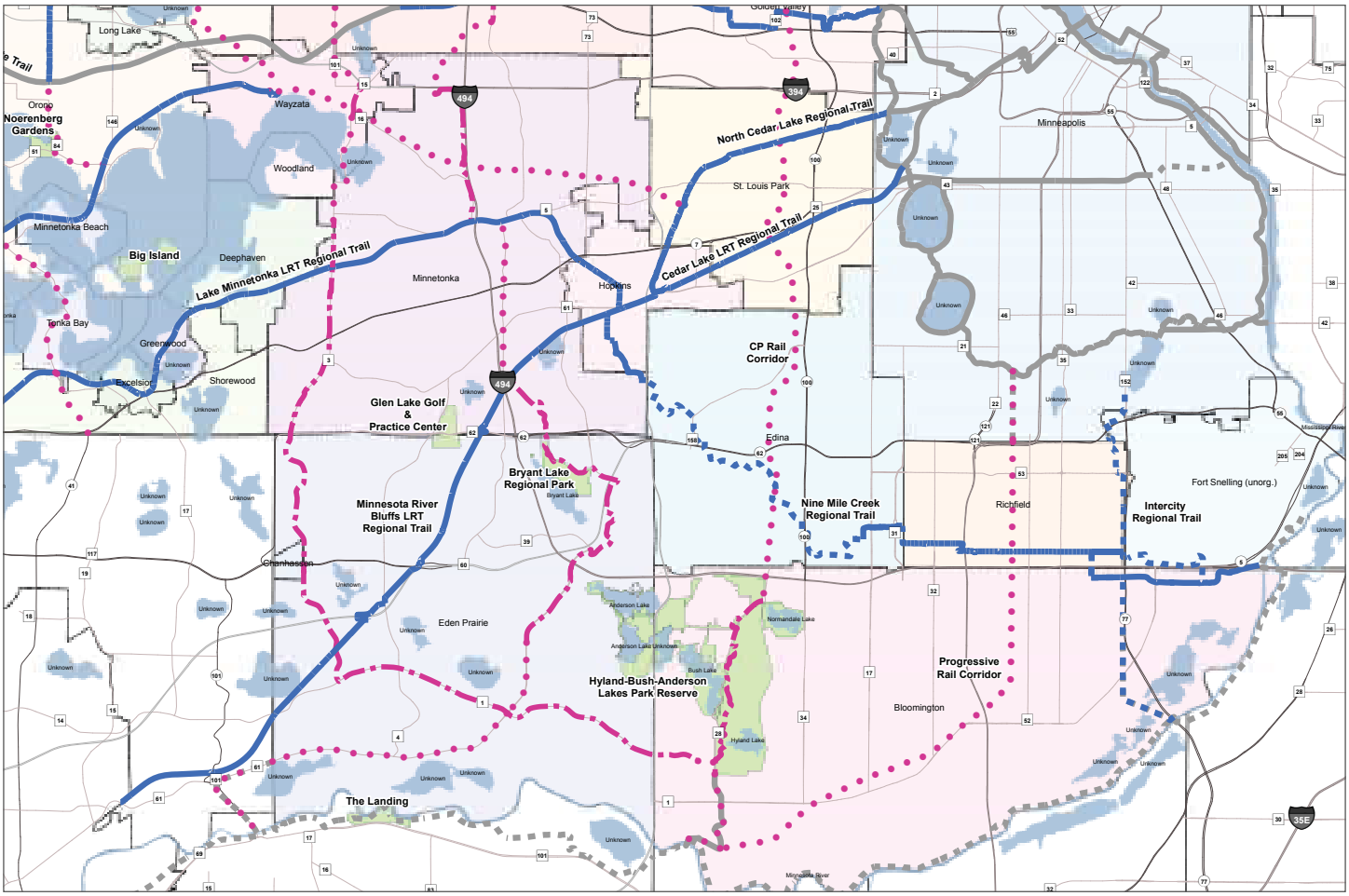


Figure 2.6: *Proposed Regional Trail System - Three Rivers Park District, Hennepin County 2040 Bicycle Transportation Plan*



Conceptual TRPD Regional Trail System

- Existing Regional Trail (Part of Existing TRPD Regional Trail System)
- Existing Local Trail - Proposed for Inclusion in TRPD Regional Trail System
- Proposed/Planned Regional Trail Corridor (Part of Existing TRPD Regional Trail System)
- Proposed/Planned Trail Corridor - Proposed for Inclusion in TRPD Regional Trail System

State and Other Non-TRPD Regional Trails

- Existing
- Planned

Figure 2.7: *Relevant Guidance from the Metropolitan Council 2040 Transportation Policy Plan*

Goals of the 2040 Transportation Policy Plan

GOAL: Safety and Security The regional transportation system is safe and secure for all users.

GOAL: Access to Destinations People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

GOAL: Competitive Economy The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state. Objectives include:

GOAL: Healthy Environment The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments. Objectives include:

GOAL: Leveraging Transportation Investment to Guide Land Use The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability. Objectives include:

Guiding Principles for the Development of Regional Bicycle Corridors

The following guiding principles should inform local planning around regional bicycle corridors identified in the Metropolitan Council's Regional Bicycle Transportation Network:

Overcome physical barriers and eliminate critical system gaps. More attention and planning will be needed at the local level to identify existing gaps in the Regional Bicycle Transportation Network and opportunities to eliminate or divert from physical barriers. The Metropolitan Council will assist locals in planning for this critical element in developing the Regional Bicycle Transportation Network.

Facilitate safe and continuous trips to regional destinations. Planning for the development of bicycle facilities along the Regional Bicycle Transportation Network, as well as for connections between the Regional Bicycle Transportation Network and local bikeway systems, should be coordinated with Metropolitan Council staff.

Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users. Local roadway conditions and geometry, along with the available off-road trails network will largely determine what alignments and facility treatments may be feasible within an established regional bicycle corridor. Local agencies should try to accommodate cyclists from ages 8 to 80 with the full range in abilities from novice to avid cyclist by providing a range of off-street and on-street bicycle facilities. In some urban, high demand corridors, it may even be desirable to provide both an on-street bike facility (like a bike lane) and a parallel off-road trail. In most corridors with space for only an on-road facility, a conventional or buffered bike lane may be the optimal solution to attract the widest range of cyclists.

Integrate and/or supplement existing and planned infrastructure. Wherever possible, it is desirable to construct bicycle facilities along existing roadways or implement trails on corridors with minimal requirements for new land acquisition. This is important to assuring that scarce dollars for bicycle infrastructure can be efficiently invested to provide a complete regional network in a shorter timeframe.

Consider opportunities to enhance economic development. When planning specific alignments for the regional bicycle corridors, local bicycle planners should work closely with their economic development and land use planners to identify opportunities to enhance and/or serve as a catalyst to community development programs and projects. Connecting residential neighborhoods with shopping, entertainment, and work centers should be a major consideration when developing bicycle facility improvement projects.

Building a High Value Alternative Transportation System

A key concept of the ATP update is building a system that will be highly valued by local residents, under the presumption that a quality system will entice higher levels of use. The values ascribed to various forms of trails, pedestrian-ways, sidewalks, and bikeways are important, because they are at the core of why a person uses a particular feature on a repeat basis. Studies clearly indicate that users make a distinction between alternative transportation features based on their perception of value, as Figure 2.8 illustrates.

As the graphic illustrates, safety and convenience are baseline determinants for whether a person will even use an alternative transportation feature irrespective of its quality. Once these two values are perceived as being acceptable, then the personal values will be given more consideration by the user. The following considers each of these values in greater detail.

Safety

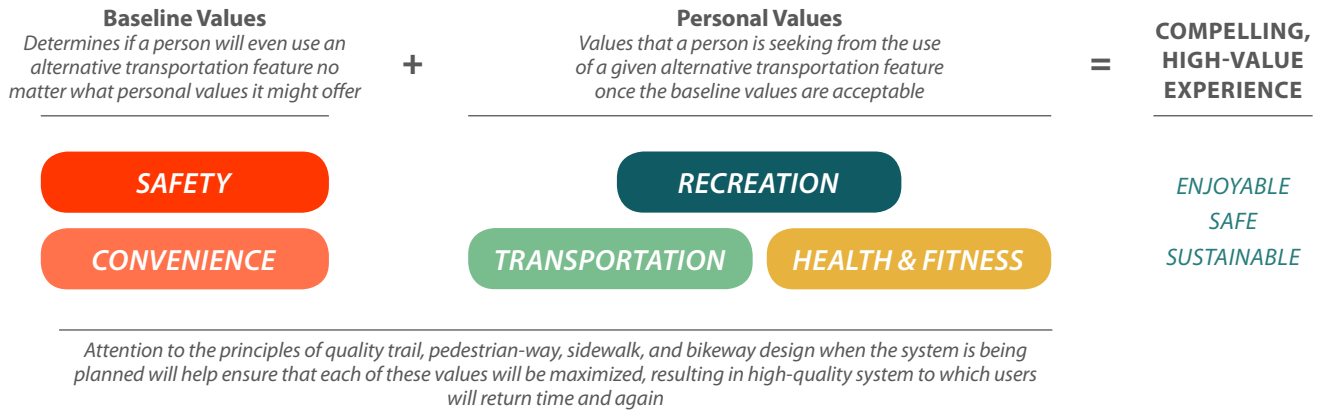
A sense of physical and personal safety is the most important value in that without it people are disinclined to use alternative transportation modes irrespective of how many other values might be provided. Physical safety can be relatively assured through good planning and design. Personal safety, which relates to a sense of well-being while using the system, is a less tangible yet still very important factor that cannot be taken lightly. This is especially important with safe routes to school, whereby parents will only allow their children to walk or bike to school if there is a high perception of safety.

Convenience

Convenience is important to day-to-day use of the alternative transportation system. As is clear from various studies, the vast majority of shared-use paved trails, for example, are used by those living within a few miles of the trail they use most frequently.

Although convenience is important, its influence is still tempered by recreational value. No matter how convenient, a poorly designed alternative transportation feature in an uninteresting setting will have limited recreational value. Alternatively, a well-designed feature in an interesting setting might draw users from some distance. The point is that all trails, sidewalks, and bikeways should be located where they are both convenient and offer the amenities that users are seeking.

Figure 2.8: *Personal Values Ascribed to Alternative Transportation Features (Adapted from MN DNR's Trail Planning, Design, and Development Guidelines, 2007)*



Recreation

Of all the values ascribed to an alternative transportation system, its recreational value is one of the most important in terms of predicting its level of use by the majority of residents, assuming that safety and convenience are not issues. In general, system features offering a high-quality recreational experience are those that:

» Are scenic and located in a pleasant setting, natural open space, or linear corridor buffered from traffic and the built environment

» Provide a continuous and varying experience that takes visitors to a variety of destinations and is a destination unto itself

» Offer continuity with limited interruptions and impediments to travel

This underscores that system planning must be based on criteria that go beyond simply providing miles of trails, sidewalks, and bikeways – with considerable emphasis on the quality of the experience as much or more than quantity. While high-value, well located trails, for example, often pose more challenges to implement, the value of these features to the community will likely prove to be very high and worth the investment. Cities that have successfully integrated these types of trails often highlight them as key aspects of the community's quality of life.

Health and Fitness

Health and fitness is a growing and increasingly important user value that cannot be overlooked nor understated. Fortunately, this value is generally achieved if safety, convenience, recreational, and transportation values are met. Most critical to accommodating this value is developing an interlinking system that provides numerous route options of varying lengths as necessary to accommodate the types of uses envisioned.

Transportation (Commuting)

The transportation (commuting) aspect of an alternative transportation system is valuable to a subset of the overall user population. Although this is traditionally a value that appeals to a smaller group of users, an underlying goal of the plan is to entice recreational, fitness, and utilitarian users to use the system more and more for transportation. Transportation purposes include using the system to get to work, school, local store, or around the neighborhood, along with other utilitarian trips that would otherwise be done using a motor vehicle. To that end, realizing the use of the system for transportation will only be successful if it is perceived as safe, convenient relative to a user's skill level, and of a high quality. Without such a system, residents will simply use their vehicle.

Guiding Principles

The visions and values defined in this section underscore the importance to the community of evolving the transportation system over time to better serve the broad array of contemporary transportation needs of individuals and families living, working, and recreating in Bloomington. The following defines the guiding principles used for development of the plan described in Section 3.

Four Guiding Principles

With the above in mind, four guiding principles provide the foundation for developing the alternative transportation system Plan, including:

» **Principle #1**: Develop an initial or core system of interconnected, high value trails, pedestrian-ways, and bikeways to form the backbone of an alternative transportation system that will evolve over time and complement the existing vehicular-oriented system.

» **Principle #2:** Incrementally fill in gaps and otherwise improve the pedestrian and bicycle public infrastructure to enhance safety and encourage the use of alternative forms of transportation within neighborhoods and along routes to school.

» **Principle #3:** Include alternative transportation features into public and private built infrastructure as new development or redevelopment occurs over time.

» **Principle #4:** Consider ongoing maintenance costs and funding opportunities in planning for future alternative transportation improvements to ensure that the system is sustainable and can be maintained over the long-term.

Quality Over Quantity

In support of these principles, the plan strongly advocates the overarching idea that quality should take precedence over quantity. The key understanding here is that higher levels of use of alternative forms of transportation will only occur if the facilities meet or exceed expectations and desirable design standards and aesthetic qualities. Developing facilities that do not reach this standard tend to perform poorly and serve to disenfranchise those they were intended to serve.

Under this pretense of quality first, the ATP purposefully strives to avoid overreaching and instead focuses on what is reasonably achievable in a quality fashion. Overreaching in this context refers to making hard choices about priorities and avoiding recommending a new trail or sidewalk along every street when the achievability of doing goes beyond practical realities. Whereas doing so may indeed be a desired long term vision, this plan identifies core networks in a reasoned manner. Should the provisions of the plan be accomplished, future plans can build upon these past successes.

Core User Groups Being Served

The Alternative Transportation System Plan described in Section 3 focuses on non-motorized forms of transportation, including pedestrians and bicyclists. Pedestrians include walkers, hikers, and in-line skaters of varying ability and mobility. In general, the intent of the plan is to develop facilities for ambulatory people as well as those in wheelchairs or using other forms of assistance. Accommodating seniors and the elderly is especially important given the aging of the population. Expanding pedestrian-level access to bus and LRT service is also an important goal of the ATP.

Although not widely used today, other forms of personal transportation should also be kept in mind as the plan is implemented. For example, small scooter-type one-person vehicles are becoming more available. Policy decisions regarding the use of other forms of personal transportation on trails, sidewalks, and pedestrian-ways should keep pace with implementation of the plan, meaning that these forms of transportation should be fully considered as each major plan element is planned and implemented.

The City has established guidelines for the safe usage of parks and trails within the city. These guidelines can be found in the "Bloomington Park Trails, Regional Trails and Sidewalk Usage Policy".

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ATP System SECTION 3

July 2016

System Overview

The Alternative Transportation Plan System (ATP System) defines the core network of regional trails, community corridors, and local connections that will connect residents and visitors to key destinations in the City and adjoining communities. The following describes the major components of the ATP System and provides broad guidance for the design of alternative transportation facilities and related amenities.

The **key alternative transportation routes** identified in the ATP System, shown in Figure 3.2, respond to recommendations, priorities, and concerns voiced by a wide range of stakeholders, representing those who live, work, and recreate in the City of Bloomington. Input on the system was collected through various stakeholder engagement activities, including community open houses, focus groups, an online questionnaire, and ongoing collaboration with City staff, the planning commission, elected officials, and regional planning entities. See p. 1-8 to 1-10 in Section 1 for a summary of community input.

The City is committed to applying the complete streets policy to all projects implemented by the City. This includes projects that may not be included in the core network identified as part of the System Plan.

Destinations

"Accessibility," or the ability to reach a variety of destinations, is an important consideration in designing for active, healthy communities. By prioritizing connections to key local and regional destinations, the ATP System supports improved accessibility for pedestrians and bicyclists. The ATP System, shown in Figure 3.2 highlights destinations throughout the city. These key destinations are a important component of the system plan and provide part of the underlying rationale for ATP planning. The following considers the various types of destinations.

Parks and City-Based Public Facilities

Parks are key destinations at both the community and neighborhood level, and providing safe and convenient access to all parks is the primary objective. For community-scale parks, where visitors are likely to come from a broader, community-wide service area, more robust alternative transportation features are appropriate. For neighborhood parks that draw visitors primarily from within the neighborhood, focusing on existing infrastructure and more localized connections may be sufficient. For example, a community scale park such as Dred Scott Playfield, which draws visitors from across the city, may warrant a range of potential alternative transportation facilities such as bikeways, trails, and sidewalks. A city-based public facility such as the Bloomington Civic Plaza would warrant similar facilities. On the other hand, for Brye Park, which serves a more localized population, improvements over time should focus on enhancing the existing infrastructure of sidewalks and local trails, with particular attention to completing missing links and replacing narrow sidewalks.

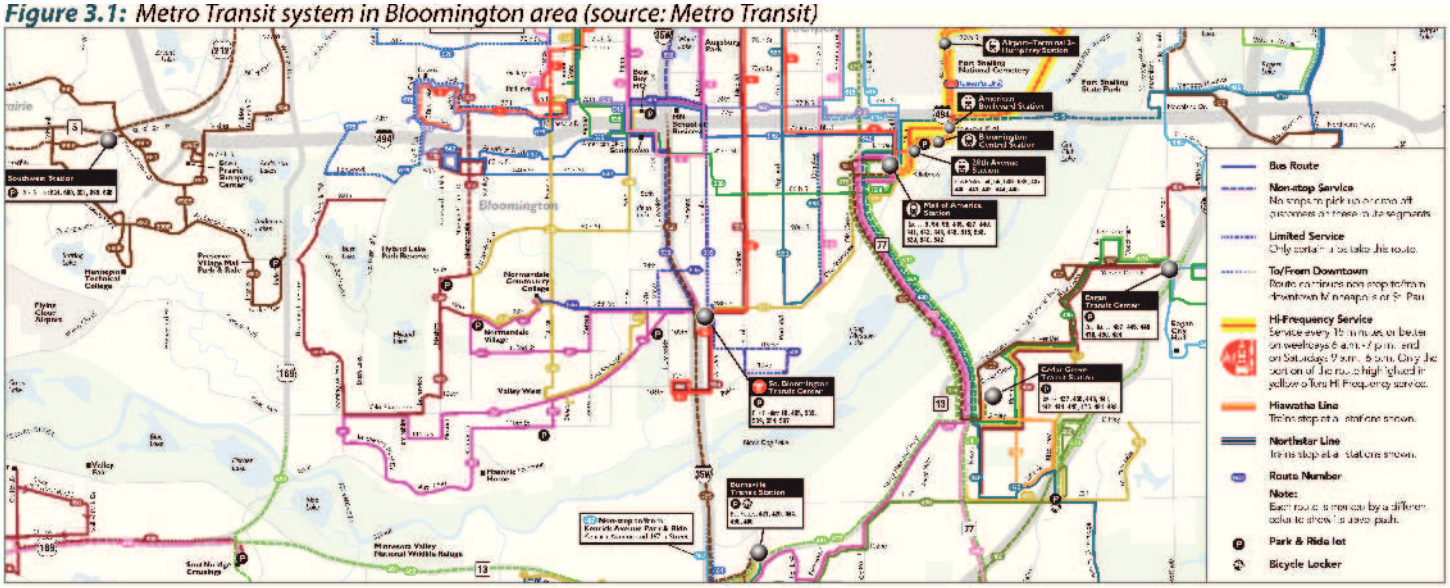
Metro Transit Connections

The metropolitan transit system in Bloomington consists of existing and planned bus and Bus Rapid Transit (BRT) routes throughout the city and Light Rail Transit (LRT) connections within South Loop. Support facilities include park and ride lots, transit centers, and LRT stations. Bike lockers are provided in select locations on a fee basis. The route system is determined by Metro Transit (a service of the Metropolitan Council) based on ridership and demand. Figure 3.1 illustrates the transit routing system in the Bloomington area, along with the locations for park and ride lots and transit centers/stations.

A priority of the ATP System is to entice higher levels of use of the metropolitan transit system by making access to park-and-ride lot locations, transit centers, and LRT stations via trails, sidewalks, and bikeways more complete, accessible, and safe. Working closely with transit authorities on providing support facilities and amenities (i.e., bike lockers, bike racks and bike racks on buses and LRTs) in convenient locations where the metro transit system interfaces with the core alternative transportation system is part of this priority. This includes both established transit locations as well as other select locations in the city where standalone bicycle facilities could be provided along various bikeways, trails, and pedestrian-ways.

Parks and City-Based Public Facilities

Figure 3.1: Metro Transit system in Bloomington area (source: Metro Transit)



Schools

Both public and private schools are considered key destinations for improved alternative transportation facilities. Under this plan, the goal is to enhance the core infrastructure of trails, sidewalks, and bikeways near schools as part of a comprehensive Safe Routes to School (SRTS) Program, which will be implemented over time on a priority basis in partnership with the School District. Although the Alternative Transportation System Plan shares common goals with the SRTS program, site-specific plans will be prepared as the SRTS program is implemented to ensure safe access issues pertinent to a given school are addressed.

Accessibility enhancements associated with school sites will occur in phases as resources allow. The SRTS program builds on the existing alternative transportation system and infrastructure improvements that resulted from the original 2008 ATP (See page 2-5 for more on SRTS).

Schools - Crossing at Jefferson High School on W 102nd Street

Retail, Business, and Commercial Nodes

The 2008 ATP prioritized high-activity commercial nodes where there was a critical mass of visitor/employee traffic to justify connection to a city-wide alternative transportation system. The updated system plan builds on improvements completed since 2008 and expands the existing system to enhance access to additional, second-tier commercial destinations.

Retail, Business, and Commercial Nodes

Figure 3.2: *ATP System*

This plan does not prescribe specific facility types (trail, sidewalk, bike lanes, etc.) for the planned routes, but does makes general recommendations for routes that may be suitable for an on-street versus off-street facilities. Decisions about what facility type is appropriate for a given route should be made in light of the specific context and constraints of that route, cost factors, public input, and other considerations.

See p. 3-12 for a general discussion of alternative transportation facility types that may be implemented in the city.

I-494
HIGHWAY 77
Lyndale Ave Area Retail Node
Mall of America Retail Node
South Loop District
Minnesota Valley National Wildlife Refuge Headquarters
Smith Park
BLUE LINE
RED LINE (PLANNED)
ORANGE LINE (PLANNED)
LYNDALE AVE S
NICOLLET AVE S
PORTLAND AVE S
OLD CEDAR AVE S
6TH ST
Lyndale Ave Retail/Business Node
Valley View Elementary & Middle School
Minnesota DNR (Fort Snelling Park)
Long Meadow Lake
Kennedy High School
Lyndale Ave Retail Node
OLD SHAKOPEE ROAD
Indian Mounds Elementary
I-35W
E 102ND ST
Oak Grove Elementary & Middle School
106TH ST
City of Bloomington Minnesota River Valley Park
Black Dog Lake
Minnesota Valley National Wildlife Refuge
Proposed Off-Street Trails
Proposed On-Street Facility
Proposed Facility, Undetermined
Existing Off-Street Trails
Existing On-Street Facility
Existing Park Trails
Minnesota Valley State Trail
Transit Centers
Park & Ride Lots
Transitways and Stations
Bloomington Municipal Boundary
Railroad
Open Water
Parks
Controlled Crosswalk with Pedestrian Improvements Recommended
Uncontrolled Crosswalk with Enhancements Recommended
Crosswalk Enhancement Installed
Grade-separated Crossing (proposed and existing)
0
0.5
1
Miles

Key Alternative Transportation Routes

The system establishes a network of key alternative transportation routes throughout the city that support alternative modes of transportation and enhance access to key regional and local destinations. The system plan does not specify the type of facility (trail, sidewalk, bikeway, etc.) recommended for a particular route, but designates general "route types" that work in concert to ensure a high level of access to alternative transportation facilities to serve a range of users and activities:

» Regional trails provide high value recreation, fitness, and transportation trails connecting to regional destinations in and around the city.

» Community corridors support the regional trail system by providing connections to local destinations within the city and connect to adjacent cities.

» Local connections link residential areas not served by regional trails and community corridors to the broader system.

The system plan is designed to be ambitious in its vision, yet realistic and achievable in the context of resources available to the City. Section 4 of this plan addresses implementation of the system plan, including identification of priority projects, phasing, funding, and operations.

The following considers the three alternative transportation route types in greater detail.

Regional Trails

Regional trails are routes that pass through or provide connections to regional destinations in and around the City. The regional trails form the backbone of the alternative transportation network, providing commuting routes and recreational corridors, and enhancing access to transit facilities. Regional trails are typically off-road facilities. The routes are generally of a greater length to allow for inter-city or inter-county connections. Regional trails are typically operated at a county or state level and are typically multi-use trails, but may include other facility types based on the context and constraints.

Community Corridors

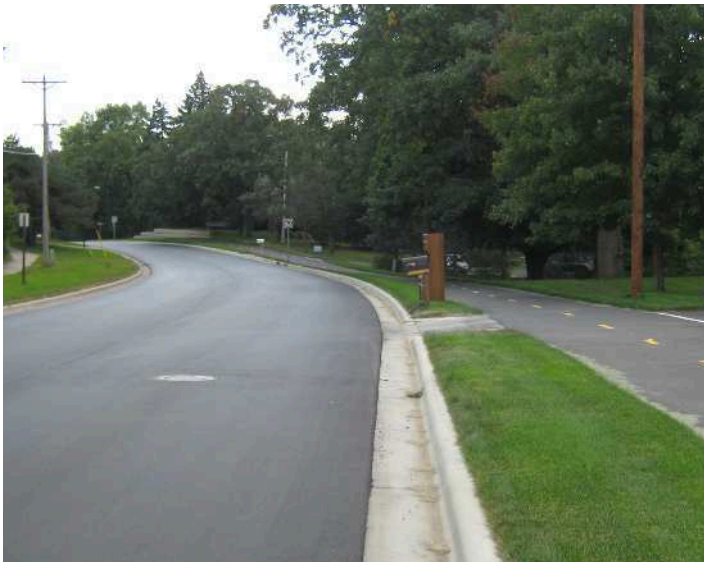
Community corridors provide intra-city connections to local destinations in the city as well as access to the regional trails. Local destinations may include recreational, institutional, and commercial uses, as well as transit facilities. These routes are typically operated at the City level. Community corridors may include a combination of on-street and off-street facilities, and should aim to provide the highest level of bike facility possible (with regard to level of protection and separation from motor vehicle traffic) within physical and financial constraints. For example, where space or other constraints do not allow for a multi-use trail, a combination of sidewalk and on-street bike facility should be considered as the minimum treatment.

Local Connections

Local connections provide the finest level of connectivity in the system, serving primarily as access routes to higher levels of the system. These facilities provide access from residential areas and make the final connections to destinations that are not immediately adjacent to regional trails or community corridors. Local connections are typically operated at the City level. Facilities may include a combination of on-street and off-street facilities, furnishing, at a minimum, sidewalk connections and signed bike routes.

Figure 3.3: *Representative Bicycle/Pedestrian Facilities in Bloomington*

Regional trail on the northern end of the Hyland Trail Corridor enhances access to the regional park



Hyland Regional Trail

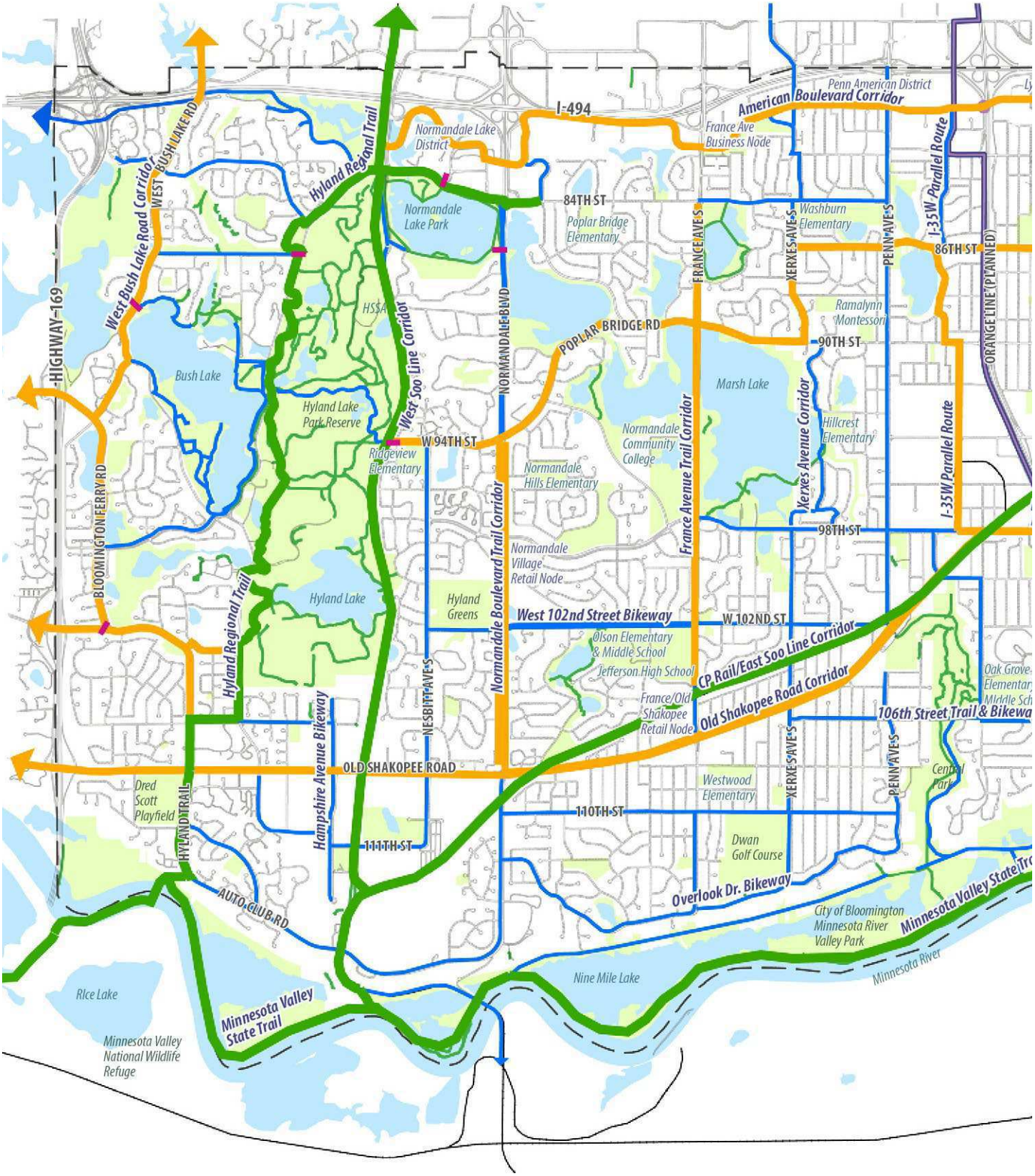
Minnesota Bluffs On-road facility

Normandale Lake District

Local Connections - trails

Local Connections - sidewalks

Figure 3.4: *ATP System - By Facility Type*



The ATP System defines the core network of regional trails, community corridors, and local connections that will connect residents and visitors to key destinations in the City and adjoining communities. The key destinations and key alternative transportation routes identified in the ATP System respond to recommendations, priorities, and concerns voiced by a wide range of stakeholders, representing those who live, work, and recreate in the City of Bloomington.

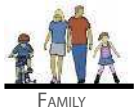
Nine Mile Creek Regional Trail
I-494
HIGHWAY 77
Lyndale Ave Area Retail Node
American Boulevard Corridor
Mall of America Retail Node
South Loop District
Minnesota Valley National Wildlife Refuge Headquarters
BLUE LINE
Smith Park
CP Rail/East Soo Line Corridor
Nokomis-Minnesota River Regional Trail
RED LINE (PLANNED)
86TH ST
ORANGE LINE (PLANNED)
LYNDALE AVE S
NICOLLET AVE S
86th St. Bikeway
PORTLAND AVE S
Minnesota Valley State Trail
Lyndale Ave Retail/Business Node
Valley View Elementary & Middle School
Minnesota DNR (Fort Snelling Park)
OLD CEDAR AVE S
Long Meadow Lake
I-35W Parallel Route
Portland Avenue Corridor
Kennedy High School
Lyndale Ave Retail Node
OLD SHAKOPEE ROAD
Indian Mounds Elementary
I-35W
& East 102nd Street Bikeway
Lyndale Ave
Oak Grove Elementary & Middle School
City of Bloomington Minnesota River Valley Park
Black Dog Lake
Minnesota Valley National Wildlife Refuge
Regional Trails
Community Corridors
Local Connections
Existing Park Trails
Grade-separated Crossing (proposed and existing)
Transitways and Stations
Bloomington Municipal Boundary
Railroad
Open Water
Parks
0
0.5
1
Miles

User Groups and Preferences

Each of the facility types described in this section serves a particular purpose in meeting local needs. Recognizing that different user groups have different preferences and needs, the following discussion rates various facility types based on their value to individual user groups. The higher the value rating, the more likely that facility type will be used by a particular user group.

The table below considers the most common alternative transportation user groups in Bloomington and the values and preferences that are likely to be of greatest importance to those groups.

Figure 3.5: *Preferences of Common User Groups*

User Group	Preferences	Symbols
Family Group – Various Modes	Safety and convenience are top priorities, followed by a pleasant recreational experience. Controlled, traffic-free access to sidewalks and trails is preferred. Length of trail is less important than quality of experience. Will typically only use low-volume residential streets when biking or skating, and rarely busy streets even with bike lanes or routes.	 Family
Recreational Walker, Bicyclists, Skateboarders, In-Line Skater and Roller Skiiers	Same as family user group, with trail continuity and length also being important for repeated use. 20 miles of connected trails are needed for bicyclists, at a minimum. This user group is also more comfortable with street crossings. Bicyclists, skateboarders, and in-line skaters will use roads that are not too busy. Loops are preferred over out-and-back routes for variety.	Recreational
Fitness Walker/ Jogger, Bicyclists, In-Line Skater and Roller Skiiers	Length of trail and continuity are most important, although an appealing setting is also desired. Bikers are reasonably comfortable on busier roads, but prefer bike lanes/routes with adequate separation from vehicles. Bikers will often use a combination of roads and trails to create a desirable loop, which is much preferred over out-and-back routes.	Fitness
Transportation Walker, Bicyclists, In-Line Skater and Roller Skiiers	Directness of route is important. Will use a combination of sidewalks, trails, residential streets, and roads that are relatively safe, convenient, and direct. Bike lanes/routes are preferred on busy roads to improve safety. Bicyclists are not overly dependent on trails, but will use them if convenient and not too heavily used by families and recreational users, who tend to slow them down. Walkers need a trail or sidewalk.	Transportation

RESOURCES FOR FACILITY DESIGN AND MANAGEMENT

The development of Bloomington's alternative transportation system should be consistent with the standards, best practices, and design guidelines established by leading experts in alternative transportation planning.

MnMUTCD (Minnesota Manual of Uniform Traffic Control Devices) The MnMUTCD is the recognized manual for bikeway signing and striping in Minnesota.

MNDNR (Minnesota Department of Natural Resources) The MNDNR Minnesota Trail Planning, Design, and Development Guidelines provides the baseline standards and guidelines for developing multi-use trails and natural-surfaced trails.

International Mountain Bicycling Association (IMBA) has several guidebooks for building sustainable mountain biking and hiking trails.

AASHTO (American Association of State Highway and Transportation Officials) AASHTO's Guide for the Development of Bicycle Facilities provides information on how to accommodate bicycle travel and operations in a variety of roadway conditions. The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities provides guidance on the planning, design, and operation of pedestrian facilities along streets and highways.

The Federal Highway Administration (FHWA) regards the AASHTO guides as the primary national resources for the design, planning, and operations of bicycle and pedestrian facilities. The FHWA also supports the use of the NACTO Urban Bikeway Design Guide and the Institute of Transportation Engineers Designing Walkable Urban Thoroughfares, particularly for urban areas.

NACTO (National Association of City Transportation Officials) The NACTO Urban Bikeway Design Guide provides best practices and design guidelines for the development of urban bikeways and complete streets. NACTO also publishes the Urban Street Design Guide which presents additional principles and practices for street design, including intersection design features and other safety elements. NACTO is used as a guide but does not have official recognition in Minnesota.

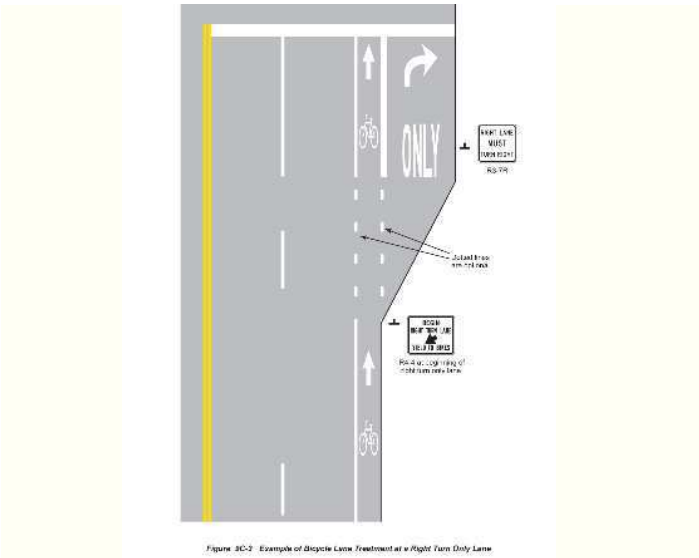
MnDOT (Minnesota Department of Transportation) the MnDOT Bikeway Facility Design Manual provides design and planning guidance for on-street and off-street bicycle facilities. MnDOT's Minnesota's Best Practices for Pedestrian/Bicycle Safety describes and evaluates a range of strategies to improve bicycle and pedestrian safety. The information in the document is consistent with FHWA and AASHTO guidance.

Americans with Disabilities Act (ADA) Whenever possible, alternative transportation facilities should meet accessibility standards as established by the ADA Standards for Accessible Design.

City of Bloomington Park Trails, Regional Trails & Sidewalk Usage Policy This policy establishes principles for the appropriate management of City park trails, regional trails, and sidewalks, including facility management, ADA compliance, and strategies for minimizing usage problems. These policies can be found on-line:

https://www.bloomingtonmn.gov/policy/transportation-policies

NACTO Bikeway Design Guide



MnDOT Bikeway Facility Design Manual

Alternative Transportation Facility Types

Decisions about what facility type (trail, sidewalk, bike lanes, etc.) is appropriate for a given route should be made in light of the specific context and constraints of that route (traffic volumes, right-of-way, land uses, etc.), cost factors, public input, and other considerations. The following describes the possible facility types that may be implemented in the city and provides resources and general guidance on facility design, location, and best practices.

This planning process does not prescribe facility types for the planned routes but does make general recommendations for routes that may be suitable for an on-street versus off-street facilities (see Figure 3.2).

On-Street Facility Types

Signed Bike Route

- On-street facility in which bicycles and vehicles share a lane of travel
- Routes are marked with signage
- Routes may include pavement -markings such as a "sharrow" to increase motorist awareness
- Suitable for a local street that is low-speed and has low traffic volumes
- Less investment in signage, traffic calming, and landscaping than a bike boulevard.

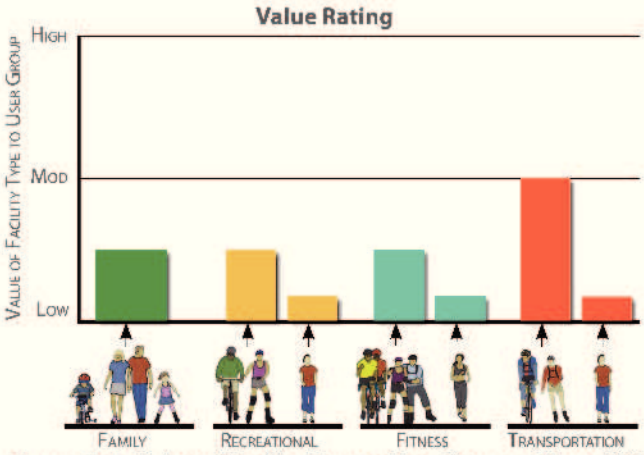


Figure 3.6: *Value of Facility Type to User Groups - Signed Bike Route*

On-Street Facility Types (Continued)

Bike Boulevard

- On-street facility in which bicycles and vehicles share a lane of travel
- Suitable for a local street that is low-speed and has low traffic volumes
- Routes are marked with enhanced signage and pavement-markings such as a "sharrow" to increase motorist awareness
- Emphasis on traffic calming techniques such as bump outs, median islands, vehicle diverters, roundabouts, and landscaping
- May give bicycles greater priority by turning stop signs to give bicycles the right of way
- Can provide an alternative route to higher speed roadways that may be more intimidating for bicyclists with less experience or confidence
- Encourages less-experienced bicyclists but serves more experienced riders as well

Shoulder

- On-street facility in which bicycles ride in the paved shoulder alongside motor vehicle traffic
- Suitable for moderate-to-high traffic volume roadways
- Provides an alternative bicycle connections where multi-use trails or bike lanes are not possible but provides less visual and physical separation from motor vehicle traffic
- More suited to confident riders (recreational and commuters) comfortable biking alongside moderate-to-high speed traffic
- Typically signed with bike route signage

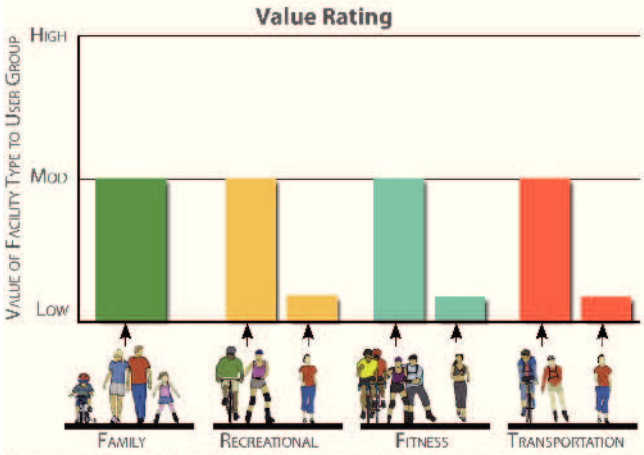


Figure 3.7: *Value of Facility Type to User Groups - Bike Boulevard*

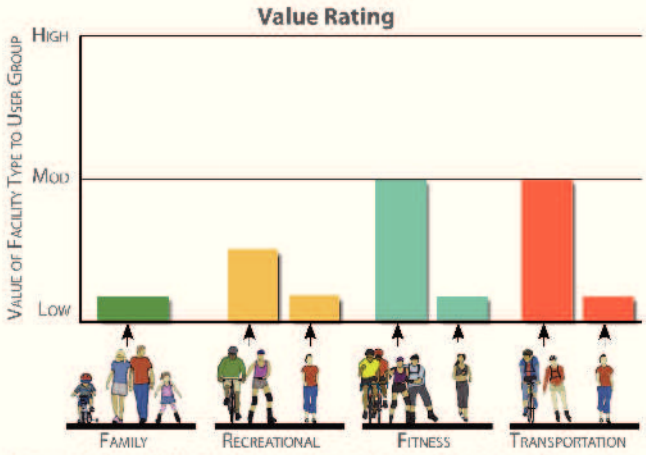


Figure 3.8: *Value of Facility Type to User Groups - Shoulder*

On-Street Facility Types (Continued)

Bike Lane

- On-street facility in which bicycles ride in a dedicated lane alongside motor vehicle traffic
- Bike lane is striped and includes pavement markings and signage to increase motorist awareness
- Can be enhanced to include a striped or "buffered" space (if space allows) between the bike lane and motor vehicle lane and/or between the bike lane and an on-street parking lane, to protect from motor vehicles and from the door-opening zone of parked cars
- Suitable for moderate traffic volume roadways
- Offers more separation from motor vehicles than bike boulevards, bike routes, and shoulders
- Suited to bicyclists comfortable moving alongside moderate-speed traffic; may not be preferable for less confident/experienced riders depending on context
- Can be a low-cost option when adequate right-of-way is available and can be incorporated into roadway repaving or restriping projects

Protected Bike Lane

- On-street facility in which bicyclists are separated from motor vehicle traffic by a physical barrier such as bollards, parked vehicles, jersey barriers, or a concrete median
- Can be designed to accommodate two-way bicycling on one side of the roadway
- Can be separated from adjacent motor vehicle travel lanes by a curb; this type of high-priority protected bikeway is known as a cycle track
- Offers a high-degree of separation from motor vehicle traffic
- Suitable for high traffic volume roadways
- A more comfortable on-street option for encouraging less-experienced bicyclists but serves more experienced riders as well

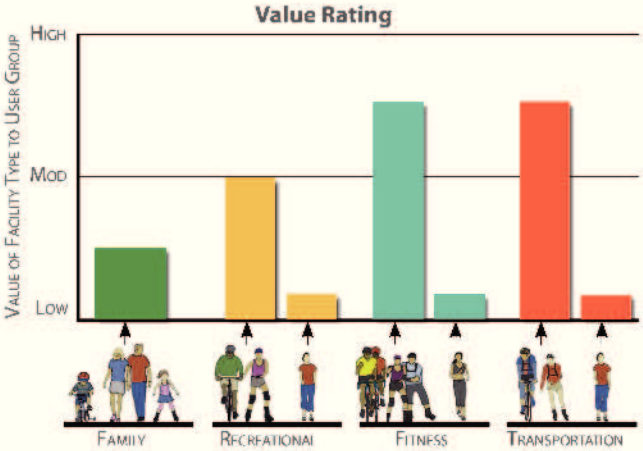


Figure 3.10: *Value of Facility Type to User Groups - Bike Lane*

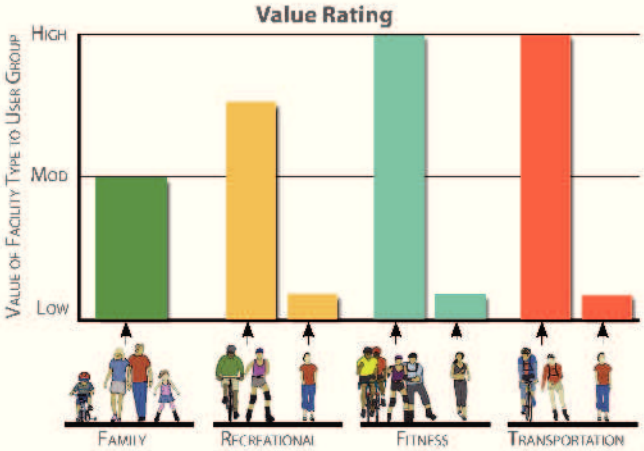


Figure 3.9: *Value of Facility Type to User Groups - Protected Bike Lane*

Off-Street Facility Types

Multi-Use Trail

- Off street facility that provides a shared space for bicyclists, pedestrians and other (non-vehicular)users
- Can be designed with designated lanes for bicycles and pedestrians, especially in high usage areas and along commuter bike routes, to improve safety and avoid conflicts between users
- Provides an off-street biking option in areas where motor vehicle speeds and volumes make on-street bikeways less appropriate; high degree of separation from motor vehicle traffic
- Can be located inside or outside of the street right-of-way and are often sited along abandoned or active rail corridors, waterways or through parks
- Fewer street crossings and longer contiguous stretches of trail enhance the value of these facilities for recreation, fitness, and transportation users
- Generally suited for a wide range of users and bicyclist of all ability levels; may not be desirable for bicycle commuters and more confident riders if trail is poorly-maintained, does not take a direct route, or does not have designated facilities for bicycles and pedestrians

Sidewalk

- Off-street facility that includes a concrete path for walking and running
- Can be enhanced with streetscape amenities such as landscaping, street trees, and other amenities to improve the public realm and create a more safe, comfortable, and visually appealing environment for users
- Provides a safe, dedicated space for pedestrians travel; may also support bicyclists and other nonmotorized users in areas where pedestrian volumes are relatively low and/or it is unsafe to ride in the street.
- Typical City sidewalks are 6' wide for local roads, 6-8' wide along collector streets, and 8' along arterial roadways. Wider sidewalks should be considered for higher use areas.
- Boulevards 6' for snow storage and buffer from vehicles

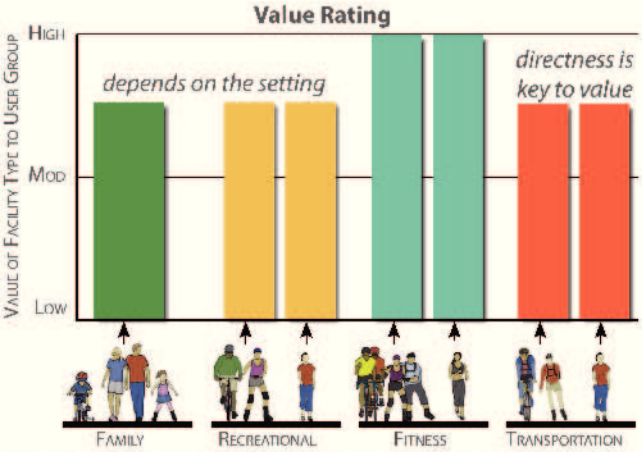


Figure 3.11: Value of Facility Type to User Groups - Multi-Use Trail

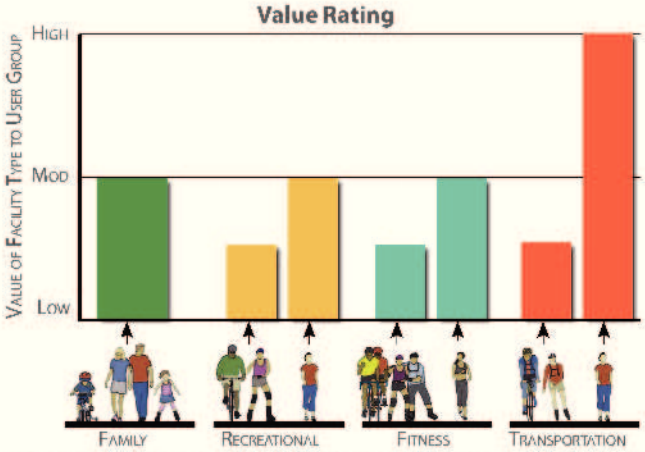


Figure 3.12: Value of Facility Type to User Groups - Sidewalk

Off-Street Facility Types (Continued)

Natural-Surfaced Trail

- Off-street facility that provides unpaved, soft-surfaced tread for recreational activities such as hiking, skiing, and mountain biking
- Can be located in city and regional parks and other community open spaces to take advantage of an appealing natural setting
- Along the Minnesota River Valley, natural trails are typically native soil-surfaced and used for mountain biking and hiking
- Fewer street crossings and longer contiguous stretches of trail enhance the value of these facilities for recreation and fitness users
- Creating loops, even short ones, adds interest and meet the needs of recreation and fitness-oriented user groups
- Signage and designated-use trails can enhance the safety and comfort of trail users
- These trails offer high recreational value for specific user groups whose needs are not accommodated with other types of facilities; plan recognizes high demand for a robust natural-surface trail network within the city, especially along the Minnesota River Valley, a regional amenity and premier area for mountain biking and hiking
- The Minnesota Trail Planning, Design, and Development Guidelines (MN DNR 2007) provides the baseline design standards and guidelines for developing multi-use trails and natural-surfaced trails
- The International Mountain Biking Association (IMBA) has several guidebooks for sustainable mountain biking and hiking trails

Pedestrian Only Path

- Off-street facility that provides a dedicated space for pedestrian use
- Can be located outside of the street right-of-way and are often sited along abandoned or active rail corridors, waterways or through parks; typically located within parks
- Can be applied to areas unsuitable for bicyclists due to grades or potential for conflict with other users

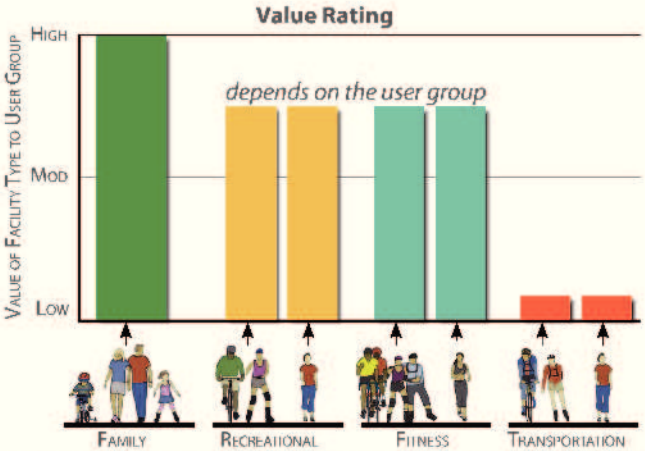


Figure 3.13: *Value of Facility Type to User Groups - Natural Surfaced Trail*

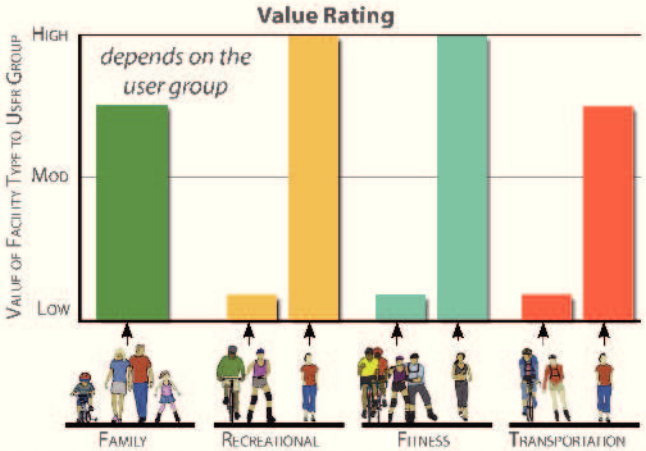


Figure 3.14: *Value of Facility Type to User Groups - Pedestrian Only Path*

Best Practices

The previous section outlines the general characteristics of alternative transportation facility types that may be implemented as part of the system plan. Equally important to encouraging alternative transportation is the design of support facilities, amenities, and streetscape features associated with these transportation facilities. The following outlines best practices to enhance the function, safety, comfort, and appeal of Bloomington's alternative transportation facilities.

These best practices support the aims of the City's Complete Streets policy to promote multi-modal access and accommodate pedestrians, transit riders, bicyclists, motor vehicle driver, and all users, regardless of age or ability. Complete streets design goes beyond simply providing a path, sidewalk, or trail, but designing the overall street environment to ensure the safety and comfort of a wide range of users. In addition to the system plan and best practices outlined here, the City's Safe Routes to School program is an integral part of actualizing the Complete Streets policy. See Section 2 for more on Complete Streets and Safe Routes to School.

Traffic Speed Management

Reducing traffic speeds is an effective strategy for improving the safety and comfort of alternative transportation users. Lower speeds can be accomplished through a range of proven traffic calming measures. The Federal Highway Administration (FHWA) defines traffic calming as a combination of mainly physical measures that reduce the negative effects of motor vehicle use and improve conditions for nonmotorized users. Such measures include the following:

Enforcing speed limits

Enforcing traffic speeds has been shown to increase safety for pedestrians and bicyclists. Additionally, lower effective travel speeds improves the perceived sense of safety for all nonmotorized users, particularly in areas where bicycles travel in on-street facilities alongside or sharing a lane with motor vehicle traffic. This perception of safety plays a major role in influencing individual decision-making about walking or biking.

Speed limit enforcement is particularly important around schools, parks, and other areas where you might see a higher level of nonmotorized users and particularly young children. Partnering with local law enforcement to ensure traffic laws are obeyed (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors) is key to the effectiveness of such traffic calming measures.

Physical traffic management

The City of Bloomington has a formal neighborhood traffic calming policy and procedure that clearly articulates the range of traffic management devices available to reduce the speed and volume of traffic on local streets. Some of the devices available include speed tables, central islands, chicanes and diverters. The policy also lays out the process for assessing screening and implementing these measures in the City. The policy is available on the City's website: https://www.bloomingtonmn.gov/sites/default/files/media/traffic_calming_policy.pdf

STATS ON SPEEDING:

Speeds over 20 mph significantly increase the likelihood of fatality in the case of a crash. Consider these statistics:

- *If someone is hit by a car going at **40 mph**, there is a **70 percent** chance that person will die*
- *If someone is hit by a car going at **30 mph**, there is a **20 percent** chance that person will die*

Source: http://transalt.org/issues/speeding

Road Diets

Reducing motor vehicle lane widths or eliminating motor vehicle travel lanes (also known as a "road diet") is another way of calming traffic that also reclaims space in the roadway for alternative transportation treatments. Road diets can achieve the following potential benefits:

- Reducing traffic speeds
- Reclaiming space for bikeway treatments or additional public realm enhancements (e.g. landscaping, street furnishings, etc.)
- Improving bicycle and pedestrian safety
- Increasing visibility and sight distance
- Encouraging an active streetscape and support the pedestrian realm
- Improving roadway aesthetics

Safe Crossing

A successful pedestrian and bicycle network requires safe and convenient street crossing opportunities. Wide roads carrying large traffic volumes are significant obstacles to pedestrians, making facilities on the other side difficult to access. Safe street crossings also benefit motorists, in which an automobile driver parking on one side of the road may desire access to points across the street. A pedestrian system with sidewalks and crossing opportunities also allow a driver to park and then walk to multiple destinations.

Providing safe street crossings, whether at controlled intersections, uncontrolled crossings or grade separated crossings, is a critical aspect of an effective alternative transportation system. If people do not feel safe crossing the street on foot or bike, they may not choose to travel by these modes. In the community survey conducted as part of this plan update, more than 75% of respondents rated "intersection and street crossing safety improvements" as "very important" or "somewhat important" to improving walking and biking conditions in Bloomington, ranking it as one of the highest priority improvements.

The following strategies should be considered in the design of street crossings for existing and future alternative transportation facilities:

Improvements to Signalized Intersections

Long crossing distances, free right turns on red, permissive left turns, vehicle speeds, signal timing, lighting, and sight lines can contribute to real and perceived safety issues at signalized intersections. While detailed design and site-specific analysis and engineering are needed to appropriately balance the needs of users at any particular intersection, the following measure should be considered to improve crossing conditions at signalized crossing locations:

- Highly visible pavement markings (i.e. zebra or other)
- Adequate signal time for pedestrians to cross
- A leading pedestrian-only signal that allows pedestrians to pass most or all of the way through an intersection before motorized vehicles can advance
- Pedestrian countdown signals
- Extension of bicycle lanes (where applicable) through the intersection
- Bicycle detection and/or bicycle signal
- Adequate driver visibility through proper sight distance triangles
- Design for slow vehicle right turn movements (consider tighter turning radii: 5-25 feet)

Bicycle lane striping through a signalized intersection

Mid-block crossing with pedestrian-activated flashing lights and median island

» Pedestrian refuge islands

» Curb extensions to reduce crossing distance and improve visibility of pedestrians by motorists

» Overhead lighting

Improvements to Uncontrolled Intersections

Uncontrolled crosswalks and mid-block crossings can be used where distances to controlled intersections are too far to be convenient for pedestrians or cyclists, particularly in areas where there is a high level of pedestrian activity or a history of safety issues. While site-specific analysis is needed to determine the appropriateness of these measures at any given crossing location (based on number of vehicle lanes, ADT, posted speed limit, roadway geometry, etc.), the following techniques may be considered to improve crossing conditions by increasing visibility and awareness of pedestrians:

» Crosswalk located in area that optimizes pedestrian crossings (e.g. crossings connect directly to key destinations such as bus stops, parks, or other areas with high levels of pedestrian traffic)

» Crossings in designated school zones:

  - Well-marked crosswalks
  - Use of adult crossing guards or student patrols
  - School signal and markings and/or traffic signal with pedestrian signals

» Pedestrian activated flashing lights

» In-street crossing signs

» Pedestrian refuge islands

» Overhead signs

» Speed limit enforcement

» Pedestrian signal

» Pedestrian hybrid beacons (H.A.W.K.)

» Street narrowing measures such as curb extensions or bump outs

» Overhead lighting

Grade Separated Crossings

In areas where signalized intersections may not be sufficient to provide safe crossings for bicyclists and pedestrians (due to high vehicle traffic volumes, high vehicle speeds, or other physical barriers), grade separated crossings may be appropriate. Key design considerations for grade-separated crossings include:

» Adequate lighting – this is critical to maintaining the perceived or real sense of safety on these facilities

» Adequate width to accommodate likely users and avoid conflicts between pedestrians and faster moving modes

» Potential to use the bridge crossing for other uses- for example as an iconic structure, public art, community gathering place, or viewing station to natural or cultural attractions in the city

» Multiple access choices (i.e. providing stairs and ramps- many bicyclists prefer carrying bicycles up stairs, rather than riding a circuitous ramp; providing access for mobility impaired users)

» Wider stair ways and access ramps with broader turns (avoid switchbacks) for maneuverability and improved safety

» Attractive railings, fencing, or other enclosures (where possible, design for a feeling of openness or permeability to avoid the sense of isolation)

Pedestrian Refuge Island

Artful design for a grade-separated bike and pedestrian bridge

Signals

Commonly, traffic signals along signalized corridors are timed to accommodate smooth motor vehicle flows at a desired operational speed. In urban areas, these speeds exceed typical bicycling and walking speeds of 10 to 20 MPH and 2 to 3 MPH, respectively. Signal timing, or the lack thereof, can create difficulties for bicyclists trying to maintain a constant speed to take advantage of their momentum, which in turn tempts bicyclists to get a jump on a light or to simply run red lights out of frustration. The situation is even more frustrating to pedestrians, who often can only walk one or two blocks at a time, stopping at nearly every light

Where bicycle and pedestrian use is high, signal timing should take into account the convenience of bicyclists and pedestrians where possible. On actuated signals there are several improvements that can be made to benefit cyclists including:

- Bicycle detection at signals (i.e. video or other)
- Extending green time in signal timing to accommodate bicycle speeds
- Placing supplemental push-buttons close to the street where a bicyclist can reach them without dismounting

Improvements for pedestrians may include:

- Incorporating a pedestrian phase in the signal sequence, rather than on-demand, in locations with high pedestrian use
- Placing pedestrian push-buttons in locations that are easy to reach, facing the sidewalk and clearly in-line with the direction of travel (must meet ADA guidelines for placement)
- Adjusting the signal timing to accommodate slower walking speeds in areas with high concentrations of elderly pedestrians
- "Countdown" timers to indicate time remaining to cross the roadway
- Incorporating "pedestrian jump" phases that allow pedestrians into the intersection before motor vehicles
- Incorporating "pedestrian-only" or "ped scramble" phases

Conveniently located pedestrian push-buttons

Adjusted signal timing ensures adequate time for safe pedestrian crossing

Support Facilities

Support facilities are an integral part of the alternative transportation system, supporting the end of trip needs of users and creating a more welcoming and supportive environment for walking and biking. Support facilities include the following:

Bicycle Parking

For the bikeway network to be used to its full potential, secure bicycle parking should be provided at likely destination points. The perceived threat (and reality) of bicycle theft being common due to the lack of secure parking is often cited as a reason people hesitate to ride a bicycle to certain destinations. The same consideration should be given to bicyclists as to motorists, who expect convenient and secure parking at all destinations.

Bicycle parking facilities are generally grouped into 2 classes:

» Long term – provides complete security and protection from weather; is intended for situations where the bicycle is left unattended for long periods of time, such as apartments and condominium complexes, schools, places of employment and transit stops; these facilities are usually lockers, cages, or rooms in buildings that provide real security for the bicycle

» Short term (less than 2 hours) – provides a means of locking the bicycle frame and both wheels, but does not provide accessory and component security or weather protection unless covered; it is for decentralized parking where the bicycle is left for a short period of time and is visible and convenient to the building entrance

Covered parking should generally be provided at multi-family residential, school, industrial, and commercial destinations. Where motor vehicle parking is covered, bicycle parking should also be covered. Covered spaces can be building or roof overhangs, awnings, lockers, or bicycle storage spaces within buildings.

Covered parking needs to be visible for security, unless supplied as storage within a building. Bicycle parking should be located in well-lit, secure locations within 50 feet of the main entrance to a building but not further from the entrance than the closest automobile parking space. To reduce theft, a highly visible location with much pedestrian traffic is preferable to obscure and dark corners. Racks near entrances should be located so that there are no conflicts with pedestrians.

Bicycle racks must be designed to:

» Avoid bending wheels or damaging other bicycle parts

» Accommodate high security U-shaped bike locks

» Accommodate locks securing the frame and both wheels

» Avoid tripping pedestrians

» Be covered where users leave their bikes for a long period of time

» Be easily accessed from the street and protected from motor vehicles

In addition to common bicycle racks, end of trip facilities include secure, longer-term bike storage lockers and showers/changing space for commuters.

Currently, there are no established standards for a specific number of bicycle parking spaces at a given type of destination in Bloomington. See also Hennepin County's 2040 Bicycle Transportation Plan for sample bicycle parking requirements and best practices.

Note that the City is currently developing local standards for bicycle parking spaces based on local research. The standards will take into consideration site-specific needs and actual and projected use numbers. A common approach in applying a standard is to establish a baseline "proof-of-parking" capacity at a given destination consistent with the standard, then provide

Typical short-term bicycle parking

Bicycle lockers (long-term parking)

actual bicycle parking spaces as demand warrants. In general, employment and retail centers should voluntarily provide parking to satisfy the demands of customers and employees.

Directional signs are needed when bicycle parking locations are not visible and obvious from building entrances or transit stops. Instructional signs may be needed if the design of bicycle racks isn't readily recognized as such. For security reasons, it may be desirable not to sign long-term employee parking within a building, to avoid bringing bicycles to the attention of potential thieves.

Bicycle Hub/Repair Stations

Bicycle repair stations are typically free facilities that provide amenities such as a tire pump, tire air gauge, tire levers, tools, etc. along major bicycle routes, at transit station, and outside bicycle shops and bike-friendly businesses. More expansive than a repair station, a bicycle hub may include additional amenities to support bicycle commuters or distance riders, including changing rooms, restrooms, showers, and long-term bicycle parking. Such bicycle hubs are often located in combination with other related uses such as a transit stations, bicycle repair shop, cafe/coffee shop, and other bicycle-friendly businesses.

The City has plans to install bicycle repair stations at Dred Scott Playfield/Hyland Trail and Bloomington Civic Plaza in 2015.

Trailheads and Rest Stops

Trailheads within parks in Bloomington are an important support facility within the alternative transportation system. Amenities at trailheads may include:

- Vehicle parking
- Bicycle parking
- Water
- Restrooms
- Kiosk with trail information and wayfinding
- Repair stations
- Benches
- Trash receptacles

Rest stops at key locations along regional trails and community corridors can provide smaller-scale amenity areas, similar to trailheads, and may include wayfinding, landscaping, benches, and water.

Figure 3.15: *Minimum Bicycle Parking Requirements- low density suburban, exurban or rural areas (Draft Hennepin County 2040 Bicycle Transportation Plan)*

Type of Use	**Short-term** bicycle parking requirements	**Long-term** bicycle parking requirements
Commercial	Office: 1 space for each 20,000 s.f. of floor area, minimum of 2 spaces	1 space for each 12,000 s.f. of floor area; minimum of 2 spaces
	Retail: 1 space for each 5,000 s.f. of floor area, minimum of 2 spaces	
Multi-family residential	0.05 for each bedroom; minimum of 2 spaces	0.5 spaces for each bedroom
Institutional /public uses (museums, libraries, hospitals, religious uses, etc.).	1 per 5,000 s.f. of floor area; minimum of 4 spaces	1 per 30 employees; minimum of 2 spaces
Manufacturing/industrial	None required; consider minimum of 2 at public building entrance	1 space per 15,000 s.f. of floor area; minimum of 2 spaces
Transit stations	LRT or BRT stations: Spaces for 1.5 percent of daily boardings	LRT or BRT stations: Spaces for 4 percent of daily boardings
	Park and rides: minimum of 6 spaces	Park and rides: minimum of 6 spaces

Note: Bicycle lockers may be a good fit for long-term parking in low density areas where less than six long-term spaces are needed. Electronic lockers (first-come first-served with keycard access) are strongly recommended over lockers leased to individuals

Transit Integration

Integrating the alternative transportation system with the Metro Transit system plays an important role in making walking and bicycling a part of daily life in Bloomington. As the System Plan illustrated in Figure 3.2 on pages 3-4 and 3-5, regional trails and community corridors connect with established transit hubs and park & ride lots wherever possible. It is imperative that safe and convenient access to transit stations for bicyclists and pedestrians be provided. With increasingly convenient linkages, the potential to increase the use of bus and light rail transit is enhanced.

To encourage a more robust integration of bicycles with transit, five main components are necessary:

1. Allowing bicycles on transit
2. Safe and convenient access to transit stations for pedestrians
3. Offering secure bicycle parking at transit locations
4. Improving bikeways to transit locations
5. Educational outreach

The first of these is largely controlled by Metro Transit, which already provides bike racks on all Metro Transit buses and Blue Line trains at no additional charge. Items two through four will be addressed through the implementation of this plan. The fifth is best addressed jointly between the City of Bloomington, Metro Transit and Minnesota Valley Transit (MVTA) through a coordinated local effort.

As with the rest of the system, quality of end of trip facilities is critical to increased uses. Providing quality long-term bicycle parking at transit stations in particular is necessary to reassure bike commuters that their bicycles are safe and secure until they return. A mix of short and long-term bike parking is typically provided at transit centers. Programs such as Metro Transit's "Guaranteed Ride Home" for cyclists who ride their bike to work three times a week or more also help reduce reluctance to travelling without an automobile.

Bicycle "Park and Ride" Sites

Currently, transit-oriented bicycle facilities are provided at designated vehicular park and ride lots and transit hubs. However, these may not always be the most safe and convenient locations for bicyclists to get to via the street or trail system. As such, the validity of providing stand-alone bicycle park and ride facilities in select locations along the bikeway and trail system should be considered as the core ATP is implemented. The best way to determine where and the extent to which this should occur is to observe bicycle commuting patterns and work with local bicycle groups. Realistically, these patterns will not fully emerge until some of the key bikeway and trail corridors defined under this plan have been established.

Bicycle Repair Station

Bicycle Racks on Metro Transit Buses

Education, Marketing, and Promotion

Improvements to the physical environment are most effective if coupled with on-going marketing, promotion, and educational efforts. Programs and events that promote walking, biking, and other nonmotorized modes can help to activate the alternative transportation system and increase the visibility and use of these infrastructure investments. Such programming may include:

- Bloomington Active Living Biking and Hiking Guide
- "Bike-Walk Week" events, including bike to work/school incentives, group rides, and other events
- Community bike rides with the mayor or other City officials
- Rides organized by local walking, biking, or outdoor recreation clubs
- Parades, carnivals, block parties, and other street events that promote walking, biking, and other forms of outdoor recreation
- School and community education classes about bicycle and pedestrian safety, bicycle commuting, and bicycle repair
- Bicycle Friendly Business and Bicycle Friendly Community certification (a program of the League of American Bicyclists) Bloomington currently has "Honorable Mention" status
- Bloomington Bicycle Alliance- local group advocating for bicycling issues and facilities in Bloomington

Web-based tools for promoting alternative transportation are another means to education and inform the public about planning, programs, and resources related to walking, biking, and other nonmotorized modes of transportation. Some potential components of an alternative transportation informational webpage include:

- Links to maps (existing and proposed routes and facility types)
- Interactive maps or other web-based forms that allow users to report crash incidents, comment on infrastructure conditions, safety concerns, and/or favorite rides/routes
- Information on current and past planning and construction projects, programs to promote walking and biking, and other community health-related initiatives
- Educational materials explaining the features and functions of alternative transportation infrastructure (e.g. explanation of pavement markings, facility types, tips for sharing the road, etc.)

Group bicycle rides

Community events to promote walking and biking

Signage and Wayfinding

Included in the ATP System is a mix of amenities that also includes signage. The application of appropriately planned and scheduled signs helps the public understand their environment and guides them to known and new destinations. Planning signage means interpreting the needs and requirements for providing efficient and confident access. The following describes the features of an effectively programmed, designed and scheduled sign system to address multi-model traffic sign system and describe how signage should be planned and managed. The intent is to have the wayfinding and signage plan be an integral component of the overall ATP plan and its implementation.

It should be noted that while the focus of this section is signage and wayfinding for bicyclists and pedestrians, there is a compelling need for these recommendations to be compatible and complementary to roadway signage for vehicles.

off-street trails on-road lanes

Figure 3.16: *Regulatory Signage*

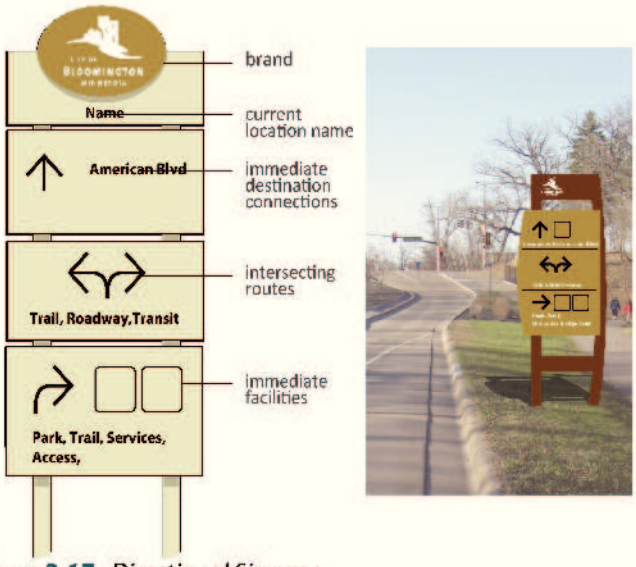


Figure 3.17: *Directional Signage*

Creating a "Readable" Environment

Signs designed to address wayfinding must provide clear, unambiguous answers to four questions:

» Where am I?

» Where am I going?

» How will I get there?

» How will I know when I have arrived?

Good signage helps to explain the facility and, in a sense, answers questions before they are asked. A well-planned system enables people to find their destination readily and quickly, reducing the need to search or to ask questions.

Sign System Design

A family of signs is a hierarchy of structures designed as a standard to be applied throughout a defined area. While the content may vary from sign to sign the common design provides a consistency and relationship that connects each individual sign to the system. The reason for applying messages is to inform, instruct or convey information to the reader. The following typical sign types are defined to serve a specific range of posted information:

Regulatory signs

Regulatory signs provide trail rules, appropriate uses, access information and can include posting of enforceable instructions, restrictions and traffic rules. These signs typically contain standard forms and graphics and are applied along road lanes and off-road trails. (see Figure 3.15 on-road lanes)

Directional signs

Directional signs present directions, locations, scale and distances to destinations. They are typically designed to be attached to existing structures or free-standing, standard forms.

They can also be information graphics applied along sidewalks, roadways and off-road trails and other posted locations. These signs provide information that names and directs people to destinations. (see Figure 3.16)

Waymarker signs

Waymarker signs provide specific cues that provide orientation and scale. Waymarker signs may be applied along sidewalks, roadways and off-road trails. They indicate connections from the immediate stop to the larger transportation network. (see Figure 3.17)

Waymarker signs can also give direction to amenities in the immediate area, such as public rest rooms, food and water. Care should be taken not to identify specific businesses as a form of advertising.

Directory signs

Directory signs provide information about the trail within the larger context of the city. Designed to hold orientation maps, event, sponsorship and other items, the form of the directory may vary from larger kiosks to simple panel displays. Located along road lanes and off-road trails, they present overview maps showing the immediate stop and how it relates to the larger transportation network. (see Figure 3.18)

Directory signs are an opportunity for providing information regarding prescribed routes for recreation or interpretation. Examples would be measured loops in the Normandale area for noon time runs or walking routes that highlight historical or natural amenities. Directory signs are also another opportunity to provide direction to nearby amenities.

Sign dimensions

The number of characters and the type size as well as the length of the message determine the overall size of a sign. The size of a sign can be reduced by rephrasing the message in a manner that requires fewer characters. The following should be considered when planning the design of a sign system:

- Consistent graphic presentation of information, (type style, size, reading distances, contrasts, conditions)
- Application of well formed graphic standards
- Use of maps and other orientation and information resources
- Application of pictograms, icons and selected graphics
- The scale, style, and durability of the signs in the context of their environment

The posted message needs to be communicated clearly while also scaled to "fit" appropriately within the facility or surrounding conditions. The ultimate size and location of the sign must balance this need to be large enough to be readable without being a visual obstruction or distraction. The ultimate size of a sign is a critical factor and should be assessed during the planning process. This applies to exterior signs in particular, where environmental or aesthetic concerns should be part of

Figure 3.18: *Waymarker Signs*

Figure 3.19: *Kiosks on sidewalk setback*

Figure 3.20: *Applied Brand City of Bloomington*

the criteria that are considered in determining the size and location of a sign. (see Figure 3.19)

Placement of signs

Choosing a proper location and orientation is key to a sign's effectiveness; the following points should be observed when determining the placement of a sign.

The viewing distances referred to the mix of the various facility types with the observer standing or approaching the sign. The pace or speed of the observer coming upon the sign while walking, jogging, cycling or driving a vehicle should determine the placement, scale and amount of information that can be posted. The reading of sign messages is usually a kinetic process with the sign typically fixed in place while the reader is moving past the message at various speeds and distances. If it is expected that a cyclist is to be informed by reading a sign without missing a pedal stroke, the content on the sign must be well placed, clearly posted and short enough in length to be read and understood very quickly. If by contrast the amount of information is larger and the choices posted are more detailed or complex, the example of the cyclist is still valid where a message should be placed in advance of the sign, providing the option to slowdown and pause to read the more detailed sign content.

Appropriate Placement

Exterior signs can be installed by various means. The methods of installation include the following: mounted on or into grade or finished surfaces; erected on posts to be freestanding; suspended from overhead structures, walls or fences or bracket mounted to suspend from existing structures such as light or traffic control stanchions. As applicable, factors such as landscape (terrain, vegetation) or architecture (surface, texture, color, modules) should be fully considered when determining the installation of a sign. The nature of the facility or site, the message and type of sign, and the needs of the user public will suggest the most appropriate form and mode of installation.

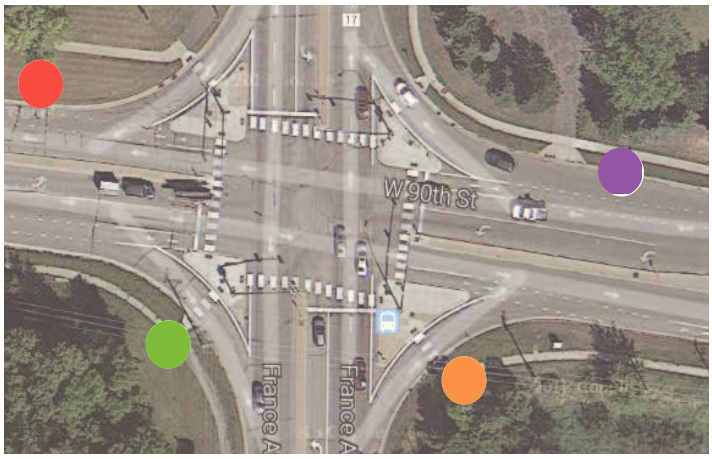


Figure 3.21: *Applied Signs- four basic sign types*

All signs that serve the same communication function should be installed in a manner that is consistent throughout the city where similar pathways or routing conditions exist. Signs that serve similar purposes should appear at the same height and in a similar context as facility features observed as one approaches a decision-point, for example. Uniformity of sign placement should be part of the planning process.

Signage Hierarchy

An established hierarchy of signage to reinforce the similar hierarchy in trail types is important and can also be used to inform appropriate locations of signage as listed below.

- Directory Signs should generally be associated with the regional trail system and be located at major "gateways" where regional trails enter the city and at major commercial districts that may have a higher number of visitors unfamiliar with the Bloomington trail system.
- Waymarker signs should be associated with the intersections of the regional trail system and the community trail system to provide general context and reminders to users. The simplified information provided on these signs is reflective of a higher proportion of trail users on the community corridors being familiar with the area.
- Directional signs are lowest in the signage hierarchy but also the most prevalent. These signage will provide basic directional information to keep users on route when utilizing the system.

Sign quantities and distance

Several factors influence decisions on how many signs will be needed to provide information on a particular route. These include the nature of the environment (differentiate types of facilities and complexity), the distance between the starting point or decision points and the destination, and the number of decision points along any given route. It is good practice to consider locating directional signs just before each decision point. When there are long distances between decision points, a prompting message may need to be repeated, confirming the direction towards the single or multiple destinations. (see Figure 3.20)

The need to provide information and specific directions along a route should not be interpreted as a call to install many additional, reassuring signs. Providing information that lists fixed distance from the sign's location to each destination provides a reassuring sense of orientation and scale in addition to providing potential options to trip planning and scheduling. Placing too many signs along a pathway can create too many reference points while a well thought out sign plan containing more informative content will usually result in fewer, more useful and strategically placed signs.

Sign Partners

Consider locating signs throughout the network of connecting routes in partnership with current and proposed multi-modal sign and information system partners who have or are currently locating signs within and adjoining with the city. These may include the Three Rivers Park District, MnDOT, and/or US Fish and Wildlife Service (Refer to resources for Facility Design and Management, earlier in section 3). The mix and variety of facilities located throughout the community provide the city with an efficient and most functional solution by agreeing to support the mixed communication goals of these various multi-modal partnering groups. If planned appropriately, this can be accomplished with little more then simple revisions or changes to the content of a map or directional sign.

Implementation SECTION 4

July 2016

Overview

The Alternative Transportation System Plan establishes an overall vision for the community that is ambitious yet realistic if incrementally implemented. This section sets forth an overall implementation strategy and baseline priorities to guide that process. Operations, maintenance, and education are also considered in this section as an important aspect of implementation planning.

Keeping the Momentum

The City of Bloomington has made improvements to the alternative transportation system over the past several years. These improvements are recognized as added amenities by residents and visitors. As more transportation options become available, users will expect additional expansion of the systems and they will expect that the trails, bikeways, sidewalks and associated amenities are maintained to the same standards, or better, as other elements in the City.

As planning efforts continue in accordance with the vision and plan in Sections 2 and 3, project implementation efforts will proceed as well. Additions to the alternative transportation system and other changes in the City's infrastructure may have altered future system needs as priorities may have changed. It is beneficial to re-assess project priorities and re-prioritize projects that have not been completed with new projects that have been added through the on-going planning process.

The vision and values set forth in Section 2 suggest that Bloomington is at a threshold with respect to transportation planning, with more emphasis being placed on balancing transportation options within the City. Through the public process, citizens and their elected and appointed officials have reassessed past practices and considered various means to enhance the public infrastructure to better accommodate alternative modes of transportation. As described in Section 3, providing a more robust network of interconnected trails, pedestrian-ways, and bikeways is achievable from a physical planning perspective.

Implementation of the plan will continue with inherent challenges and tradeoffs. Both diligence and patience will be required as the plan is realized. Thoughtful phasing and prudent implementation decisions will be critical to successfully making changes to the public infrastructure that affect various user groups in different ways. Especially with bikeways, testing ideas along select corridors is advised in order to understand tradeoffs, judge impacts to established traffic patterns, and assess the true value they offer. Fiscal limitations also reinforce the importance of focusing resources on the highest value amenities first to gain public support and enthusiasm.

Success in implementing the plan will require insightful leadership and a willingness to use a variety of strategies to manage change and leverage financial resources to full advantage.

Integrating the Alternative Transportation Plan with the Comprehensive and Other Plans

Through formal City Council action, the ATP becomes part of the City's larger Comprehensive Plan, as is the case with the updated 2008 Parks and Recreation Master Plan. Periodic updating of the plan is recommended to ensure that it evolves over time in response to changing needs, opportunities, and learned experience.

Plan Requires Additional Review in Context of Other Plans

Note that implementation of this plan will require additional technical review relative to other City plans to determine feasibility, relative tradeoffs, and timing coordination with other development initiatives as district plans and development area studies evolve. In other words, implementation of this plan will not happen in a vacuum, and final outcomes will often be affected by other community planning concerns.

Figure 4.1: *Alternative Transportation Policy and Planning Framework*

See p. 2-3 for more on the alternative transportation policy and planning framework

A Balanced Approach to Implementation

As defined in Section 2, the alternative transportation framework consists of three key policy and planning tools: The City's Complete Streets Policy, the ATP, and the Safe Routes to School Program (see Figure 4.1). Each of these adds value to public infrastructure in complementary ways. Taking a balanced approach to implementing each of these will ensure that multiple community values are being concurrently realized and that the wide-ranging expectations of residents are well served as time goes on. A balanced approach also provides the City more latitude in taking advantage of opportunities as they arise.

Consistent with this framework, the implementation strategy consists of three implementation categories. Each of these will have its own implementation strategy and set of priorities, as considered later in this section.

A Disciplined Approach to System Investments

An important consideration in developing an implementation strategy for each of these categories is that the opportunities to enhance the system are quite substantial and diverse. The magnitude of potential investments to achieve full plan implementation will undoubtedly require setting priorities that respond to realistic resource limitations.

The temptation to spread investment dollars too thinly across the entire system is also a major implementation consideration. Unfortunately, this strategy often falls short in that limited improvements do not have a major effect on the public's perception that the quality of the system has improved. This often leaves residents with a sense of unmet expectations, which can result in a decrease in the perceived value of the system, rather than an enhancement.

By focusing on raising the level of service through strategic and prioritized investments, the role that the system plays as a defining element in the City's infrastructure can be strengthened.

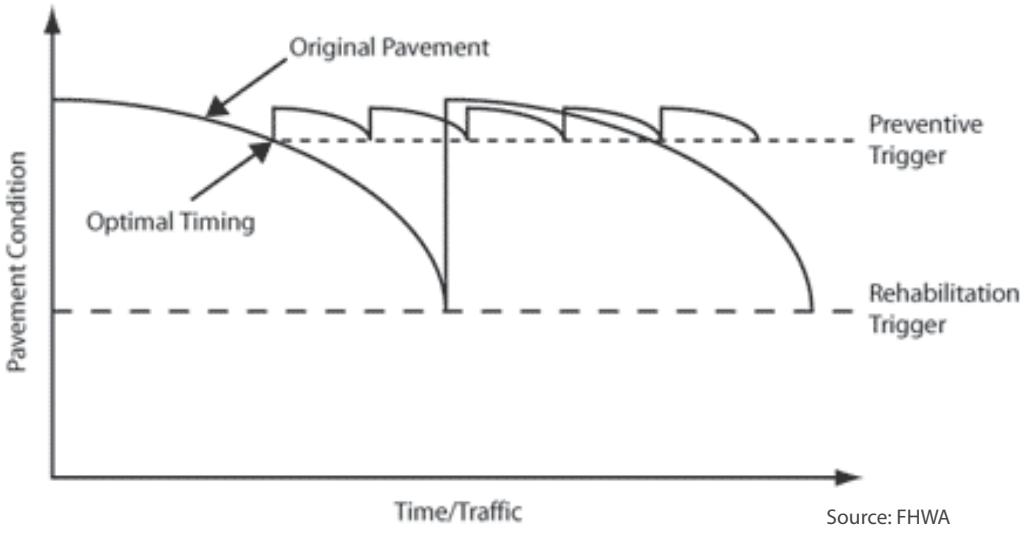
Long-Term Commitment to a Sustainable System

A sustainable system is the point to which the community is willing to support implementing the system plan to receive desired public benefits. Benefits relate to cultural (personal and social) and economic values that individual residents and the larger community find important and are willing to support by making investments in the system.

To be sustainable, implementation of the plan must take into account the long-term commitments required to develop, operate and maintain, and ultimately replace each aspect of the system as it moves through its lifecycle. Figure 4.2 illustrates this important point.

As illustrated, the total investment required to sustain a given component of the system is the cumulative cost for initial development, routine operations and maintenance costs, and redevelopment once a given amenity reaches the end of its useful lifecycle. Given the major implications to long-term funding, the City should define the level of service it can indefinitely sustain at the point of initial implementation.

Figure 4.2: *Lifecycle Costs and Long-Term Commitments to Sustaining Each System Component*



Source: FHWA

Prioritization Criteria for System Enhancements

The following table outlines general criteria for prioritizing plan implementation. The criteria are broad enough to encompass the predominant factors in the decision process, yet limited enough to be manageable for decision makers to gain consensus and take action. The criteria in Figure 4.3 were considered in establishing the priorities for implementation.

Figure 4.3: *Criteria for Prioritizing Plan Implementation*

Evaluation Criteria	Criteria Description
Community Demand	Action is warranted due to identified community demand based on needs assessment studies, public input, and defined trends.
Redevelopment/ Upgrading of Alternative Transportation Facility	Action is warranted due to facility being: In an unsafe condition or of poor quality Old and at the end of its useful lifecycle Ineffective at servicing current needs
Redevelopment Opportunity	Action is warranted to take advantage of redevelopment opportunity where alternative transportation features can be integrated.
Funding Availability/ Partnership Opportunity	Actions is warranted due to: Funding availability for specific use Partnership opportunity for specific type of development
Safety	Action is warranted due to: Resolve an immediate safety issue that needs to be addressed
Accessibility	Action is warranted to provide access to key destinations, and community and regional amenities including transit
Economic Efficiency	Action is warranted to make use of efficiencies gained by combining work with other public works initiatives (Pavement Management Program)

Implementation Strategies and Priorities

The strategy for implementing the system plan and establishing priorities is underpinned by two objectives:

1. Developing a balanced system offering multiple community values
2. Taking advantage of opportunities as they arise

At times, these objectives will be in conflict in that opportunities to develop various aspects of the system will present themselves in an unbalanced, "out-of-order" manner. As such, the implementation of the plan inherently requires some degree of flexibility to respond to opportunities as they arise. The City Council will have to consider these issues as they occur and determine the best course of action, which could include a rethinking or departure from the stated priorities.

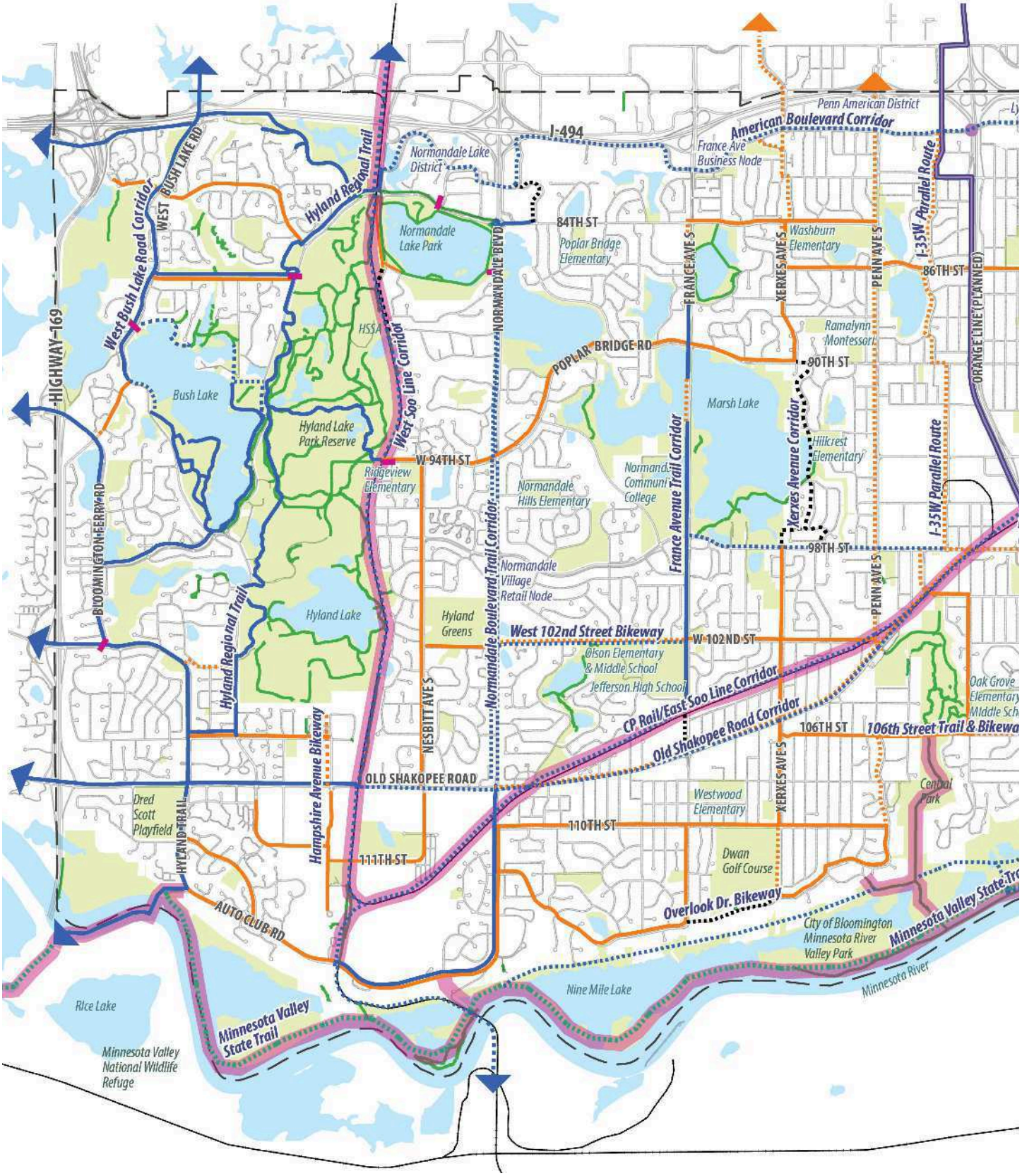
The following defines the implementation strategy and priorities associated with each of the categories illustrated in Figure 4.1.

Implementation Strategy for the Alternative Transportation System Plan

The Alternative Transportation System consists of trails, pedestrian-ways, and bikeways categorized as Regional Trails , Community Corridors, and Local Connections. Since each of these accommodates different user groups, concurrently investing in each of these over time is the overall recommendation to ensure that each user group's needs are being addressed. Within each of these components, priorities were established by the Task Force based on value judgments, cost implications, and perceptions of demand, as the following considers. Actual implementation may change priorities based on funding and other variables considered by the City Council.

Note that the priorities related to implementation planning at a system level, which ranks one item relative to another in terms of overall value. It does not take into consideration day-to-day decisions to complete a missing segment of trail or sidewalk where doing so has more immediate value. It also does not take into consideration more immediate safety concerns, in which replacement of a trail segment is necessary due to existing quality issues.

Figure 4.4: *ATP System - Priority Regional Trail connections highlighted*



This map highlights the priority trails that provide regional connections. Additional community and local priority corridors are mapped on the following pages.

Nine Mile Creek Regional Trail
I-494
Lyndale Ave Area Retail Node
American Boulevard Corridor
Mall of America Retail Node
South Loop District
Minnesota Valley National Wildlife Refuge Headquarters
BLUE LINE
Smith Park
HIGHWAY 77
Nokomis-Minnesota River Regional Trail
RED LINE (PLANNED)
86th St. Bikeway
ORANGE LINE (PLANNED)
LYNDALE AVE S
C.P. Rail/East Soo Line Corridor
NICOLLET AVE S
PORTLAND AVE S
Valley View Elementary & Middle School
Minnesota Valley State Trail
Minnesota DNR (Fort Snelling Park)
Long Meadow Lake
OLD CEDAR AVE S
Portland Avenue Corridor
Kennedy High School
Lyndale Ave Retail Node
OLD SHAKOPEE ROAD
Indian Mounds Elementary
I-35W
& East 102nd Street Bikeway
Oak Grove Elementary & Middle School
Lyndale Ave
Trail & Bikeway
City of Bloomington Minnesota River Valley Park
Black Dog Lake
Valley State Trail
Minnesota Valley National Wildlife Refuge
Priority Regional Trails
Proposed Off-Street Trails
Proposed On-Street Facility
Proposed Facility, Undetermined
Existing Off-Street Trails
Existing On-Street Facility
Existing Park Trails
Minnesota Valley State Trail
Grade-separated Crossing (proposed and existing)
Transitways and Stations
Bloomington Municipal Boundary
Railroad
Open Water
Parks
0
0.5
1
Miles

Regional Trails

With respect to trails, the main strategy is to make investments in the highest value trail corridors first to maximize the cost-benefit of system enhancements. Consistent with research findings, investing in destination trails offers the highest return on investment as reflected in expected use levels. Said another way, completion of these corridors will, with little doubt, be highly valued by the community – if designed and built to the highest standard. In terms of priorities for implementation, the following is recommended. Regional priority corridors are mapped in Figure 4.4. Community and local priority corridors are mapped in more detail on the following pages.

Priority #1a – Minnesota Valley State Trail (Regional Trail)

This trail corridor has proven to be very popular and highly valued by virtually all user groups. Given the interconnections with other systems, it will also be of high value to transportation users commuting to other cities. The planned Minnesota Valley State Trail segment in Bloomington will be constructed, maintained, and managed by the MnDNR. The State Trail is proposed to consist of two trails; the first, a natural surface hiking and mountain biking trail, and the second, a new a multiple-use ADA-compliant trail. The City of Bloomington encourages the MnDNR to work with the public to solicit feedback as to the design and surfacing for the multiple-use trail. This trail corridor provides many connections to other Bloomington trails and is a high priority due to the commitment of funding from the State of Minnesota.

Priority #1b – Minnesota River Valley Trail Connectors

Includes trails that connect to the Minnesota Valley State Trail that are not located on City of Bloomington property. This includes a trail connection from the Minnesota Valley State Trail to American Blvd. This trail connection is on FWS and MnDOT properties and is proposed to be a future MnDNR project.

Priority #1c – Local Connections to the Minnesota Valley State Trail

Includes trails that connect to the Minnesota Valley State Trail that are located on City of Bloomington property or street ROW. These include both on and off-road connections to City trailheads, as well as trails from trailheads to the State Trail. The road connections include but are not limited to Lyndale Avenue, Normandale Boulevard and E. 104th St. at Pond-Dakota Mission Park. Plans for the specific river valley trail connections will be developed at a later date via the City's Minnesota River Valley Strategic Plan.

Priority #2 – Hyland Trail (Regional Trail)

With much of this trail corridor already completed, the implementation focus is on finishing missing links. The remaining segment that is a priority for completion is the northern connection between 84th Street West and the planned Nine Mile Creek Regional Trail. Once completed the City should seek designation as a Regional trail by the Metropolitan Council. As a designated regional trail it would be eligible for Metro Regional Parks CIP and maintenance funding. Connections to the Minnesota Valley State Trail and Nine Mile Creek Regional Trail make it a solid candidate for a regional trail designation.

Priority #3 – Nokomis-Minnesota River Regional Trail

Three Rivers Park District anticipates completion of a large segment of the Nokomis-Minnesota River Trail from 12th Avenue to East 86th Street in 2016. Funding has been awarded for the Park District to construct the trail segment between East 86th Street and East Old Shakopee Road, with construction tentatively slated to begin in 2017. The City of Bloomington will be completing the southern segment of the trail (south of East Old Shakopee Road) with the rehabilitation of the Old Cedar Avenue Bridge. See Figure 4.4.

Priority #4 – Nine Mile Creek Regional Trail

Three Rivers Park District will also be implementing a portion of the Nine Mile Creek Regional Trail adjacent to Bloomington. This trail provides an east-west connection between the Hyland and Nokomis-Minnesota River trails and provides opportunities for connections to Edina, Richfield, and Minneapolis. Continuing progress on this trail, including segments along Airport Lane and 34th Avenue in Bloomington, should be a priority.

Priority #5 – CP Railroad/East Soo Line Corridor (Regional Trail)

The CP Railroad/East Soo Line Corridor is identified as a regional trail corridor on the Hennepin County Plan due to the ability to provide an independent trail alignment from the Southwest Metro to Minneapolis. Costs to implement, the unavailability of right-of-way makes this a lower priority. See Figure 4.4 to see the entire trail corridor in context.

Priority #6 – West Soo Line Corridor (Regional Trail)

The West Soo Line Corridor is identified as a regional trail corridor in previous versions of the Bloomington ATP. Currently the corridor is identified in the Hennepin County Plan north of Hyland Park Reserve only. However, the City would like to maintain the extent of the West Soo Line Corridor within Bloomington as a low priority trail corridor for future consideration.

Community Corridors

Priority #1 – France Avenue Trail Corridor (Community Corridor)

The France Avenue trail provides an important north-south connection between American Boulevard and Old Shakopee Road including connections to 86th Street Bikeway and Normandale Community College. The priority focus with this corridor is completion of the missing trail links, especially the sections through the wetland areas, and the reconstruction of the existing trails and sidewalks to current standards. Although addressing these sections will be relatively costly, it is of little value to improve other segments unless these limitations are improved first. This corridor is a Tier 1 Transportation Corridor identified in the Metropolitan Council Twin Cities Regional Bicycle Study (see page 2-7).

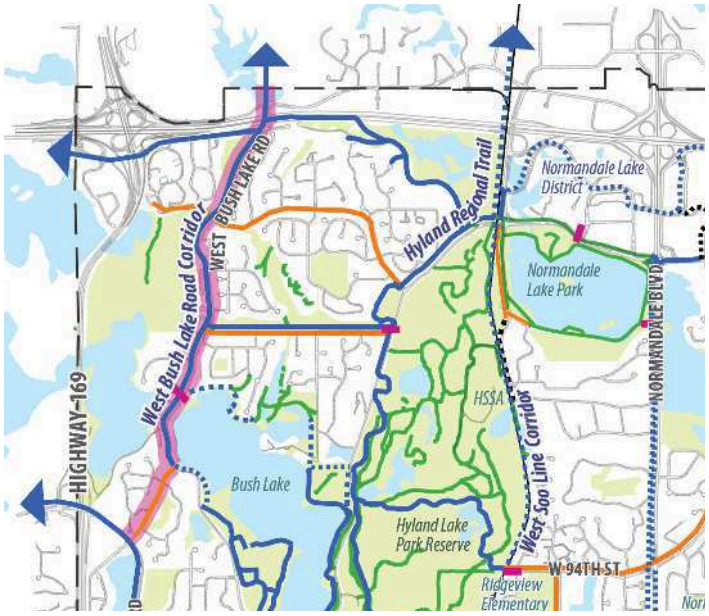
France Avenue Trail Corridor

Priority #2 – Normandale Boulevard Trail Corridor (Community Corridor)

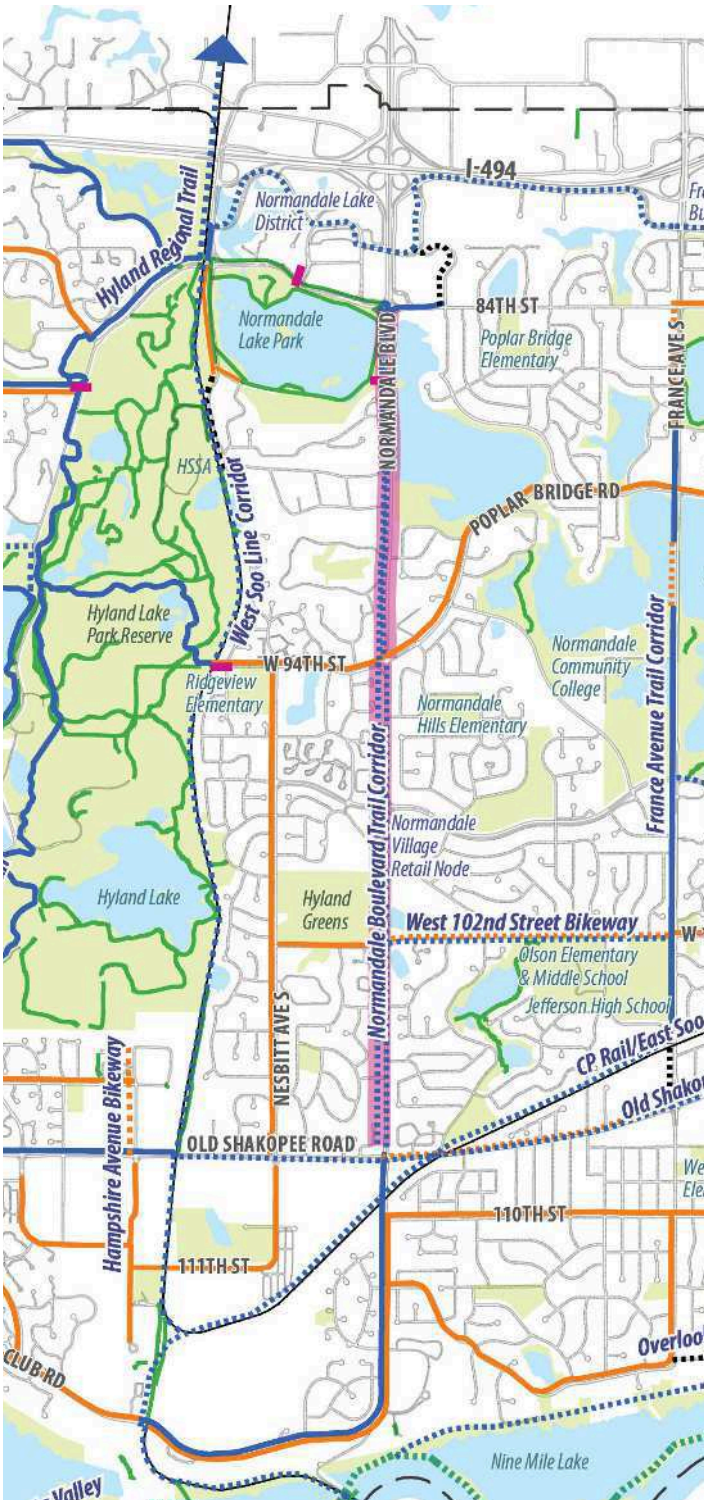
Existing trails along Normandale Boulevard are substandard and in poor condition. As a corridor identified on the Hennepin County Bicycle Plan, and an important community corridor, this corridor should be a priority for the reconstruction of the trails and sidewalks to current standards. Completing this segment provides an important connection to Normandale Lake Park, 86th Street Bikeway, and 102nd Street Bikeway. The segment from Nine Mile Creek to Poplar Bridge Road is funded for construction in 2016.

Priority #3 – West Bush Lake Road Corridor (Community Corridor)

This corridor builds on the existing off-road trail and underpass along West Bush Lake Road and continues along Veness Road to the south and from Oakmere Road to the north to provide a north-south corridor. While the section of trail between Veness Road and Oakmere Road was recently reconstructed, the balance of the trail requires reconstruction to current trail standards.



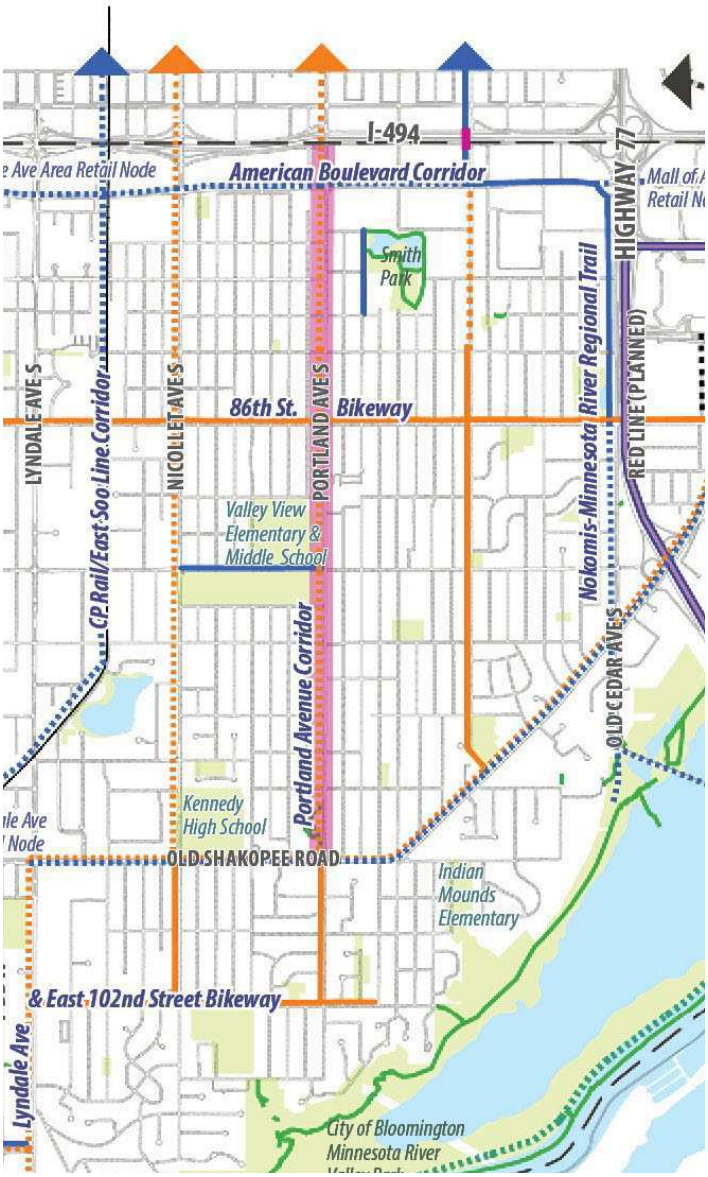
West Bush Lake Road Corridor



Normandale Boulevard Trail

Priority #4 – Portland Avenue Corridor (Community Corridor)

The Portland Avenue Corridor is identified on the Hennepin County Bicycle Plan and provides a direct on-street north-south route between East Old Shakopee Road and American Boulevard. This includes connections to bikeways in the City of Richfield, the bikeway corridor on 86th Street, and the Nine Mile Creek Regional Trail.



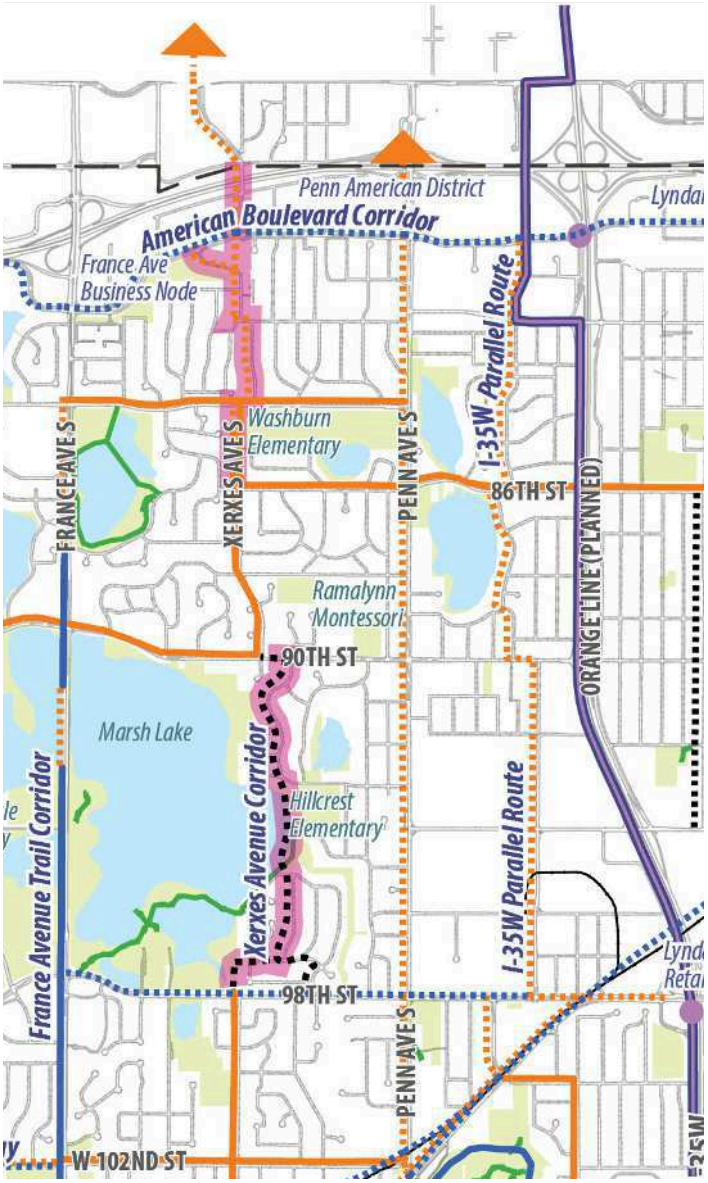
Portland Avenue Corridor

Priority #5 – Xerxes Avenue Corridor (Community Corridor)

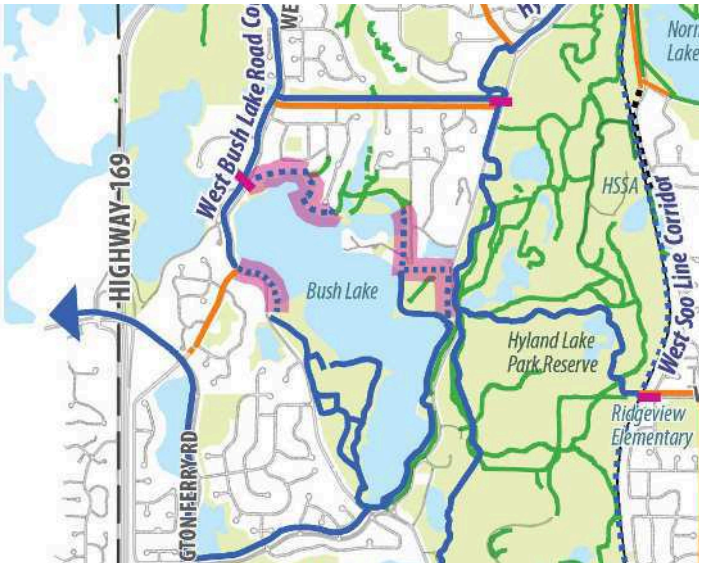
The Xerxes Avenue Bikeway builds on the progress of prior work to provide two connections to the existing 86th Street Corridor, Edina to the north and the Old Shakopee Road Corridor to the south. This is a lower priority primarily due to the need to develop the trail on the east side of Marsh Lake in order to fill the gap between the south and north end of Xerxes Avenue. Since the development of the trail is a more costly item, it will likely take longer to fund through the City's CIP.

Priority #6 – Bush Lake Park Trails (Community Corridor)

This includes a trail connection on the south/west side of the lake, as well as trail connection along the north side of the lake. The City will continue to evaluate the need/cost to provide trails along both the north shore of the lake and around the North Bay. Recent public feedback has been in opposition to the north shore trail, particularly where it is proposed to cross private properties along Izaak Walton Road. The trail segment on the south/west side of the lake is a higher priority, because it currently is a gap in the recreation and transportation system, and there is no existing sidewalk or trail in this segment for pedestrians or cyclists to use.



Xerxes Avenue Bikeway



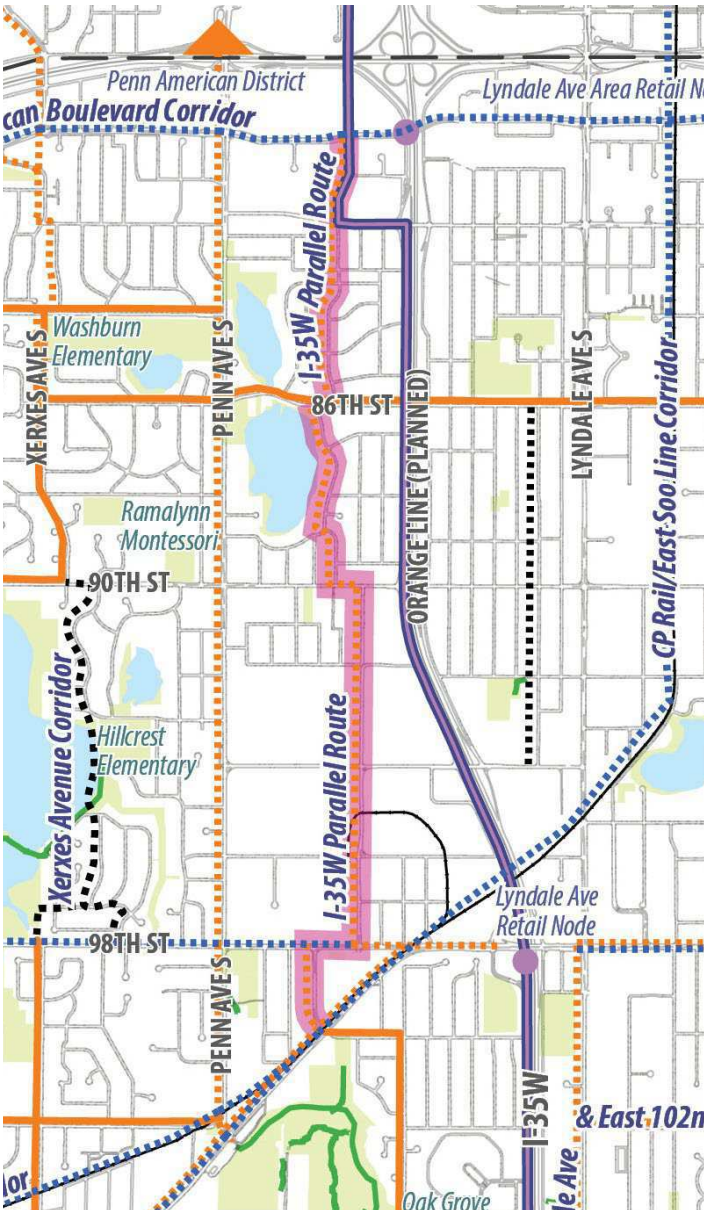
Bush Lake Park Trails

Priority #7 – I-35W Parallel Route (Community Corridor)

The I-35W Parallel Route provides an opportunity for a significant addition to the City's transportation system by providing a bicycle/pedestrian element to the heavily used I-35W corridor. Connections to a new I-35W Bridge over the Minnesota River, City Hall and Orange Line transit facilities make this an important corridor for residents of Central Bloomington. This trail also provides convenient access to the Minnesota Valley Trail and the connections to communities to the south. A study will need to be completed to determine the best alignment for this route.

Priority #8 – American Boulevard Corridor (Community Corridor)

The American Boulevard corridor is an important connection between the Nokomis-Minnesota River trail, Nine Mile Creek and Hyland trails. The continuation of pedestrian-way enhancements as part of street improvements along this corridor are recommended, as is filling any gaps that currently exist. As with the previous corridor, this will take many years given cost realities.



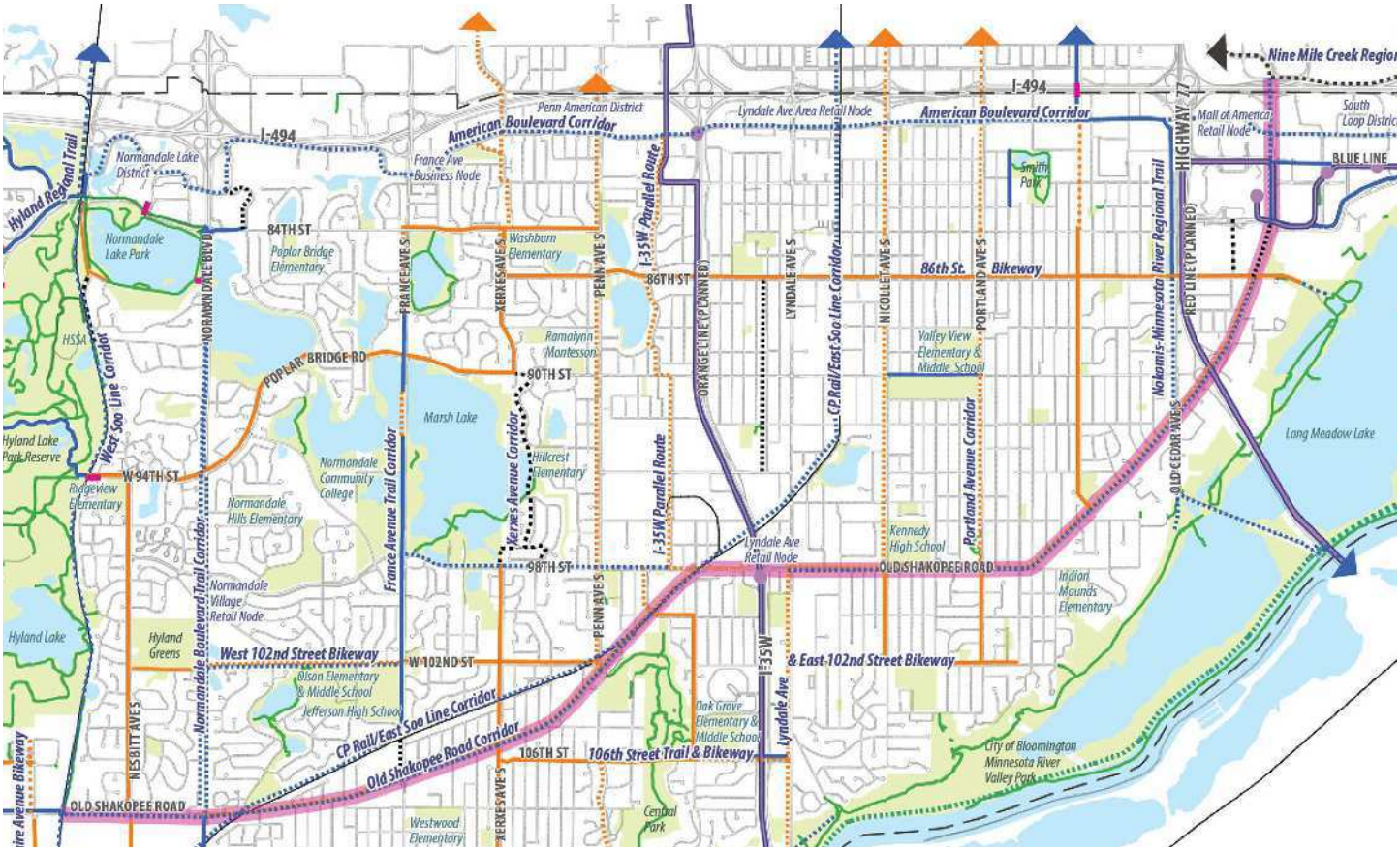
I-35W Parallel Route

American Boulevard Corridor

#9 – Old Shakopee Road Corridor (Community Corridor)

This corridor is among the most complex, trafficked, and costly of the corridors to improve. For that reason, it is a lower priority in that improvement costs are likely to be high while public value relatively modest as compared to the other corridors. In the near term, priority focus should be on completing missing gaps and continuing to provide enhanced pedestrian connections to retail and business nodes as they develop.

Applying the Complete Streets Program guidelines as segments of this corridor are upgraded over time is the recommended approach to enhancing this corridor for pedestrians and bicyclists.



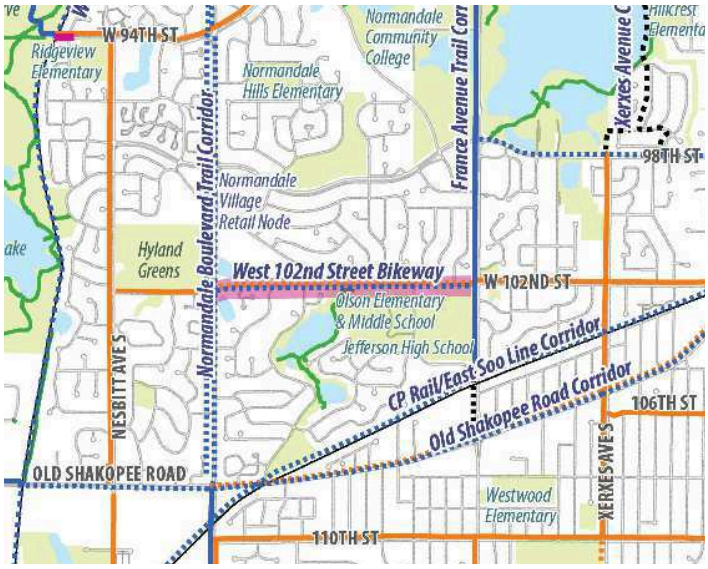
Old Shakopee Road Corridor

Local Connections

With respect to local connections, the first implementation priority starts with reconfiguring streets with fewer constraints (i.e., major intersections) before attempting to reconfigure a more complex corridor, as is the case with the second priority. With each priority, the City will need to test ideas, understand tradeoffs, and judge impacts to established traffic patterns before actual implementation – which will likely affect the actual order of priority once implementation begins. With this strategy in mind, the following is the recommended priorities for reconfiguring streets to accommodate bikeways.

Priority #1 – West 102nd Street Bikeway

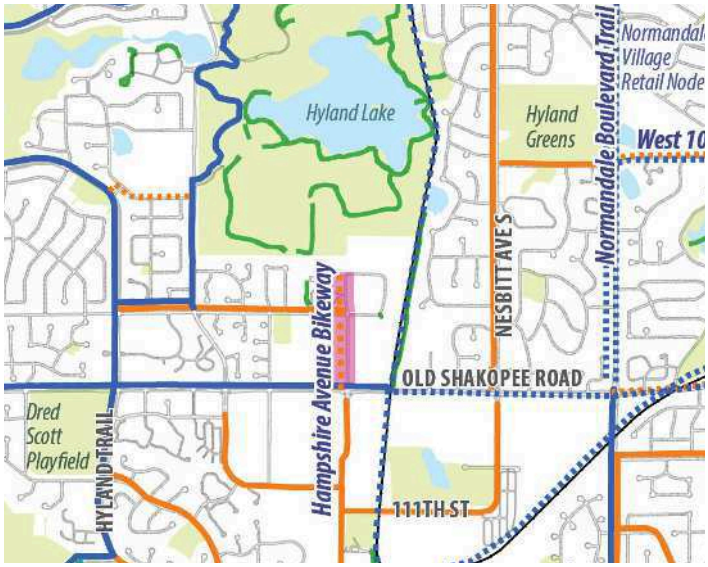
Much of this local connection has been completed since 2008, however a gap remains between Normandale Boulevard and France Avenue. This segment should be a high priority for completion.



West 102nd Street Bikeway

Priority #2 – Hampshire Avenue Bikeway

This bikeway complements the previous bikeway and creates an appealing connection between Hyland Park and the Bloomington Ferry Road Trailhead. It also poses relatively few constraints, with the exception of the linking trail segment on the southern section.



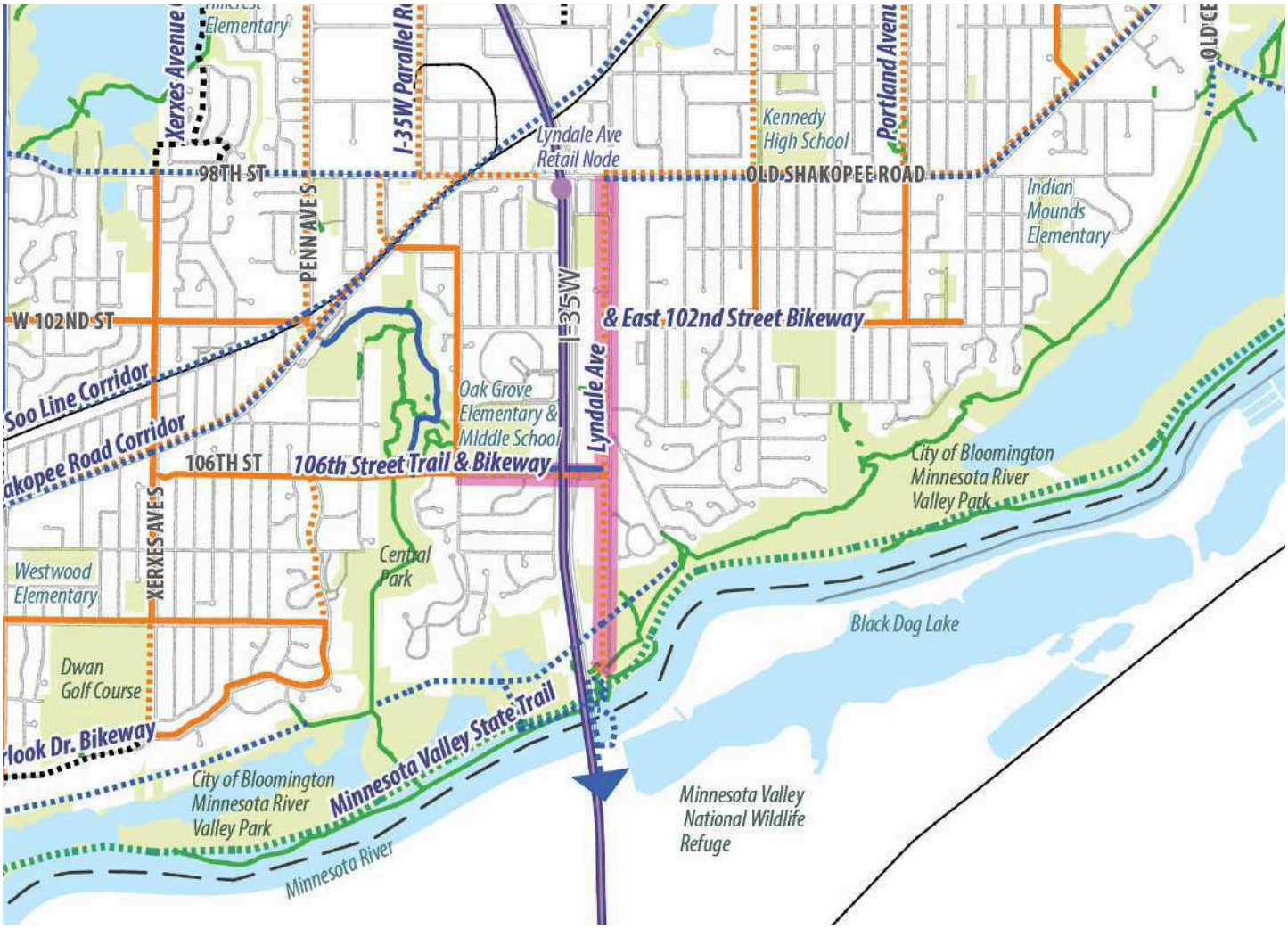
Hampshire Avenue Bikeway

Priority #3 – 106th Street (Trail and Bikeway), Lyndale Avenue, and East 102nd Street Bikeway

Establishing the bikeway segment between Humboldt Avenue and Lyndale Avenue would complete an east-west bikeway across the southern portion of the city. Additional study is required to determine the best approach (on or off-road) for the 106th Street bikeway, in coordination with the I-35W Parallel Route study.

Priority #4- Overlook Drive Bikeway

This segment would connect the on-street facilities on Overlook Drive with the facilities on France Avenue.



106th Street Trail and Bikeway, Lyndale Avenue and East 102nd Street Bikeway

Overlook Drive Bikeway

Implementation Strategy for Neighborhood Pedestrian/Safe Routes to School

There are two primary implementation strategies for this component of the system plan, as the following considers.

Neighborhood Pedestrian

As defined in Section 3, in existing developed neighborhoods not subject to redevelopment, the focus is on the removal of barriers that diminish the likelihood of a person walking or biking to a destination. Common barriers include gaps in the sidewalk system, inconsistent standards, and lack of end-of-trip facilities at destinations, especially schools. The implementation strategy for addressing these issues is expansion of the City's successful Pavement Management Program (PMP).

The PMP provides a systematic program of street rehabilitation and repair in order to assure that the city streets are serviceable, safe, functional, and provided at a reasonable cost to meet the needs of residents and the traveling public. The program focused on the upkeep of approximately 340 miles of city streets within its boundaries. This includes seasonal maintenance activities such as crack sealing, street patching, chipseal, as well as structural maintenance of the street system.

In neighborhoods subject to redevelopment, removal of existing barriers and application of the Complete Streets guidelines defined in Section 3 is recommended to enhance the use of alternative forms of transportation at the neighborhood level.

Safe Routes to School

To complement the City's own PMP program, continuing to pursue other funding to enhance pedestrian-level access to schools is recommended, as has been the City's recent practice. Although this type of program has funding limitations, it is still important for the City to pursue these programs to augment local funding sources.

Implementation Strategy for Complete Streets Policy

The Complete Streets policy focuses on incorporating alternative transportation features into all new public and private developments or redevelopment. Newer developments along American Boulevard and the retail nodes along Old Shakopee Road are examples of where the City is already incorporating many of the features important to enhancing pedestrian-level access and encouraging alternative forms of transportation.

Continued expansion of these practices are consistent with the City's Complete Streets policy and best practices described in Section 3. The Complete Streets policy should be considered for all new or upgraded streets, transit facilities, public spaces, and private development areas to ensure safe access and movement for all users of various modes of transportation.

Implementation Strategy for Trail Maintenance

The City of Bloomington Pavement Management Program Trails is a program developed to maintain the existing inventory of bituminous asphalt trails and bituminous asphalt (asphalt) sidewalks throughout the City with routine pavement maintenance or reconstruction. This program is similar to the street Pavement Management Program (PMP) and is referred to as PMP Trails or TPMP.

The existing inventory of asphalt trails and asphalt sidewalks in the City includes all Right-of-Way and Park trails for a total of 38 miles (2014). Of the 38 total miles, there are about 24 miles of asphalt sidewalks (narrow trails) and 14 miles of asphalt trails.

The PMP Trails program evaluates the condition of the asphalt trails and sidewalks and identifies the best maintenance practices to maximize the life of the asphalt. Based on the PMP Trails pavement condition evaluation, about 9 miles of existing asphalt trails or sidewalks are in poor condition, with a Pavement Condition Index (PCI) between 0-35.99, and have been identified for reconstruction over the next 10 years or sooner, depending on funding. The remaining miles of asphalt trails and asphalt sidewalks will be part of a routine pavement maintenance program that will include crack sealing, chip sealing and other techniques discussed in the Operations and Maintenance Considerations Section of this document.

If any new bituminous trails are constructed in the City, they will need to be added to the PMP Trails plan, and additional funding will need to be added to fund the program. A few of the segments prioritized in this Plan are also included in the PMP Trails for reconstruction within the next 10 years.

Implementation Cost Projections

The forthcoming cost projections define the potential costs associated with implementing the core components of the system plan to reach an optimal level of development. The projections are based on a combination of site-specific development issues and professional judgments based on projects of similar size and characteristics. The projections are based on 2015 dollars, which will require inflation adjustments over time. Trail costs include supporting infrastructure such as signage and trail amenities like bike racks and trash receptacles.

The cost projections take into consideration assumptions regarding the basic age of existing amenities. The actual timing of upgrading a particular component will affect whether there is any value in salvaging an existing feature or simply replacing it. With trails, it is assumed that developing a destination or linking trails entails removal of the existing trail or sidewalk and replacing it with a new one meeting desirable standards.

Timing will also affect the cost projections – which generally mean costs will rise above what is shown the further out upgrades are made.

Use of the Cost Projections

The intended use of the cost projections is to aid the City Council in developing an overall funding and implementation strategy, including:

- Defining the potential magnitude of the public investment needed to develop the system to its optimal level.
- Comparing the relative cost of one park or trail improvement over that of another.
- Determining the level of service threshold that the community is willing to support with local funding.
- Prioritizing and budgeting for capital improvement initiatives based on funding availability.

Limitations of the Cost Projections

Implementation costs will vary, perhaps significantly, depending on the actual conditions found out in the field, final design and scope of a given project, right of way or easements, and economic conditions at the time of bidding and implementation. To remain relevant, the cost projections should be updated on a periodic basis to stay in alignment with potential cost increases over time, and to factor in costs to replace items that have subsequently worn-out.

Given the uncertainties of size and scale associated with implementing the Neighborhood Pedestrian/Safe-Routes to School Program and Complete Streets Program, projecting costs for these elements is too uncertain at a system planning level to be of much value. Instead, projecting the costs for these improvements is best accomplished through the PMP as gaps in the infrastructure are more accurately documented and prioritized.

Cost Projections for Trails and Bikeways

Projecting the costs for developing these trails and bikeways without the benefit of site surveys and design layouts offers certain practical limitations. Given this, it is important to underscore that the cost projections presented here are for planning purposes and that more detailed evaluation is required to firm up costs as the City develops their funding packages and grant applications.

The forthcoming cost projections for trails are based on estimated unit costs assuming generally good construction conditions and requiring a modest degree of site preparation (e.g., soil corrections), storm water work, and limited retaining walls. Commonly, trail development ranges from $500,000 to $700,000 per mile, exclusive of bridges or underpasses. With limited right-of-way and other constrictions, trail projects in Bloomington tend to be on the higher end of the cost range. Based on recent bidding on local area projects, the cost projections for implementing the core trail plan as defined in Section 3 are based on a $680,000 average cost per mile. The cost to replace existing sidewalks in a road corridor with a paved trail, such as along American Boulevard, is based on a $340,000 average cost per mile. Sections of roadway that need additional right-of-way may incur costs that are substantially higher, based on current costs for land or easement acquisitions.

With bikeways, cost projections relate to restriping streets from 4-lane to 2-lane configurations. Cost projections for implementing the core bikeway plan are based on a $101,000 average cost per mile. This includes blacking out existing painted lines, painting new lines, and on-road stenciling associated with bike lanes at major intersections. Bikeway signage is estimated at $1,500 average cost per mile. Added together, per mile costs for bikeways is approximately $102,500. Additional costs may be incurred if signal modifications are needed to incorporate bikeways through intersections.

There is also a projection for the cost of maintaining existing natural surface trails located within the park system. Maintenance on these trails includes mowing, vegetation management, periodic tree trimming, and minor grading/soil stabilization. Mowing and vegetation management occur regularly throughout the year, while tree trimming and selective grading are on an as-needed basis. Cost for the activities is estimated to $2,100 average cost per mile.

Cost Projections for Expanding PMP to Cover Sidewalks, Trails, and Streetscape Features

The current Pavement Management Program (PMP) typically includes sidewalk and pedestrian ramp repair as part of all reconstruction and overlay projects. New reconstruction or gap infill of sidewalks, trails and streetscape features is outside of the current funding level and structure of the Streets PMP.

The Pavement Management Program Trails (PMP Trails) is a newly developed program to maintain and improve the existing inventory of bituminous asphalt trails throughout the City. Additional information about this program can be found in the Maintenance portion of this chapter and in Appendix B.

Funding Sources for Capital Projects

There are several sources for funding capital projects including federal and state grants administered by the Minnesota Department of Transportation and the Minnesota Department of Natural Resources. Potential funding sources for capital projects include:

- City of Bloomington
- Transportation Alternatives Program (Grant Coordinator: MNDOT)
- Parks and Trails Legacy Grant Program (Grant Coordinator: MN DNR)
- Regional Trail Grant Program (Grant Coordinator: MN DNR)
- Local Trails Connection Program (Grant Coordinator: MN DNR)
- Federal Recreational Trail Program (Grant Coordinator: MN DNR)

Figure 4.5: *Potential Cost for Implementation of Regional Trails and Community Corridors*

Segment: Regional Trails	Estimated Length	Projected Construction Cost	Annual Maintenance Cost
Priority #1a – Minnesota Valley State Trail A. Includes both paved and natural surface trails along the Minnesota River from Bloomington Ferry Bridge to Minnesota Valley National Wildlife Refuge Headquarters. *Owner: MnDNR Lead: MnDNR Maint: DNR Fund: State of Minnesota Maint Fund: DNR*	16.67 miles	$5,100,000	$72,198
Priority #1b – Minnesota River Valley Trail Connectors Includes trails that connect to the Minnesota Valley State Trail that are not located on City of Bloomington property. *Owner: Various Lead: FWS & MnDNR Fund: Various*	1.25 miles	$850,000	$5,414
Priority #1c – Local Connections to the Minnesota Valley State Trail Includes natural surface or paved trails that connect to the Minnesota Valley State Trail that are located on City of Bloomington property or along street ROW. *Owner: COB Lead: COB Fund: TBD*	3.86 miles	$300,000	$8,106
Priority #2 – Hyland Trail Since much of this trail is completed, estimate only includes paved trails on the north end of this corridor. This does not include bridge modifications over I-494. *Owner: Various Lead: TBD Maint: COB Fund: TBD Maint Fund: New*	0.56 miles	$381,000	$2,425
Priority #3 – Nokomis-Minnesota River Regional Trail Corridor			
A. A small segment of the trail corridor from 86th Street to the Old Cedar Avenue Bridge. *Owner: COB Lead: TRPD Maint: COB Fund: TAP Grant and local match Maint Fund: New*	.72 miles	$563,800	$3,117
B. Trail corridor from Old Shakopee Road to Old Cedar Avenue Bridge. This cost estimate does not include boardwalk or bridges that may be needed. *Owner: COB Lead: COB Maint: COB Fund: Combo Maint Fund: New*	.53 miles	$350,000	$2,297
C. Trail corridor from Old Cedar Avenue Bridge to the State Trail. *Owner: COB Lead: COB Maint: COB Fund: TBD Maint Fund: New*	.5 miles	$350,000	$2,166
Priority #4 – Nine Mile Creek Regional Trail This estimate is for a short segment of trail along airport lane and 34th Avenue. Assume full trail construction. *Owner: TBD Lead: TRPD Maint: TBD Fund: TBD Maint Fund: New*	1.4 miles	$952,000	$6,063
Priority #5 – CP Rail/East Soo Line Corridor Assumes an independent trail alignment along East Soo Line right-of-way from spur at Hampshire/114th to I-494 towards Minneapolis. *Owner: TBD Lead: TBD Maint: TBD Fund: TBD Maint Fund: New*	6.73 miles	$4,576,000	$29,148
Priority #6 – West Soo Line Corridor Assumes an independent trail alignment along the CP/West Soo Line right-of-way from Minnesota River/Auto Club Road to I-494 near East Bush Lake Road. *Owner: TBD Lead: TBD Maint: TBD Fund: TBD Maint Fund: New*	5.81 miles	$3,951,000	$25,163
Subtotal Regional Trails		$17,299,000	

Segment: Community Corridors	Estimated Length	Projected Construction Cost	Annual Maintenance Cost
Priority #1 – France Avenue Trail Corridor (Existing: Reconstruct and Fill Gap)	2.9 miles	$3,504,000	---
Includes replacing existing paved trails and some sidewalks along this corridor with new and wider trails. Assumes many of the existing trails and sidewalks are reaching the end of their effective lifecycle or are substandard. City estimate includes retaining walls, boardwalk, etc., for areas of limited space between the road edge and wetland, as well as estimated right-of-way needs.			
A. Reconstruct existing poor quality and narrow bituminous trail/sidewalk along France Avenue	1.9 miles		$8,229
B. Infill gaps in existing system along France Avenue including the wetland segment (at Nine Mile Creek), between Poplar Bridge Rd and W 84th Street, south of Jefferson HS to Old Shakopee Road and other gaps)	1.0 mile		$4,331
Priority #2 – Normandale Boulevard Trail Corridor (Existing: Reconstruct)	5.95 miles	$4,046,000	---
Includes replacing existing paved trails and sidewalks along this corridor with new and wider trails. Assumes many of the existing trails and sidewalks are reaching the end of their effective lifecycle or are substandard.			
A. Reconstruct poor quality trails on both sides of Normandale Boulevard between Nine Mile Creek and Poplar Bridge Rd/W 94th Street	2.25 miles		$9,744
B. Reconstruct poor quality trails on west side of Normandale Boulevard between Poplar Bridge Rd/W 94th Street and Old Shakopee Road	1.85 miles		$8,012
C. Determine if trail along east side of Normandale Boulevard between Poplar Bridge Rd/W 94th Street and Old Shakopee Road is needed	1.85 miles		$8,012
Priority #3 – West Bush Lake Road Corridor (Existing: Reconstruct)	1.52 miles	$1,034,000	$6,583
This trail segment reconstructs the off-road trail on West Bush Lake Road from Oakmere to the north to Washington Avenue/Marth Road			
Priority #4 – Portland Avenue Corridor	2.5 miles	$255,000	on-road
Assumes an on-street bicycle facility connecting from Richfield to Old Shakopee Road.			
Priority #5 – Xerxes Avenue Corridor	3.0 miles	$300,000	on-road
This estimate includes filling of gaps from 84th Street to American Boulevard and between 98th Street and 90th Street along the east side of Marsh Lake. Undetermined if it will be on-road or off-road connections, but the existing corridor is on-road. Total length 4.2 miles			
Estimated length of off-road trail:	1.2 miles	$816,000	$5,197
Priority #6 – Bush Lake Park Trails			
A. Completes the gap in the trail/sidewalk on the southwest side of the lake between Veness Rd and approx. 9149 West Bush Lake Rd	.23 miles	$112,550	$996
B. Trail connection along the northeast and north sides of the lake from Picnic Shelter #3 to Lakeview Avenue.	.22 miles	$107,657	$952
C. Trail connection along the northeast and north sides of the lake, from Lakeview Avenue around North Bay and connecting to West Bush Lake Road	1.05 miles	$513,818	$4,548
Priority #7 – I-35W Parallel Route	5.02 miles	$512,000	primarily on-road
Assumes a primarily off-road facility between I-35 Minnesota River Bridge and the Knox Avenue station of the Orange Line. Further study needed to define route.			

Segment: Community Corridors, cont.	Estimated Length	Projected Construction Cost	Annual Maintenance Cost
Priority #8 – American Boulevard Corridor Assumes that completion of pedestrian-ways along this street will be incrementally as part of ongoing redevelopment and streetscape improvements from East Bush Lake Rd to 12th Avenue.	5.8 miles	$1,972,000	concrete pedestrian-way facility
Priority #9 – Old Shakopee Road Corridor Includes replacing existing paved trails and sidewalks along this corridor with new and wider pedestrian facilities and possibly off-road trails. Some segments will require substantial right-of-way.	6.91 miles	$4,699,000	undefined facility type
Estimates assuming a new 10' bit trail on one side from just west of Normandale to Killebrew.	7.4 miles	$4,995,000	$32,049.40
Subtotal Community Corridors		$22,867,025	
Base Total Regional Trails & Community Corridors		$40,166,025	
Contingency (20%) and Professional Fees (15%)		$14,058,000	
Overall Projected Construction Cost Total		$54,224,025	

Costing Note! *Contingency includes extraordinary costs such as bridges, extensive retaining walls, or right-of-way acquisition, if needed.*

Adjusting for inflation! *A 10% per-year cost estimate increase is recommended from date of plan adoption to account for inflation.*

Figure 4.6: *Potential Cost for Implementation of Local Connections*

Segment: Local Connections	Estimated Length	Projected Construction Costs
Priority #1 – West 102nd Street Bikeway (Normandale Boulevard to France Avenue)	1.02 miles	$104,040
Priority #2 –Hampshire Avenue Bikeway	0.38 miles	$38,760
Priority #3 – 106th Street Bikeway and Lyndale Avenue Bikeways	1.5 miles	$153,000
Priority #4- Overlook Drive Bikeway	0.5 miles	$51,000
Priority #5- Gaps in Trail Network	1.14 miles	$116,200
Base Total		$463,000
Contingency (20%)		$92,600
Overall Total		$555,600

Figure 4.7: *Trail Maintenance Costs*

Type	Unit	Projected Costs	Notes
On-street sweeping	Mile	$583.00	Cost per mile
Sweeping	Mile	$200.00	Cost per mile
Snow and ice removal	Mile	$50.00	Cost per mile
Mowing clear zones	Mile	$600.00	Cost per mile
Asphalt crack repair	LF	$1.00	Includes blowing out debris
Asphalt edge/patch repair	SY	$40.00	Includes sawcut, removal, base repair and paving
Sealcoating/fog sealing	SY	$1.25	One coat of emulsion-only (no rock)
Signage	SF	$35.00	Cost per square foot for individual signs
Natural Surface Trail Maintenance	Mile	$2,100	Mowing, vegetation management, signage repair, minor grading

Figure 4.8: *Suggested Seasonal Schedule for Inspections*

Season	Inspection Focus
Spring	Inspect for damage from winter use and freeze-thaw cycles. Check for erosion, plugged culverts, fallen vegetation, vandalism, user and maintenance vehicle–caused damage, slumping, cracking, and other visible signs of surface imperfections. Record problems and schedule maintenance on a priority basis.
Summer	Inspect regularly and after storms for damage to facilities. In addition to items listed for spring, also inspect vegetation growth and encroachment and pay special attention to drainage ways and ditches that may have eroded during the spring runoff. Record all problems and schedule maintenance on a priority basis.
Fall	Inspect regularly and after storms for damage to facilities. Focus on maintenance that should be done before winter to avoid more damage during spring thaw. Pay special attention to culverts and drainage ways that will be needed to handle spring runoff. Fill cracks.
Winter	This is a good time of year to check low areas and drainages that cannot be easily accessed during the summer. This includes culverts, ditches, and beaver ponds. Winter is a good time to conduct major vegetation maintenance and trimming activities because heavier vehicles can access trail corridors while the ground is frozen and fewer if any users are on the trails.

Mowing the "clear zone"

Maintenance and Replacement Cost Budget Considerations for Trails

Undertaking routine and preventive maintenance ensures a safe environment, reduces hazards, and helps control future repair costs (maintenance costs and responsibility for maintenance should be assigned when projects are planned and budgets developed.) Replacement costs also have to be factored into cost planning. Generally, trails can be expected to have up to a 25-30 year lifecycle with regular maintenance.

For long-range budgeting purposes, factoring in an annual maintenance and replacement cost of 10 percent of infrastructure replacement costs accounts for year-to-year maintenance plus replacement of the facility after 25-30 years.

Operations and Maintenance Considerations

The following operations and maintenance guidelines provide general recommendations for monitoring and maintaining paved trails, sidewalks, and bikeways. The objective is to prolong the life of these based on common practices in Minnesota and take into consideration climate and other site conditions. Note that the guidelines are generic and not a substitute for City policies, practices and maintenance programs tailored to site specific conditions. In all likelihood, these considerations would be integrated into the City's existing PMP.

Monitoring and Inspections Schedule

Monitoring and inspections of all facilities should occur throughout the year to detect maintenance issues before safety is compromised. The management plan and monitoring inspection schedule will be consistent with the City's Pavement Management Program (PMP), which is a tool the City utilizes to track pavement deterioration and provides guidance for maintenance, repairs and replacement of trail pavement. A PMP that identifies the right action at the right time can save money and help maintain safe pavement surfaces. Figure 4.8 provides an overview of inspections that can be completed during each season.

Inspections Schedule Considerations

A routine inspection schedule is important for staying on top of maintenance issues and taking care of problems at an early stage. The following is a suggested seasonal schedule for inspections.

A Paved Trail Inspection Template is included in the Appendix B that includes a list of items that should be reviewed when inspecting trail facilities.

General Maintenance Guidelines

Maintenance of paved trails, sidewalks, and bikeways falls into a number of basic categories, as the following considers.

Vegetation Management

To maintain an acceptable clear zone and to preserve the integrity of the trail and sidewalk surfaces, vegetation along these facilities needs to be managed. Preventing vegetation from breaking up the edges of the asphalt surface is especially important to extending a trail's life cycle. If vegetation is left unchecked, cracking, crumbling, and surface holes can rapidly develop.

Woody vegetation close to the trail can send root suckers under and then through the asphalt, destroying the integrity of the pavement. This vegetation needs to be removed by cutting or trimming and removing the trimmed material from the site.

A vertical clearance of ten feet above trails and sidewalks should be maintained. Trimming overhead branches and removing dangerous limbs is an activity that should be reviewed on an annual basis.

A two to three foot "clear zone" should be maintained on both sides of trails and sidewalks. Within this area, there should be no obstructions such as trees, signs, posts or fences. The "clear zone" should be maintained by mowing turf grass or, in wooded areas where grass will not grow, wood mulch can be installed along the shoulder. If erosion has taken out vegetative cover, solve the problem before restoring vegetation.

Asphalt Crack Repair

Routine crack repair is critical to trail longevity. It is especially important to complete this work before winter. In general, all cracks wider than three-eighths inch should be filled. Those wider than one-half inch should be cut out and patched. Longitudinal cracks, which are typically structural problems, should be cut out and patched, not filled.

In areas where cracking is extensive and the subgrade is deemed stable by an engineer, an overlay can be used since the problem will not be resolved through crack filling. Note that drainage of the trail needs to be reviewed to make sure it is not compromised if an overlay is added. If so, the drainage issue must be corrected.

Repairing Crumbling Edges

Broken or crumbling edges are typically caused by either poor subgrade preparation before paving or heavy maintenance vehicles deflecting the asphalt surface and causing it to fail, especially in the spring during the frost-out period. Poor subgrade drainage can also be a factor in edge failure. If the trail, subgrade, and base material are poorly drained and remain wet, especially through freeze-thaw cycles, pavement failure can be

expected, typically starting at the edge where the pavement is the weakest.

Cutting out the damaged area and inspecting the subgrade is required in these instances. If the subgrade is confirmed to be stable, the area can be patched using MnDOT specifications for asphalt repair, which include the use of a tack coat to seal the patch from moisture. If the patching area is large, removal of the entire area and replacement is recommended, since patches can annoy trail users.

Patching

Pitting and Grooving

Pitting and grooving can be caused by trail grooming or snowplowing equipment. If the damage is extensive enough to be of concern, an asphalt overlay of at least 1 inch is recommended. In the most severe cases, or when this is a routine problem (such as the approach to a bridge), using concrete for a section 30 feet or less is a common approach.

Slumping, Caving, and Holes

Slumping, caving, and holes can be attributed to many factors, including animals, erosion, culvert failure, settling at bridge approaches, and subgrade problems.

To repair holes caused by animals, smooth them out, re-compact the subgrade, and fill with an asphalt patch, which should be compacted. The patch should be level with or slightly crowned (but not lower than) the adjoining surfaces to avoid trapping water and causing future problems.

In situations where erosion and culvert failure are the problems, identify and address the cause before making the repair. Use the patching approach described above.

The area where an asphalt trail surface abuts a bridge deck is highly susceptible to separation, cracking, and slumping. Although specific repairs depend on the bridge design, the typical problem is the lack of a solid backing for the asphalt surfacing to be placed against or over. Either concrete or pressure-treated wood can often be used in these situations, although site-specific solutions are most common due to the variability of what can be encountered. The bridge manufacturer, who should be contacted to ensure that solutions do not compromise the bridge integrity, may have additional suggestions.

Fog seal

Sealcoating/Fogsealing

Sealcoating relates to surface treatments used to cover minor surface imperfections and asphalt deterioration from weathering and oxidation. Although sealcoating has its advocates, it also poses some significant limitations, including:

» Short life span – with extreme variability between products

» Tendency for the finished surface to become slippery when wet unless a material such as sand or crushed rock chips are added (which is not desirable for most bicyclists and in-line skaters)

Asphalt crack repair and seal combined

» Incompatibility and inconsistency in products – with some products found to not bind to asphalt very well

For these reasons, the cost/benefit of sealcoating/fogsealing is uncertain and some maintenance departments forgo it and do an overlay on a shorter rotation with the money saved. Note that as products improve, the cost/ benefit of sealcoating/fogsealing may become more justifiable. For best results, a sealcoat/fogseal should be applied in the second year to prevent moisture from seeping into surface cracks and voids and to prevent the surface from drying out. Thereafter, sealcoating/fogsealing every 3 to 5 years is common.

Management Plans

A management plan identifies maintenance needs and responsibilities. A management plan that includes the maintenance component for a proposed facility should be prepared during project planning and be funded as part of implementation approval.

Additionally, a management plan should include a means for users of the system to report maintenance and related issues and to promptly address them. User-initiated maintenance requests should follow an established procedure to help avert deterioration of the city's infrastructure and reinforce resident-ownership of the system.

Maintenance Schedules

A maintenance schedule is the best way to ensure that specific maintenance activities are completed and at the optimal frequency. A maintenance schedule can be a simple spreadsheet or it can be incorporated into the City's asset management software that tracks pavement management. A sample spreadsheet for trail maintenance is included in Appendix B.

Routine Maintenance Considerations

In addition to seasonal monitoring and inspections, routine maintenance also needs to be undertaken consistent with City of Bloomington policies. The following highlights a few areas of particular importance.

Snow and Ice Removal

To foster year-round use of trails and pedestrian-ways, a snow and ice removal policy and accompanying plan is necessary. When provided on a designated trail, pedestrian-way, or bikeway, snow and ice should be pushed well out of the travel lane. Bikeways, gutters, and curb ramps should not be used as snow storage areas for snow removed from streets. When snow and ice are removed from trails, it should be pushed far enough away from the trail edge to maintain the two-foot clear zone on both sides of the trail.

Sweeping

Loose sand and debris on the surface of all trails, pedestrian-ways, and bikeways should be removed at least once a year, normally in the spring. Sand and debris will tend to accumulate on bicycle lanes and shoulders, because automobile traffic will sweep these materials from the automobile portions of the roadway. This is especially true for bicycle lanes that are located directly adjacent to a curb, where debris collects already. Other times when sweeping is necessary includes after storm events when vegetation debris has fallen on trails and in the fall after all leaves have dropped from trees. Proper trail sweeping is important to maintain safe trail surfaces, since trail use will continue until snowfall and throughout the winter if trails are plowed for year-round use.

Drainage Facilities

Drainage facilities often deteriorate over time. Ensuring that bicycle-safe drainage grates are located at the proper height greatly improves bicyclist safety. Adjusting or replacing catch basins that have deteriorated or present a hazard should occur as needed to ensure continued safe operations and improve drainage. When a catch basin or drainage grate is located within or adjacent to a trail, it is important that the grate openings are small and set perpendicular to the direction of travel so that bicycle or in-line skate wheels to not get caught in the spacing. Neenah Foundry and other grate manufacturers make grate covers specifically for locations where bicycles and other small-wheel activities will occur.

Natural Surfaced Trails

With respect to natural-surfaced trails, implementation priority centers on expansion of the trails along the Minnesota River Valley, with the first step being to open up negotiations with various affected agencies to determine the extent to which this can occur. This step should be followed by detailed alignment planning. Note also that implementation of this trail plan is inherently lock-stepped with the proposed destination trail along the river. Second to the trail along the river is implementation of the nature trails defined under the Parks and Recreation Master Plan.

Education and Promotion

Complementing the alternative transportation system defined under this plan with an education program is important to increasing actual use and safety of the system. The following covers the most important aspects of education and promotion programs to foster increased participation in the use of alternative forms of transportation in Bloomington.

Bicyclists, motorists, and pedestrians each have a responsibility for making all modes of transportation safe. The City has established guidelines for the safe usage of parks and trails within the City. These guidelines can be found in the "Bloomington Park Trails, Regional Trails and Sidewalk Usage Policy". Effective safety programs can reduce the risk of crashes and injuries while giving pedestrians and bicyclists greater confidence to use alternative transportation facilities.

Typically, safety training focuses on:

» Developing and reinforcing safe skills in children and adults

» Teaching bicyclists their rights and responsibilities

» Increasing awareness of motor vehicle operators of the rights of bicyclists and pedestrians, especially their responsibility to safely share the road with bicycles and respect pedestrians in crosswalks.

With children, working closely with local schools to provide safety training and teach riding skills is recommended. Critical messages for children and adults include: always wear a helmet, obey traffic laws, ride with the flow of traffic, and be visible.

With motor vehicle operators, the goal is to increase awareness of the alternative transportation system and follow established laws related to accommodating bicyclists on roadways and pedestrians in crosswalks.

Promoting the Safe Use of Alternative Transportation Facilities

The City is encouraged to actively promote the use of the system through various programs and forms of communication. The following provides a few suggestions in this regard.

Special Events and Programs

Events ranging from weekend group rides to major bike rides and walking-for-a-cause should continue to be promoted. City-based, non-profit, and advocacy groups should be encouraged to sponsor events and activities that promote healthy lifestyles through physical activity. Advocating local walking clubs is also gaining favor in some communities, with the City providing a conduit for interested residents to meet up with others.

Special events can help raise the profile and potential for bicycle commuting and walking, educate the community of the facilities that are available, and promote healthy lifestyles. For example, the City of Bloomington annually hosts walking and biking events and fundraisers. Bike races, such as the mountain bike races held on the Minnesota River Valley trails in January, are another great way to promote active living.

School-Age Programs

Encouraging healthy, active lifestyles at the earliest ages is important to establishing life-long habits. Working closely with local schools to encourage students and staff to develop these habits is recommended. This ranges from implementation of Safe Routes to School Programs to establishing awards and incentives for riding or walking to school. Student discounts at area bicycle shops can also be an effective tool for encouraging bicycling.

Adult Bicycle Incentive Programs

Increased use of bicycle transportation can be encouraged with adult incentive programs as well. For example, business associations can provide discounts to shoppers who arrive by bike; employers can provide close-to-the-door and secure bike parking areas; and transit facilities can provide high quality and secure bicycle facilities.

Bike and Trail System Maps and Signage

An alternative transportation system is only of value if residents first understand it and then know how to access and use it to get around the community and to various destinations. Providing system maps (i.e., Bloomington Active Living Biking and Hiking Guide) in printed and electronic form are a high-benefit, low cost approach to promoting the use of the system. In addition to providing system information, maps can provide information on rules, safety, and connections to transit hubs. Another helpful tool is the use of web-based mapping that allows users to define their own routes.

Law Enforcement

As with motor vehicles, enforcement of bicycle and pedestrian laws, in concert with educational programs and peer pressure, will foster the safe and responsible use of the alternative transportation features defined under this plan. Being effective in this regard will require a close working partnership between local law enforcement, City staff, local schools, and local advocacy groups in coordinating educational programming backed up by appropriate law enforcement.

Outreach and Public Involvement

Bloomington continues to expand its outreach effort to improve public awareness of its programs and services. This outreach effort will be extended to informing the community about the alternative transportation system as it evolves. This includes the use of:

» Printed Materials: Bloomington develops and distributes on a periodic basis brochures and maps, including trail and park maps.

» Electronic Communication: Bloomington has a well-established web page to inform citizens about the City's functions and services. Bloomington also uses Twitter and Facebook to keep residents informed about current events in the city. For large projects, Bloomington may establish a web site or project-specific Facebook page to keep neighbors and the general public up to speed on the project schedule and progress. In addition, the public can contact the City offices through the e-mail system.

» Other Outreach: Other forms of outreach and marketing include displays at events, articles in local publications, the production of flyers and brochures and the display of information at City Hall kiosks. The City also publishes news releases and advertisements in local community and metropolitan area newspapers that highlight upcoming programs and facility openings.

Bloomington is committed to continuing public involvement through the implementation of the system plan. The degree to which this will occur will vary depending on what aspect of the plan is being implemented.

For larger scale projects, such as development of a major trail, public involvement in the actual design process may be fairly extensive and involve representation from key stakeholders. In addition, forums for broader public input (e.g., open houses and presentations) should also be used as needed to communicate and exchange ideas with interested citizens. For smaller scale projects, notification of interested parties would be a more appropriate approach.

The objectives associated with involving citizens in the implementation process include:

» Determine who the stakeholders are and their interest in a particular development initiative

» Understand their needs and unique perspectives

» Identify and understand concerns and problems

» Develop alternatives and find appropriate solutions with input from stakeholders

In addition, Bloomington will continue to take advantage of new and evolving tools such as the Rapid Health Assessment described in Section 1 to involve the community in the planning process.

Funding Sources

Funding sources for operations and maintenance activities are different than capital projects. Funding for operations and maintenance may come from the following sources:

» City of Bloomington

» Parks and Trails Legacy Grant Program for trail restoration and maintenance (Grant Coordinator: MN DNR)

» Regional Trail Grant Program for contracted maintenance and trail rehabilitation (Grant Coordinator: MN DNR)

» Local Trails Connection Program for contracted maintenance and trail rehabilitation (Grant Coordinator: MN DNR)

» Federal Recreational Trail Program for contracted maintenance and trail rehabilitation (Grant Coordinator: MN DNR)

BLOOMINGTON ALTERNATIVE TRANSPORTATION PLAN UPDATE

Community Input Appendix

A

July 2016

Community Input Summary

The following list are dates of public participation events, questionnaires, media outreach and additional public comment recieved. Appendix A is roughly organized according to this list.

5/27/14 to 9/10/14 - Online questionnaire available

6/2014 - Bloomington Briefing

6/21/14 - Bloomington Farmers Market

7/10/14 - Focus Group Meeting #1

7/15/14 - Focus Group Meeting #2

7/17/14 - Focus Group Meeting #3

7/8/14 - Minneapolis Star Tribune Article

7/29/14 - Open House #1

8/7/14 - Open House #2

2/12/15 - Open House #3

2/2015 - Bloomington Briefing

2/9/15 - Sun Current Article

2/19/15 - Sun Current Article

Various dates- City Comments received

Bloomington ATP Poster

Online Questionnaire

The following 5 pages show the original online questionnaire that was available to the public from May 27, 2014 to September 10, 2014. Pages A-6 and A-7 show the questionnaire summary at the time of Open House #2. A detailed summary of all questionnaire responses is included as part of Chapter 1.

Online Questionnaire Form

City of Bloomington Alternative Transportation Plan

The City of Bloomington is embarking on an effort to update the City's Alternative Transportation Plan. Since the original Alternative Transportation Plan was adopted in 2008, the City and other agencies (Metropolitan Council, Hennepin County, Three Rivers Park District and others) have initiated numerous planning and implementation projects that have furthered bicycle and pedestrian transportation in and around Bloomington. The Alternative Transportation Plan update will acknowledge work done over the past five years and provide direction for future implementation and maintenance efforts.

Please help us with this effort by taking a few minutes to fill out the following questionnaire. Your input will help to identify priorities for implementation.

General

1. 1. Which of the following best describes yourself? Check all that apply:

- ☐ I live in Bloomington
- ☐ I work in Bloomington
- ☐ I recreate in Bloomington
- ☐ I commute through Bloomington

2. Sidewalk, Trail and Bikeway Use: How do you use Bloomington sidewalks, trails and bikeways? (Check all that apply):

- ☐ For recreation
- ☐ For errands
- ☐ As an individual or with other adults
- ☐ With children or a family group
- ☐ For commuting
- ☐ I do not use Bloomington sidewalks, trails or bikeways. Please tell us why:

3. Trip Distances: Check the box describing the preferred length of walking or biking trip that you are likely to take:

	Low				High
Short trips (under 1 mile)	○	○	○	○	○
Medium trips (1-3 miles)	○	○	○	○	○
Long trips/loops (3-6 miles)	○	○	○	○	○
Distance loops (6+ miles)	○	○	○	○	○

Page 1

City of Bloomington Alternative Transportation Plan

Biking

4. Please list major physical barriers to biking in Bloomington. Be as specific as possible (e.g. Bridge across I-494 at Xerxes).

5. In your opinion, how important are the following to improving biking conditions in Bloomington?

	Very Important	Somewhat Important	Not Important
Additional paved trails (off-road)	◯	◯	◯
On-street bike lanes (on-road)	◯	◯	◯
Signed bike routes (on-road with no bike symbols)	◯	◯	◯
Additional natural surface trails (mountain biking)	◯	◯	◯
Intersection and street crossing safety improvements	◯	◯	◯
City map of trails and routes (printed, on-line and on kiosks or phone app)	◯	◯	◯
Better trail wayfinding and directional signage	◯	◯	◯
More bicycle parking	◯	◯	◯
Better trail lighting	◯	◯	◯
Connections to transit	◯	◯	◯
Maintenance	◯	◯	◯
Connections to other communities	◯	◯	◯

6. Please list your top three priority locations and type of improvements needed to improve biking conditions in Bloomington. Be as specific as possible (e.g. Bike Lane on Nicollet Ave. South)

1.

2.

3.

Walking

Page 2

7. Please list major physical barriers to walking in Bloomington. Be specific as possible (e.g. crossing France Avenue to get to Westwood Elementary).

8. In your opinion, how important are the following to improving walking conditions in Bloomington?

	Very Important	Somewhat Important	Not Important
Additional sidewalks	◯	◯	◯
Additional natural surface trails	◯	◯	◯
Street crossing safety improvements	◯	◯	◯
A walking route map (printed, on-line and on kiosks or phone app)	◯	◯	◯
Trail/sidewalk signage	◯	◯	◯
Better trail and sidewalk lighting	◯	◯	◯
More pleasant walking environment	◯	◯	◯
Connections to transit	◯	◯	◯
Maintenance	◯	◯	◯
Connections to other communities	◯	◯	◯

9. Please list your top three priority locations and type of improvements needed to improve walking conditions in Bloomington. Be as specific as possible (e.g. Wider sidewalk on Lyndale Avenue from 86th Street to 90th Street)

1.

2.

3.

10. Please provide suggestions for improvements specific to trail based activities such as in-line skating, roller skis, or skateboarding.

City of Bloomington Alternative Transportation Plan

11. Please provide suggestions to improve the trail, bikeway, and sidewalk network for individuals with mobility disabilities.

Updates to the 2008 Alternative Transportation Plan

12. Are there additional biking or walking routes that should be included on the Bloomington Alternative Transportation Plan map?

The current map is shown above. To view a lager version, copy this address in a new browser window:
http://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/map.pdf

13. Please tell us what other updates you feel are needed to the current Bloomington Alternative Transportation Plan.

Page 4

14. Would you like to receive updates about this project and walking and biking in Bloomington?

- ☐ Yes
- ☐ No

Stay Connected!

15. (Optional) Please provide your contact information to receive updates on this project and walking and biking in Bloomington.

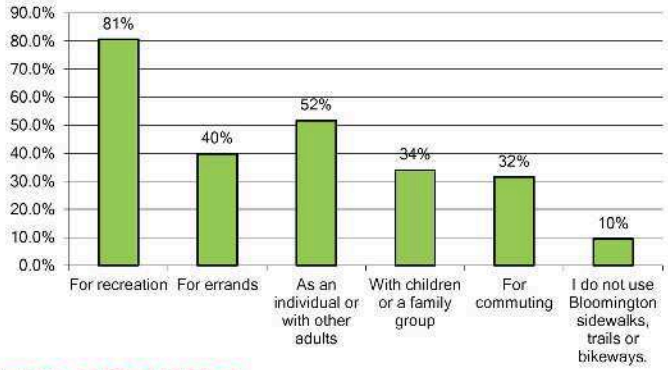
Name	
Address	
City	
State	
E-mail	

What we've heard so far: Online Questionnaire Summary

Almost 300 people have participated in an online questionnaire to gather initial input on Alternative Transportation Plan (ATP) updates needed! The questionnaire, along with input from community open houses and focus groups, will inform final ATP plan updates. The following is a summary of questionnaire responses received to date.

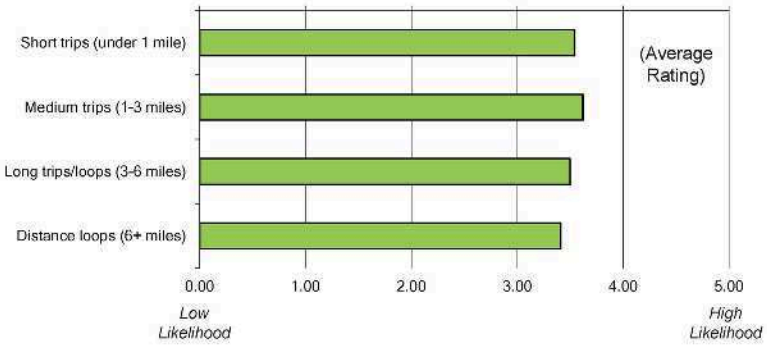
SIDEWALK, TRAIL, AND BIKEWAY USE

How do you use Bloomington sidewalk, trails, and bikeways? Check all that apply.



TRIP DISTANCES

Check the box describing the preferred length of walking or biking trip that you are likely to take



BARRIERS TO WALKING AND BIKING

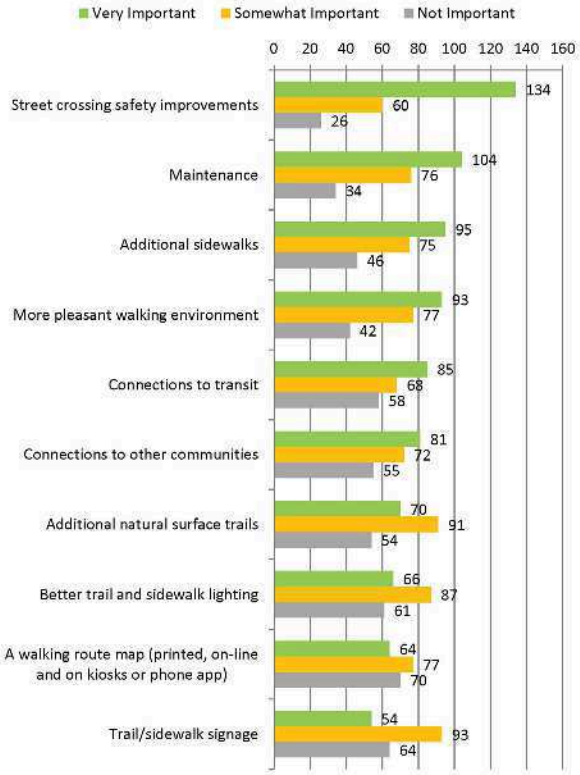
Respondents listed a number of barriers to walking and biking in Bloomington. Common issues raised include:

- *Lack of sidewalks/trails*
- *Lack of on-street bike lanes*
- *Lack or poor condition of crosswalks*
- *Poor sidewalk/trail maintenance*
- *High traffic volumes on major roads*
- *Highway crossings, particularly across/over I-494*
- *Missing connections between existing trails/sidewalks*
- *Missing connections between parks/recreation areas*

IMPROVEMENTS - WALKING

In your opinion, how important are the following to improving walking conditions in Bloomington? (see chart below)

- *61% of respondents rated "Street crossing safety improvements" as very important*
- *49% of respondents rated "Maintenance" as very important*
- *44% of respondents rated "Additional sidewalks" as very important*



Online Questionnaire Summary at Open House #1

There's still time to fill out the online questionnaire!

To view the online questionnaire, go to:

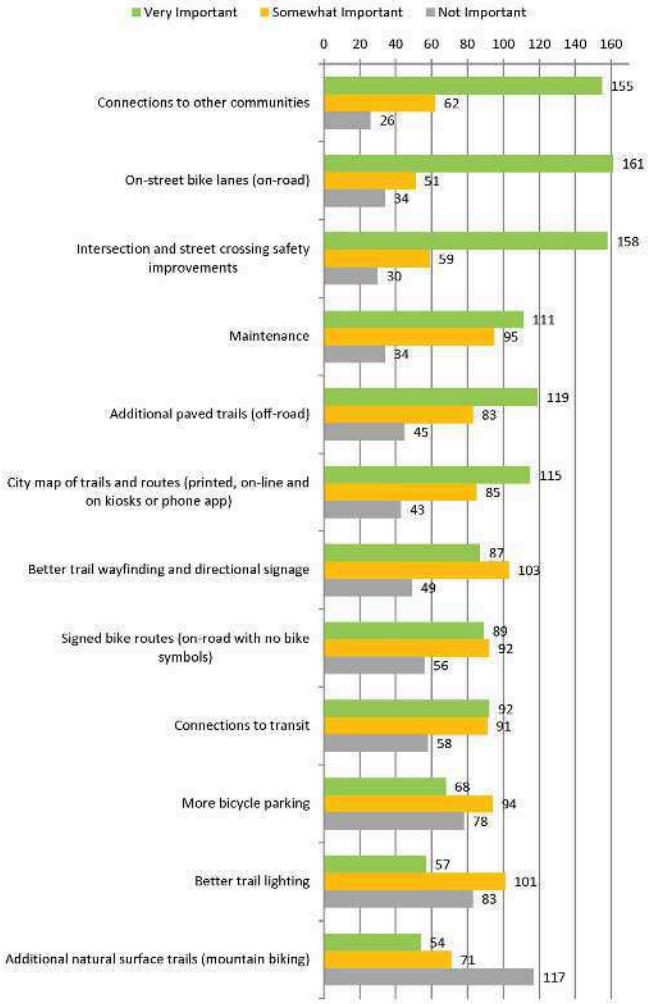
http://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/alttrans.htm

Or scan with your smartphone:

IMPROVEMENTS - BIKING

In your opinion, how important are the following to improving bike conditions in Bloomington? (see chart below)

- *66% of respondents rated "On-street bike lanes (on-road)" as very important*
- *65% of respondents rated "Connections to other communities" as very important*
- *63% of respondents rate "Intersection and street crossing safety improvements" as very important*



PRIORITY LOCATIONS - WALKING

Please list your top three priority locations and type of improvements needed to improve walking conditions in Bloomington.

Common responses include:

- *France Avenue - Safer trail; wider sidewalks; safer crossings (108th, heritage hills, 98th, 494)*
- *Normandale Boulevard - Improve sidewalk/road conditions; bike lanes*
- *Old Shakopee Road - Wider sidewalks; crosswalks; repaving; traffic calming*
- *Bush Lake Road - Sidewalk or trail; crossings*
- *Penn Avenue - Wider/separated sidewalks*
- *Crosswalks needs at various locations*
- *Connections between existing trails and parks*
- *Ped bridges and/or wider sidewalks over I-494*
- *Old Cedar Avenue bridge*
- *Normandale - Improve/widen sidewalk; crosswalks*
- *Sidewalks/crosswalks around Jefferson H.S. and Olson ES/MS*

PRIORITY LOCATIONS - BIKING

Please list your top three priority locations and type of improvements needed to improve biking conditions in Bloomington.

Common responses include:

- *Old Shakopee Road - Bike lanes*
- *France Avenue - Bike Lanes; improve road conditions; trail; sidewalk*
- *Crossing I-494 - Bike lanes; bike/ped bridge (12th Avenue, France Avenue, Portland, Bush Lake)*
- *Penn Avenue - Bike Lane; sidewalks*
- *Bush Lake Road - Bike Lanes*
- *Hyland Park - Connections through park and to Bush Lake*
- *American Boulevard - various comments*
- *Mall of America - improved bike/walk access*
- *Old Shakopee Road - improve conditions; bike lane; widen trail*
- *Old Cedar Avenue - Bridge; bike lanes*

Media Outreach

The following images are from various publications that reported on Bloomington ATP throughout the project duration.

BLOOMINGTON

BRIEFING

CITY OF BLOOMINGTON MINNESOTA

JUNE 2014

PAGE 2

PAGE 3

PAGE 4

FIND US ONLINE!

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MAKING CONNECTIONS THAT ENCOURAGE HEALTHY AND ACTIVE LIVING

Being healthy and active is much easier when there are a variety of parks and trails available for use nearby. The City continues to update and revitalize its parks and trails through focused plans and implementation. This includes an update to the Alternative Transportation Plan.

Since the original plan was adopted in 2008, the City and agencies such as the Metropolitan Council, Hennepin County, Three Rivers Park District and others have initiated numerous projects that have furthered bicycle and pedestrian transportation in and around Bloomington. The Alternative Transportation Plan update will acknowledge work done over the past five years and provide direction for future implementation and maintenance efforts.

A master plan is also being created for the Minnesota River Valley, where the City owns and maintains more than 1,000 acres of land. Work on the plan began in early 2014 and will continue through fall 2014. The key goals of the plan are to enhance access, increase awareness of the area, and ensure that trails and water bodies are protected. An open house to gather public input on the plan will be scheduled later this summer.

Hyland Trail

Construction began this spring on the Hyland Trail, a new bike and pedestrian trail linking Hyland Park to the Bloomington Ferry Bridge. The trail will complete a missing north-south link in the regional trail system, completing a trail from Shakopee to Normandale Lake in Bloomington. The trail segment is expected to be completed by fall 2014. The April *Briefing* incorrectly noted that the trail is being partially funded by a $1 million federal grant. The Hyland Trail is being funded by a $540,000 federal transportation grant and a $150,000 Department of Natural Resources Trails Grant.

New regional trail

Construction of a seven-mile long, paved regional trail from Lake Nokomis Parkway in Minneapolis through Richfield and down Old Cedar Avenue to the 86th Street bikeway in Bloomington will also begin late this summer. The trail is a partnership among Three Rivers Park District and the cities of Bloomington, Richfield and Minneapolis. Future plans call for continuing the trail down Old Cedar Avenue to the Old Cedar Avenue Bridge over Long Meadow Lake, which is slated for reconstruction beginning in 2015.

For more information on Bloomington's many hiking and biking trails, pick up a copy of the *Active Living Biking and Hiking Guide* at the Parks and Recreation counter at Bloomington Civic Plaza or visit the City's website. For more information on the Alternative Transportation Plan, contact Parks and Recreation Manager Randy Quale at 952-563-8876 or email parksrec@BloomingtonMN.gov.

PLAYGROUND UPDATES COMING

Reconstruction of a combination tennis and pickleball court at Indian Mounds School, 9801 11th Avenue South, and reconstruction of the tennis courts at the Valley View Playfields, 9000 Portland Avenue South, will take place this summer. The City will also be replacing aging playground equipment at DuPont Playlot, 8807 Dupont Avenue South, and Hampshire Hills Park, 10601 Louisiana Avenue South.

StarTribune

Bloomington seeks ideas for a more biker, walker-friendly city plan

Article by: Mary Jane Smetanka
Star Tribune
July 8, 2014 - 5:25 AM

Bloomington is asking the public for ideas as the city works on a plan to make it easier to bike and walk in Minnesota's fifth-largest city.

Its new alternative transportation plan is being developed as cities around the Twin Cities metro area look for ways to encourage biking, walking and mass-transit use. In a city like Bloomington that was developed mostly during the 1950s and '60s, that's more challenging than it sounds.

"We're a victim of when Bloomington developed," said Randy Quale, the city's parks and recreation manager. "We're a child of the '60s, when cars were king, and they didn't plan out a very robust bike and walking system."

Much of the city has limited right-of-way in areas where sidewalks or paths are usually built, he said. Where there are sidewalks, they are often flush with the road — an intimidating design for pedestrians.

"You're next to cars doing 40 miles per hour," Quale said. "I'm not sure I want to walk there with my 6-year-old."

The new alternative transportation plan would update a 2008 plan. With some previous goals fulfilled, Quale said the city wants to "see where we go for the next 10 years."

The plan will set priorities for street improvements that favor biking, walking and making connections to bus routes, light-rail stops, and identifying places where those changes could be made. With the city's street-bound design — in some places it is difficult even to find space to push snow without blocking sidewalks that are next to roads — Quale said the plan is a challenge.

"We are struggling to put in a functional system," he said. "Design standards are different from when we were developed."

But road changes that are friendly to bikers and walkers have not always been accepted by residents.

"I recognize that there are people who think we're nuts," Quale said. "Minneapolis is ranked as the number one bikeable community in the nation, and we're a suburb of that city.

"We're not crazy. We just need to try to accommodate everyone."

City welcomes bikers from all lanes

In recent years, Bloomington created an important east-to-west bikeway by converting 86th Street from four lanes to three lanes, with road shoulders and a turn lane in the middle. That route stretches from Hyland Park on the west across the city, almost reaching the Mall of America on the east.

Lots of drivers hated that change, and the city took some flak. But the change has worked well, and has slowed speeders, Quale said.

Bloomington passed a "complete streets" policy three years ago, so the city already looks for ways to make moving around by bike or on foot easier every time a street is redone. But Quale said the new plan will do more than simply add bikeways. It will deal with subtleties like subsets within the biking community.

"We have to plan for different types of users," Quale said. "There's the hard-core bike commuter who uses the street, recreational bikers who want to be off-road, and mountain bikers who want to be on trails. We've got to see if we can come up with a system that probably not everyone will like, but will be in the best interest of the overall system."

Public input is critical to that goal, he said.

"We want to listen," he said. "Are we going to do everything people want? No, we don't have the money for it.

"But we want to spend tax dollars wisely, to benefit the most people."

To weigh in online on Bloomington's new alternative transportation plan, go to www.surveymonkey.com/s/BloomingtonATPUpdate.

Public open houses will be held Tuesday, July 29, at Kennedy High School and on Thursday, Aug. 7, at Jefferson High School. Both meetings will run from 6:30 to 8:30 p.m.

Mary Jane Smetanka • 612-673-7380

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Critique Bloomington's Alternative Transportation Plan

By Mike Hanks

February 9, 2015 at 2:14 pm

Bloomington is hosting an open house this week regarding its Alternative Transportation Plan update.

The city began working on the update to the plan roughly one year ago. The plan was approved by the Bloomington City Council in 2008, with the primary goal of developing a comprehensive system for inter- and intra-city travel.

Proposed updates to the plan:

• Including identification and prioritization of a core bicycle and pedestrian network throughout the city.

• Including new elements that focus on enhancement and maintenance of the existing trail and sidewalk network, as well as way-finding.

• Acknowledging work done over the past six years and provide direction for future implementation and maintenance efforts.

The plan update process called upon residents to help identify gaps in the system and barriers to use through an online survey, stakeholder meetings and resident open houses.

The draft plan is available online at tr.im/atp15.

Comments may be made during the open house, which is 6:30-8 p.m. Thursday, Feb. 12, in the council chambers of Bloomington Civic Plaza, 1800 W. Old Shakopee Road.

Comments may be submitted by email through Saturday, Feb. 28 to atpcomments@bloomingtonmn.gov.

Info: 952-563-8876 (Randy)

Final tweaks coming for Bloomington's Alternative Transportation Plan

By Mike Hanks

February 19, 2015 at 4:52 pm

Bloomington ATP map

The proposed updates to the Bloomington's Alternative Transportation Plan are detailed on the map originally approved in 2008. (Submitted graphic)

What's needed to help walkers, bicyclists, Rollerbladers travel, east, west, north and south across Bloomington?

The city's update to its Alternative Transportation Plan is aiming to answer that question.

The plan, approved in 2008, outlined the connections needed to move people across the city by means other than cars, and it included consideration for access to mass transit. Steps have been taken to implement opportunities identified in the original plan, and for the past year the city has been studying needs that haven't been met, or identified, in the original plan.

Proposed additions to the plan were on display Feb. 12 during an open house at Bloomington Civic Plaza, providing those who live, work or commute in Bloomington to respond to the additions being considered.

"It really is very similar to what was done seven years ago," according to Randy Quale, the city's parks and recreation division manager. "Now we take a fresh look … what are the current priorities, where do we need to go?"

Meetings and an online survey helped city officials identify gaps in the plan. The update incorporates them and suggests if they are a priority best met by city, county, state or federal oversight and funding, Quale said.

The gaps in the plan vary according to the user, Quale noted. An experienced bicyclist has different needs than a family attempting to access a park, he explained. And in some cases, the mobility of a person creates an access gap. A person who has difficulty with mobility may find a busy, large intersection difficult to cross, Quale added.

In cases such as the latter, the solution may be simple and inexpensive. In other instances, such as neighborhoods where sidewalks do not exist, providing access through the neighborhood can be far more challenging, according to Quale.

The plan was crafted to address needs across the city, but "I don't claim that we have all the money in the world to do all this," Quale said.

Planning gives the city a road map to work with, but ultimately its up to the city council to determine what funding options are available, and what the city's priorities are.

"You can't start to plan for funding projects until you really know where you want to go, what you want to accomplish," Quale said.

The city will continue to collect comments about the plan through Saturday, Feb. 28. Afterward, the feedback will be reviewed and tweaks will be made, as necessary, before the final draft of the updated plan is forwarded to the city council for approval. That could happen in one month's time, Quale noted.

Information about and a copy of the plan is available online at tr.im/atp.

Focus Group Meetings

ATP Focus Group #1 Meeting Minutes July 10, 2014

1. Introductions
    a. Randy Quale: Park & Rec Manager with the City of Bloomington
    b. Amy Marohn: City of Bloomington Engineering Dept. Project involvement – planning and funding application for Hyland Trail connection
    c. Steve Elkins: Bloomington resident. Represents Bloomington, Edina, Richfield, and Hopkins on Met Council. Member of Transportation Committee.
    d. Mike McGarvey: Best Rep Consulting Group – leading the consulting efforts to assist the City with ATP.
    e. Tim Rybak: Bloomington Schools
    f. Gina Mitteco: MnDot – Works on all aspects of Project Development.
    g. Greta Alquist: MnDot central office in St. Paul. Work is focused on MN highways.
    h. Jim Gates: City of Bloomington Public Works
    i. Chris Kane: Representing Tim Bodin. Refuge specialist working with habitat, easements, maintenance, etc.
    j. Vincent Ferguson: Dakota County Planning intern
    k. Terry Schultz: City of Burnsville Parks and Rec Director
    l. Shelly Pederson: City of Bloomington - City Engineer
    m. Denise Dargan: City of Bloomington
2. Why are we here?
    - Need to update the Alternative Transportation Plan from 2008. The plan was originally intended to go out 5-10 years. The updated plan is intended to go out over 10 years, even up to 20. City has hired consulting groups SRF with partners, working on wayfinding and branding as part of plan. Currently in input process. Survey is online (City website – handed out hard copy). Series of Focus Group meetings this week and next weeks. We want an understanding of issues, needs, and wants in the community. Open houses will be held July 29 and Aug 7. After info is gained, the draft should be available for review in Sept/October. Reactions to draft will follow after that.
3. What do we hope to accomplish today?
    - Would like to work in collaboration with people and communities. Key linkages, what makes sense, best practices.
    - Hennepin County and Met Council have worked hard at plans for Alternative Transportation.
4. Questions for the group discussion:
    a. Bloomington has identified four key user groups: family, recreational, fitness, and transportation/commuting. Are there other types of groups within transportation system?
        - Jim Gates: there are subgroups within this (ie: elderly, handicap, etc.).
        - Gina: Are we thinking in terms of just biking, or all forms of alternative transportation? Randy mentions that this would include other modes besides biking.
        - Greta: Choice rider vs. transit dependent. Aiming to mode shift might change how you address the needs of those users.
        - Randy: Thinking in terms of students (Safe Routes to School Program). There is a wide spectrum of users. We want to find ways to categorize and plan accordingly.

- Steve: Categorized by level of skill. Children on training wheels vs. "spandex warriors". Vehicular cyclists – term used to denote a bicyclist that is comfortable riding their bike as if it were a car.
- Mike: Historically there has been the class a, b, c, classification. This is an opportunity to help define what those classes really mean. Conflicts where there is a trail not meant for a certain type of riders.
- Greta: Do you want to describe the different user groups by mode? (IE: older adults and small children vs. skilled users).
- Chris: Not just biking and running to be fit. It's where you're at. Wildlife dependent recreation as well. I want to look at birds, etc. The trail as the destination.
- Terry: Recreational and fitness – How do you see those as being different?
- Randy: Some might be: trail on a lake. Might want to walk, might want to look at the water. Not commuting. Flavor of type of trail. Some trails will serve multiple purposes. Would depend on the manner of how the trail was designed.
- Mike: Want defined information. 5 mile loop, 10 mile loop – for fitness purposes.

b. Can we accommodate all user groups or just selected user groups in specific locations? (ie: mountain bikers).
    - Shelly: If you look at complete streets similar to complete trails, it's not all modes for all trails. It's the right mode on the right road. Not all locations are for all users.
    - Greta: During met council regional bikeways study, one of the key pieces for them was to be careful about mixing biking as transportation vs. biking as recreation. If the name of the plan is Alternative Transportation Plan – would it be covered elsewhere? Amy and Randy explained that it's merged. Try to differentiate between transportation vs. recreation, etc.
    - Steve: Could be prioritized.
    - Randy: Establishing hierarchy. We try to follow state standards.
    - Terry: Might have both for some, but some specialized trails would not have both.
    - Gina: Envision users of all kinds. Implementing might be difficult because of special needs.
    - Steve: Filling in gaps between communities. We understand challenges with abilities. Where are bottlenecks or gaps that need to be filled in to get more people on bikes? 494 might be an issue.
    - Mike: Freeways might make this challenging.

c. Where should we focus our efforts? On-street bikeways, off-street multiple-use trails, recreational trails, commuter routes, connections to transit?
    - Terry: Work around construction. Sets priorities. Makes the most financial sense. Most depend is recreational trails.
    - Steve: Shortcuts around dangerous areas. 84th and Xerxes, there's a piece of land that City owns the ROW. Overlook to 66th street can be safe if you know the backdoor methods. Most secret passageways need improvements.
    - Gina: Closing gaps is a good start. Not just about corridors, it's crossing busy streets. Identifying those problem crossing areas and add safe crossing infrastructures (signs/flashers, etc.). Accessibility is an issue – accessible, walkable areas would be an important focus to the community. Drainage might be an issue. Maintenance is a focus issue.
    - Jim: MN river/494 – washouts, safety issues.

- Greta: Elevating maintenance early in the process. How everything cannot be maintained immediately, but incorporating priorities. Looked at it in two ways. Would like it separated: trip types, and then what facility preferences are. Facility types – what would achieve the greatest results.
- Steve: From Met Council perspective – clear sidewalks where bus stops are. Get covered with snow in winter. Cannot make the bus stops. Lyndale and 86th – noted as high crash intersection. There's a bike lane to the intersection, but nothing more on the intersection. Green paint on road in Edina on pavement to clearly mark bikeways, especially in dangerous intersections.

d. Where are the key connections between Bloomington and neighboring communities? Use the draft ATP map and mark up where you feel key connections should be located.
    - Randy: 35W bridge coming up for replacement. Bike route attached to bridge is high priority. It's in the plan.
    - Steve: For Eden Prairie; Anderson Lakes – if bikeway was painted; east Bush Lake Road – paint bike lanes and sweeping gravel; 12th street – should be improved with inner city – will be a 2015/2016 build. There will be a separate bridge. Portland and Nicollet – connection across 62 on Portland as well. Bloomington Ave is the best right now.
    - Greta: Use met council – covers pretty well.
    - Randy: Working with Edina, Richfield, and Minneapolis. Inner City. Key north/south route. Highland trail is under construction. There are a couple north / south routes that are in the works. What will be the surfacing? DNR prefers paved trail. We do not have definitive yet. Will hear next week on preferences.
    - Steve: How to get across at Fort Snelling from Bloomington. Shelly doesn't think there's a way currently.
    - North side of MN – when is this going in? Preliminary design work this year into next. Might do base in fall of 2015. Construction summer of 2016.
    - Vince

e. Where are the missing links or gaps in the trails system? See "d" above

f. Importance of having comprehensive trail/route wayfindings.
    - Steve: Using Google Maps lately
    - Gina: Met council study – this came up consistently in every focus group. It is important.
    - Steve: One section in Edina is a key corridor. Not on map – have to discover it. Other areas have great wayfinding signs. Cornelius school/path.
    - Randy: What are the key things the public would want out of signage? Destination locations to show.
    - Chris: How far to civilization. Overall map is important for visitors.
    - Steve: Route that isn't straight shot, involves jogs, secret passageways. If route isn't straight ahead, list out the turns.
    - Mississippi – turn and then get a confirmation sign. Turn and confirm.
    - Mike: Very helpful knowing if you're on the right track.
    - Gina: Wayfinding and met council – more experiences. Kiosks. Map is helpful.
    - Randy: Taking advantage of technology – QR codes?
    - Steve: Not sure on cyclepath on amount used. Google maps instead. Use this and research that.
    - Terry: QR codes for location and things of interest. Nature walks with QR codes.

- Greta: Emerging technologies. App in Atlanta. Mark things on a map in real time if there is gravel on the path, issues in a path. Wayfinding – encouragement. Depending on objective, might be a good way of defining.
- Steve: Ground rounds. Major trail intersection.
- Mike: Kiosk with major entry points into city. Consistent take on signage. Recognition of universal signage.
- Steve: Need to make more use of paint on pavements. Telling which are ped only, bike only, etc. South side of Lake Normandale. Unmarked area for bikes entering. Need better or some signage.
- Greta: Bike lane or trail that dead ends. Pavement marking where a trail ends telling what the best route is at the end. Green paint through intersections.
- Mike: Helping people through complex intersections.
- Steve: 70th street splits, 1-2 blocks west of 100.

g. Route branding across municipal boundaries. What advantage do we have for branding?
- Randy: Along the river, what will the brand be?
- Mike: Is there intent to identify regional trails comprehensively? Met Council has been adopting names that people come up with.
- Gina: MRT experience – Coordination level can be quite difficult. How much signage to add? What is the level needed per trail. (IE: in a nature trail, you don't want signs everywhere).
- Steve: Minneapolis has great system for pedestrians vs. bikes. Crossing over to St. Louis Park, the generic trail markers appear. Quite a difference from one city to the other. Minneapolis looks better, feels safer.
- Jim: It comes back to maintenance.
- Randy: Increased paint for designating different trails.
- The conditions of a lot of side paths on county roads are awful.

h. Do partner groups limit hours of trail usage? Do these hours coincide with park hours?
- Randy: One example would be Old Cedar Ave Bridge. Bloomington City policy – parks close at 10pm. Do we allow people crossing the trail through the park after 10pm? What rules apply when a trail crosses through a park?
- Terry: Black Dog Trail - nobody is currently enforcing this. No ticketing unless you're doing something really bad.
- Chris: We are enforcing this. There will have to be a discussion.
- Shelly: Open trails for people that are traveling. Education for the users.
- Greta: If it's in the ATP plan, this could be a way to start the conversation. Reinforce on loitering vs. passing through. Have we had issues with this? If you work a 9-5 or 8-4, it should be fine. But if your shift isn't a normal hour, that doesn't seem right to take away that option.
- Gina: Met council study session plans –
- Hours of use is just one issue.
- Randy: Are we going to allow golf carts? Working on developing usage policy for trails and sidewalks in the city. Might attach to plan. Trying to tie in with what Three Rivers has.

i. What amenities or facilities should be developed?
- Tire pump-up station. Tire repair kit. Water fountains, water bottle fillers. Restrooms (or signage to tell where the restrooms are). Bench area / observation area. – overlook points of interest. Lighting on trails if separate from roadway.

- Terry: Dakota County greenway plan has three layouts with different amenities. .
- See biking guide for a start on that – will add information.

j. What standards are you using for multi-use trails?
   - Ash Toe guide and state aid
   - 88/20 rules – Shelly is lead – will start this up again July 21. New on-street bike facility rules put in 2013. Now evaluating variances. Expect to have 4 meetings this year.

k. Questions for City Staff or topics that didn't get touched on:
   - Steve: Lay out citywide plan and implement it that way. Gave neighborhoods veto power. If trying to regionally build a system, it gets harder to implement. Hard fought battles.
   - Greta: Safe routes to school – Are you guys going to be in this? Amy said that there are is a separate plan which will be referenced.
   - Steve: How to allocate space with 3 lane configuration. Restriping – can we go narrower? 9 ft. left turn lanes seen in St. Paul (regular left turn lanes in downtown).
   - Shelly – When we restripe, we'll look at 'can we go narrower?' Monica Beaman is on her committee.
   - Terry: Cedar Ave Bridge updates – Shelly state that this is in design phase. 60% plans will be coming out in August. Plan to award in winter. Construction in 2015 season. 2016 should be fully open. Some ability in winter 2015 for commuters, etc.

Andy Hingeveld, AICP Senior Planner (not present) added the following:

Here's a quick summary of possible connections to Bloomington identified in the Scott County Comprehensive Plan.

- *The primary bike/ped connection is the existing Bloomington Ferry Bridge pedestrian bridge. We are currently constructing an extension of the MN Valley State Trail that will connect the ped bridge to the rest of the state trail between Memorial Park in Shakopee to the TH 41 bridge in Chaska. This will create a continuous paved state trail between Bloomington, Shakopee, and Chaska (approx. 11 miles).*
- *The new Highway 101 bridge between Shakopee and Chanhassen/Chaska/Eden Prairie will include a trail that connects to the Scott West Regional Trail, MN Valley State Trail, and the MN River Bluffs Regional Trail. Construction will begin this year and be completed in fall 2015.*
- *The other potential trail connections across the river include the Dan Patch Line and the I-35W Bridge when rebuilt.*
- *For transitways, we are exploring the opportunity for TH 169 to be added to the regional transitway system. The Dan Patch Line is also still an option that the County would like to pursue in the future for potential transportation uses.*

Links to the County's Comp Plan and Trail System Map:

2030 Comprehensive Plan
http://www.co.scott.mn.us/PropertyGISLand/2030CompPlan/2030PlanDoc/Pages/2030PlanDocument.aspx

2030 Parks and Trails System Map
http://www.co.scott.mn.us/PropertyGISLand/2030CompPlan/2030PlanDoc/Documents/Parks%20and%20Trails%20System%20Map.pdf

ATP Focus Group #2 Meeting Minutes July 15, 2014

Introductions:

Randy Quale: City of Bloomington, Parks and Recreation Manager
Amy Marohn: City of Bloomington, Traffic Engineer
Denise Dargan: City of Bloomington
Dennis Porter: Bloomington Bicycle Alliance, Minnesota Off-Road Cyclist
Paul Stankower – Twin Cities Volkssports – non-competitive walking club
Sueling Schardin – Bloomington Bicycle Alliance, Commuter
Maureen Failor – President of Bloomington Chamber of Commerce
John Crampton – Bloomington Bicycle Alliance, Bush Lake Chapter
Sandra Ahaus:

Why are we here?
There are challenges. Find out what your needs and recommendations are. SRF Consulting Group was hired for development of the plan. Open House July 29th at Kennedy HS. Aug. 7th at Jefferson High School. Met last week with "partners group".

Questions for group discussion:

1. Users:
    a. Bloomington has identified four key user groups: family, recreational, fitness and transportation/commuting. Are there others?
        i. Amy: Commuter cyclist includes walkers,
        ii. Looking at timing of street lights. IE senior housing on 98th street. Timing of lights: timing is too quick. Time crossing the street is considering alternative transportation.
        iii. Paul: This time changes with the levels of fitness.
        iv. John: Default is "do not walk" sign. We should get away from that default. Default should be walk. Are there some lights in Bloomington that are not triggered by sensor (on-road)? 94th and Normandale detected via video on painted area. All signals with video detection, if there is a bike marking or in the lane, the bikes are detected same as a vehicle.
    b. Should we accommodate all user groups or just selected?
        i. Dennis: There are places in the nation where there are recreational trails, transportation is a different thing. On transportation side, people take the quickest route from point A to point B.
        ii. Sueling: As a commuter, we can ride on all streets. Why not put more signage (IE: Every lane is a bike lane)?
        iii. John: Strength of Bloomington, so many streets are built with four lanes. Very simple to create bike lanes. I'd like to see more use in the trails and back streets. Park Avenue is basically a bike lane already. There should be a future option for a bike lane, not sure what options are at this

time. If you're going to have the level of mountain biking, there should be separate, because there are many places where the roads are not compatible (blind turns, etc.).

iv. John: Have to be very cautious going into Richfield basically from all roads. Those links are very important – shouldn't have to endanger your life. 494 and 35W needs some engineering done to show who has what rights.

v. Dennis: Agreed. There are opportunities. Walking routes for kids going to school. Always worried about that.

vi. John: Frontage road and exit is not striped west on 106th on exit ramp or frontage road. It's against MnDot policy to stripe on that. We are continuing to work on that.

vii. Sandra: I don't care to be on roads, really kind of scary. I like riding in parks. Multi-mobile paths. Lillydale path is not separated. It's fun to ride in a park-like setting. Why can't we use the parks to connect some of these trails?

viii. Randy: There are multiple types of people that have multiple types of needs. There are many opportunities, but they're not connected.

c. What should we do as a focus/priority?

i. Maureen: Priority would be businesses. Looking at populations of businesses that use bikes. Striking a balance. One area we do not see a balance in is the transit piece. These LRT lines are going to be crucial to our area and for businesses and employees no matter where you live. We have to focus on a regional approach. Need a broader range of regional for commuters going to different cities. I've been clipped by a car before. I will not ride a bike on a public street. Do bikers know all the rules? Do vehicles know all the rules as they relate to bicyclists?

ii. Dennis: Trying to navigate all the routes if you're a new user, it's a challenge to figure it out themselves.

iii. Paul: Having traveled in many countries, it is easier to travel in a different country with languages that I don't know. It's difficult to give direction.

iv. Sueling: Transfer buses take longer than biking.

v. John: Everything should focus on a regional transit hub. From a commuting standpoint, taking LRT is not quick to get to Minneapolis. You should insist on having bike trails on 35W.

vi. Amy: There will be bike facilities on 35W over Minnesota River, approximately 2017. Building a new bridge.

1. Spend the money to do it right. Want it to be comfortable for people with families.
2. John: Fast commuter lane from here to Minneapolis. Gets priority for plowing. It would make sense to have north/south route for bikers to get from one side of Bloomington to Minneapolis, for example.

vii. Dennis: Bike boulevards in Minneapolis. What about those for Bloomington? Amy asked the group to mark on the map to provide suggestions.

viii. Amy: Inner City will go all the way to Old Shakopee, 2016 for the rest of that connection. Old Cedar to Long Meadow (40:00 ish)

ix. Randy: Legislature has provided funding so reconstruction will happen with Long Meadow Bridge. Construction to begin possibly this fall. Opening around mid-summer 2016. Maintaining camel-back through truss.

d. Where do you see key connections/areas that need to have a better job done? Gaps in the system. Please point them out on the map or discuss.

i. John: American Blvd is not a bike route, right? Randy said it will function fine as a bike route.

ii. Dennis: One encouraging sign was camera phones, law enforcement being behind safer communities. Educating people that don't know the rules and laws. Restriping helps as well.
iii. Randy: Needs to be consistent message for bikers and vehicles. Educational experience (safety camps, etc.).
iv. Dennis: Parents are afraid of children getting hit by cars if they walk or bike.
v. John: "Geezer exemption". Get kids biking in school. Get retired people outside to ride with kids.
vi. Sandra: Close down a lane once a week so bikers going to school can get there safely by biking or walking.

e. What are the missing links or gaps in the trails system?
i. Randy: Park reserve on west side of town, but no public transit to get people there. A transit route to get there would be great.
ii. Paul: I was going to mention the same area. There is 1 bus going that way in the morning, 1 going back at night. Looking at our transportation system, it's great for people going from suburbs to inner city. What about the people that travel within the city? Beeline only get me 60% of the way.
iii. Randy: Bike racks at those types of locations? Places where people need to go? Near mall, would like one near parks, etc. Bloomington ice garden to Normandale.
iv. John: BRT on 35. Feeder lines east and west. Where are stations? Amy mentioned 98th street station, Knox station.
v. Maureen: We can talk about ways to connect the dots, but here's the issue. We don't have the money. There is not a dedicated funding mechanism to fund transit. There will only be small fixes (crumbs being thrown). We need to get people in office that support transit.
vi. John: Allocation has to be that, unless we take mass transit seriously and make changes to allocate the money, options are seriously limited.
vii. Sueling: Buses are limited. Scarce.
viii. Maureen: There will be more cuts coming in bus lines in Bloomington. Bee Line will be becoming restricted.
ix. Dennis: Some projects are questionable for sustainability. By putting in expensive projects, what will happen during flooding, for example? A $2 million issue. Will become a money pit. Shouldn't be throwing money into questionably sustainable projects.
x. John: System is set up to fund itself, for the most part, off gasoline tax. Now that's not happening because people are riding cost effective transportation. Apart from that, from a climate standpoint, we need to stop burning fossil fuel. We need a way of cutting fossil fuel. There is a positive value to people biking.
xi. Dennis: Trend I'm seeing – some are not getting drivers licenses. Moving toward condos.
xii. Sandra: Thinking back to Bloomington, 106th went to three lanes. We fought for this. There are steps going in the right direction. Slowly making improvements.

2. Signage/wayfinding:
a. How important is it to have a comprehensive trail/route wayfinding signage plan between communities and operating jurisdictions?
i. Maureen: Very important. Dennis and Randy agreed. What are the immediate plans for wayfinding in Bloomington?

1. Randy: Normandale, monument signs. When you get to some parks, there are large maps that have where am I and where do I want to go? There are four around lakes. Shows how to get around district. Inner City trail being developed with Three Rivers - There will be a kiosk with a map to show how to get to the mall. Can't put signs everywhere, but in key locations would help many people. Normandale Lake – very extensive signage put in to show bike/pedestrian. There are opportunities to better with other locations. Let's see what goes on with inner city.

ii. Maureen: Is there a consistent signage between cities? Amy said there are uniform symbols for restrooms. Randy – there could be more. Randy passed out maps to show what universal signs there are between cities. Having those symbols become better than assuming people speak English.

iii. Dennis: How is metro commuter service playing a role? Randy stated that they're engaged. Melissa Madson has been supportive.

iv. Randy: We think there is a better need. Must be maintained as well. However, you want to enjoy the natural beauty in certain locations.

v. Maureen: who pays for these signs? Inner City is Three Rivers. City will have to pay for some – our tax dollars.

b. What features/amenities would be important to for enhancing usage?

i. John: Bike racks. The city is very deficient for bike racks. Bike racks are very well used.

ii. Dennis: Are schools being encouraged to use them? Amy said that they've been able to get funding to filter in some bike racks for schools. Retail businesses – if there was a route to come in through a bike or walking accessible way (better routes), encourage those businesses.

iii. John: There are alternative routes as ways to get to places that you need to go. Encourage places to place bike racks that would face a preferred way of getting there. What you're applying to south loop should be applied at other places as well.

iv. Paul: In Tokyo, there is a street, then entrances to subways, then there's a massive amount of places to park a bicycle.

v. Dennis: Lyndale is not welcoming. Needs a major facelift to make it welcoming to the community.

c. What are features that you'd like to have in this system to support bike, pedestrian use, etc.?

i. John: Sidewalks. Get people to turn off sprinklers or get them to stop spraying sidewalks. Coordinate plowing so there aren't mounds of snow where people need to walk.

ii. Sueling: You have to stand in the streets during the winter rather than at a bus stop or a sidewalk.

iii. Dennis: Develop adopt a sidewalk program to clean them up.

iv. Sandra: Sidewalks are too narrow or too old.

v. Paul: In Japan, sidewalks are wide enough and marked off enough with lines in the middle to show that pedestrians and bicyclists where to drive. Recognizes that both will be on the sidewalk.

1. Amy mentions Hyland around Bloomington Ferry and Dredd Scott. 15 feet – 5 feet for pedestrians, 10 for bikes.
2. Randy: Old Cedar Ave Bridge – Pedestrians on the outside, bicyclists on the inside. Separation of modes make a safer, more enjoyable experience.

3. John: Align curb cuts for all people (wheelchair, etc.). Align and enforce traffic pulling up to the line (stop bar or ped crossing).
4. Sandra: On Old Shakopee, there needs to be more enforcement on allowing bicyclists cross.
5. Maureen: 86th street – what are the lessons learned from that from a couple years ago that can be used here? Amy stated that it has been, for the most part, completely successful. Fear of change didn't come to fruition.
    a. Dennis: The idea as a parent, that, if that street is safer, it might increase value of a home.

d. Paul: Walking Club – Federation from around the world. Passed out business cards for the club.
e. Dennis: Being on the first Alternative Transportation task force, there's only so many things that you can bite off and chew. Chipping away at it has been helpful and very nice so far. Very appreciated.
f. Randy: City Council took to heart recommendations. They bought in and realized this is the right thing for the community. It works. Need to set priorities and help Council come up with what the next big issues are. What do we want to have worked on next?
g. Maureen: From a Chamber perspective, Public Affairs Committee meeting tomorrow. Will post the information on the survey through the Chamber. Will get the word out there more.
h. John: There are a lot of things about Bloomington. All these things are unique to Bloomington. People that live or work here might not know about that.
i. Dennis: Have you had a chance to ask people in the community? Take a field trip on the bus systems or something along those lines for a day. Ask people as they're on that every day. Ask the people that actually do it.

ATP Focus Group #3 Meeting Minutes July 17, 2014

Introductions:

Randy Quale: City of Bloomington, Park and Rec Manager
Amy Marohn: City of Bloomington, Traffic Engineering
Denise Dargan: City of Bloomington
Ronda Kelly: Bloomington Historical Society
Larry Granger: Bloomington Historical Society
Judy Jones: Bloomington Bicycle Alliance
Roger Wililetto: Bloomington Planning Commission

Why are we here?
There are challenges. Find out what your needs and recommendations are. SRF Consulting Group was hired for development of the plan. Open House July 29th at Kennedy HS. Aug. 7th at Jefferson High School. Met last week with "partners group".

Questions for group discussion:

1. Users:
    a. Bloomington has identified four key user groups: family, recreational, fitness, and transportation/commuting. Are there others?
        i. Judy: Do you break it down further once into each group? Rollerblade, bike, etc.? Amy confirmed yes, and that those would be considered more recreational.
        ii. Randy:
        iii. Judy: How do you classify people with disabilities or seniors? Where will they be classified? Or will we need to identify them as a separate user? Amy stated that this is up for discussion, but try to incorporate all people into one of these groups? ADA compliance. Randy said we need to be sure that all accommodations are being taken into consideration.
        iv. Roger: We're putting more sidewalks in. Is the City still upkeeping? Amy said that this is a good amenity for the City to provide. Roger suggested putting it back onto homeowners.
    b. Should we accommodate all user groups or just selected?
        i. Ronda: I know from experience what it's like to be walking and then have bikers come in – it's dangerous. Randy mentions that there are trails that are pedestrian only.
        ii. Judy: Mountain bikers are looking for a certain experience. They're going to go onto trails where it'll affect pedestrians negatively. Recreational bike rider would like a different facility than a commuter. In certain circumstances, it makes sense to have segregated groupings.
        iii. Roger: We need two separate trails. We should consider the heavily traveled trails to have two paths.

iv. Ronda: Wherever possible, provide walkers and hikers to be able to enjoy wildlife and river valley.
v. Roger: Is there movement with the state yet? Randy said there is movement and preparing for installation of trails from refuge to Bloomington Ferry Bridge. Identified having a trail corridor. Money allocated will likely not be enough. Plan is to plan out infrastructure. Figure out alignment in 2015, construct trail in late 2015-2016.
vi. Roger: Lindau Lane – this will be a nice parkway.
vii. Randy: Old Cedar Ave Bridge – Want to get bid out this year. 20 ft wide track across, middle will be bike lanes, outside will be pedestrian. Around 18 month process. Completion sometime mid-2016.
viii. Roger: Good trail-head off 86th Street.
ix. Judy: Adding additional car parking for Old Cedar Ave Bridge? Randy confirmed that existing parking is adequate but will be enhanced to make it look more welcoming.
x. Larry: If City if going to reconstruct Old Cedar Ave, the issue is parking on both sides. This is needed. Amy stated that the existing width is as wide as it's going to get.
xi. Ronda: In the case of special events, are there exceptions for parking? Amy said that we'd have to look at safety issues but it's possible.

c. What should we do as a focus/priority?
i. Roger: Time locks on all shelters. This is important for bikers if they have to go to the bathroom, for instance. And the city made the mistake of putting all sidewalks on streets.
ii. Larry: This was a Sam Hobbs decision in the 1960s.
iii. Larry: in East Bloomington, it's been neglected. In terms of growth on American BLVD and south loop, east needs attention as well as in older neighborhoods. Look at the amount of senior housing that's developing. Seniors will be hauled around by buses. Wherever you choose to build senior housing, it must be taken into consideration for curb cuts, bus access, etc. Must be senior and handicap friendly. If you spend any time in old downtown on 98th and Lyndale, one of the great things is how many handicap and seniors are moving around in that area. Then around 95th, there are major opportunities to have pedestrian flow for everybody. Looking at new developments, look at the probable uses for the future.
iv. Randy: From a traffic standpoint, adjusting timing on street lights for people with mobility issues. Looking at "under-served users" when focusing efforts. Looking at south loop for making it more pedestrian friendly.
v. Larry: Seniors Welcome signs are out, so there is recognition that this demographic exists. Didn't have apartments until 1960's. Times have changed, median age has gone up. It's a matter of looking at a new formula to find what the needs are.
vi. Judy: I agree, there should be higher priority on active living for accommodating changing demographics. I think having a more connected route for bikes, a better connected route system. Making it safer for more bicyclists to ride to farmers market. Almost eliminate the need for more parking. Would encourage alternative transportation if it's safe enough.
vii. Randy: Protected bikeways will need to be off road. Many drivers do not know that bicyclists have the same rights as them for using the road. Judy asked if this could this be addressed through communication channels from the City?

viii. Roger: Paint the lanes green.
ix. Larry: Getting a bicycle culture like Minneapolis has. Current acceptance and promotion of bicycling in Minneapolis has only really taken off in the last few years. Wasn't part of the culture 20 years ago. But it's been seen as a major amenity.
x. Judy: People change their minds slowly. Part of it is talking about it as a culture and getting the language out there, getting people used to seeing bikers and walkers.
xi. Roger: There were a lot of complaints on Hyland Trail.
xii. Larry: How is this integrated with current transit plan? Is there a transit plan? Amy stated there isn't one specific transit plan. Many plans going on with Met Council. Larry mentioned a pedestrian bridge. Amy said MnDot is considering it. Been brought up a couple times in the last year. SO although it's not on an existing plan, it should be in upcoming plans.
xiii. Larry: What about the replacement for Savage Bridge (railroad, swing bridge)? Randy said railroad has the right of way, but they are not receptive to working with us. Larry stated that MnDot is working on this, maybe in secret. Trails are trying to recreate other areas. If you think long-term, the swing bridge that went along with Meadow Lake, what did that connected to? Old Town which isn't there anymore. In the future, this area will have interest in a bridge. Get them on the list for future possibilities. What are the demographic projections? It's going to keep growing. With growth areas along with increased numbers of condos.
xiv. Roger stated there are parents that don't allow kids to play outside, walk on sidewalks.
xv. Larry: The other thing that would help within this is if we had formal neighborhood designations (associations) that could help manage/take charge/encourage the alternate transportation. It'd be a way to break down this city into neighborhoods. Minneapolis has 71 neighborhoods, St. Louis Park is growing with that. This would be helpful to get people to buy in.
xvi. Ronda: We used to have neighborhood associations. That's one of the things that was requested during visioning. They wanted stronger neighborhoods to feel safer and more secure.
xvii. Larry: Try it out by City Council districts.
xviii. Roger: There are two districts now: east Bloomington and west Bloomington.
xix. Larry: in terms of being able to create this culture we want to create, this would be so helpful. This kind of local identity is what you need in a town.
xx. Judy: Is there a separate identity within this plan or other City documents? Do you go after other funding available in order to enhance projects that are not on the schedule? Amy said we are able to do segments with PMP?
xxi. Judy: What about maintenance program? Amy said there is priority for maintenance in terms of getting streets cleared. There is a very aggressive plowing plan. Maintenance is a key component.
xxii. Judy: Would like to voice my concern. Would like trails cleaned more than just fall and spring. This would provide a hazard to cyclists if it's not done more often.
xxiii. Roger: Safe Routes to Schools is a good program. Gotten a few sidewalks that way.

d. Where do you see key connections/areas that need to have a better job done? Gaps in the system. Please point them out on the map or discuss.
   i. Randy: Would love to see bus transportation to Hyland.

ii. Judy: Having lived on the west side, I didn't see really any transit on that side, namely along Bloomington Ferry. What about getting to American and to MOA, etc. Hitting some of those amenities? Judy stated that times are very inconvenient. Randy said it's very limited and would love to promote more. Roger said this deters this transportation.
iii. Judy: If we're talking about people with limited mobility, need to be able to hit major areas so senior homes aren't always needing senior buses to take you. Should have a regular route to be actively independent.
iv. Randy: Enhanced usage for minority and underserved populations. Expand bus service to allow more usage. Met Council said no, we cannot afford it. We need to fight this. Difficult but necessary.
v. Judy: I think it's important, from what I've observed in this area, is that there's an attitude that buses are for underserved. Help change culture for bus systems. Think of it as a cool thing to do.
vi. Ronda: Look at MN Valley Transit. Make people aware that they can use this transportation for getting to and from work.
vii. Judy: There should be shared responsibility, not all just the City's responsibility. Promoting Heritage Days, etc.

e. What are the missing links or gaps in the trails system?

2. Signage/wayfinding:
   a. How important is it to have a comprehensive trail/route wayfinding signage plan between communities and operating jurisdictions?
      i. Larry: Goes back to neighborhoods.
      ii. Judy: I would also like to see signage on roads as well. There are lanes set aside for biking, but there really are no other indicators that it's for biking.
      iii. Roger: Bike boxes, not seeing a necessary spot yet. 90th and Xerxes, there's no sign there. If there was a sign, it'd be a perfect place for a bike box.
      iv. Larry: Go under Old Shakopee via a tunnel. Thinking of visions. Need to look at the changing community. These are additional considerations to take into account and should be referred to when going through planning process so they're not lost. It's a real misfortune when doing committee planning.
      v. Judy: Instead of a bus system, get a street car loop.
      vi. Larry: Getting people from east side to west side to take advantage of parks. One thing that would help would be painting a bus with big themes so it doesn't look like an ordinary bus. Could be part of City community service operation. An "everybody bus" that might help capture teenagers' attention. Would help arts department. Would open the door for moving the community around. If there were buses, it could help reintroduce people to the river. All of this can work together and help eachother.
      vii. Judy: Talking about signage, identifying routes going from 90th turning to Xerxes, the first time I tried that, I didn't know where I was going and ended up on Penn. Not knowing where to be directed.
   b. What features/amenities would be important to for enhancing usage?

i. Judy: Shared road points. There are vehicles always parked in bike lanes. Even though there's a bike lane, there are times that I'll need to be on the road.
ii. Amy mentioned guidance to facilities. Judy said key identifiers to know where other key areas are, trails, etc.
iii. Roger: Has this ever approached PTAs? Randy said that in the summer, they're not active.
iv. Randy: Walking school bus. It's hard unless you have the density. Amy mentioned Westwood – kids are kind of starting up on their own a bit. We've tried schools and targeted PTAs. Haven't had a lot of buy-in. Need an advocate at each school.
v. Larry: Have schools been part of this discussion? Randy stated that it's been represented. How about triple the number of bike racks and reduce some of the parking spaces.
vi. Roger: If you get rid of parking at schools, parents would be upset. Randy talked about rules (eg. Not allowed to drive to school if you're within 6 blocks).
vii. Judy: Mentioned that there are traffic calming ideas to help make it safer.

c. Judy: Is there a reason why you can't have bikes in trails? Randy said it was to keep natural trail system in place. Bituminous trails. Bikers can't move that slow. Randy doesn't imagine there will be much traction with that argument.
d. Judy: Bicycle facility – protected bikeway if there's room on France. Would like a segregated trail.
e. Judy: Is there a bike blvd or a street that could be tagged as a bikeway at some point? Amy stated that high traffic volumes might reduce the possibility. Getting creative and try to identify a couple options for that for north/south connections.
f. Larry: What about east/west? Needs to be promoted. In terms of getting involved, the art center needs to be involved as well. What can they do? Outdoor sculptures might become a marker (eg. The bunny at Minnehaha and Portland).
g. Judy: promoting bikeways, if there was more information on the website about active living via alternative transportation.
h. Larry: Once you get the plan, have a public group come together and talk about how this can come about and what everyone can do to make the culture better. Judy – make it a celebration. Larry – keep the momentum going with this. Needs to be more than just a plan. Human Service department is critical with what they can do in regards to senior living. Look at the LRT cars and buses that are painted up for ideas.
i. Ronda: We need to start thinking about the region/community rather than Bloomington standing alone. Especially in terms of transportation and trails. What about areas with no sidewalks? What things on a sidewalk? Varying widths, benches for sitting, etc.
j. Larry: need to present the findings to the group, kind of in the same manner of what's been done with this focus group.

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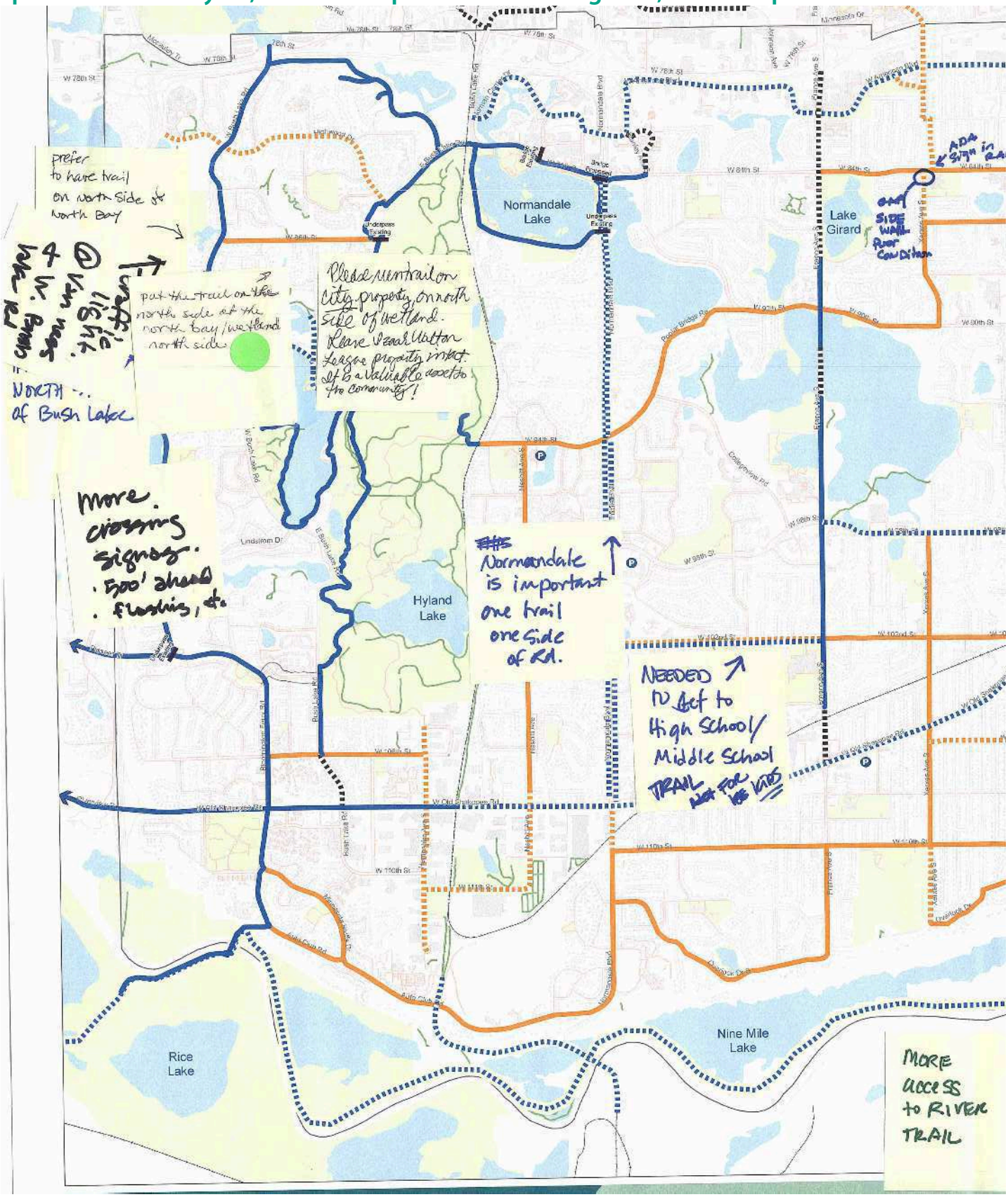
Public Open Houses

Open House #1 July 29, 2014 and Open House #2 August 7, 2014 Map Comments



Blue Line
Orange Line (Planned)
Penn Lake
Oxboro Lake
Long Meadow Lake
Black Dog Lake
Facility Status
Existing,
Planned,
Existing,
Planned,
Planned,
Planned
Pedestria
Park & Ri
Transit C
Transitwa
Transitwa
Blooming
Local Tra
Sidewalk
Railroads
Buildings
Open Wa
Parks
0
Pedestrian bike and walk bridge over 35W around St Could connect E&W. Bloomington
Bike trail to connect Pond Dakota Mission to Stebe Trail along the river. Go down route on east side of Pond House
Lyndale + 98th
lots of wheelchairs
35W a major barrier
9 mile creek North South bike Rack would be nice
if you could go more places w/out being worried about being

Open House #3 February 12, 2015 Comment Summary

Bloomington ATP Update Open House - February 12, 2015

No.	Contact Info Name Address Telephone Email	Questions #	#	Answers
1	No Name No Address	What do you like most about the proposed updates to the Bloomington ATP Plan? What do you like least about the Bloomington ATP Plan? What elements of the Bloomington ATP Plan update would you change? Please list any other comments or suggestions regarding the Alternative Transportation Plan Update you have here?	1	Be sure to include winter snow removal in ATP plan. 86th Street still has ice in both the lanes this year (an easy year) Make a connection to Fort Snelling.
2	No Name No Address		2	Looks like most of the important gaps would be closed and substandard trail segments would be refurbished. In my lifetime? Happy to see the City isn't giving up on 102nd Street from France to Normandale. We need to revise our allocation of space on 4 lane to 3 conversions to take advantage of new MNDOT design guidelines. Take space out of the center turn lane on 30-35 MPH streets and put it in the bike lanes. Missing Link on 84th Street between France and Normandale. The City/County really missed an opportunity with the resurfacing of Penn Avenue last year. Should have been converted from 4 lanes to 3 south of 82nd Street.
3	No Name No Address		3	More bike lanes in roadways. The plan to put a caustic, toxic asphalt trail in a flood plain of endangered waters. Remove the addition of paved trail in the river flood plain. Please realize this nature surface trails are in desire and scarce in our growing community. Users of all varieties enjoy the untouched dirt!
4	Judy Jones No Address 612.231.7896		4	Closing some of the gaps - it's starting to build a network. The priorities are not taking in consideration a complete network N-S & E-W. There are still gaps in unidentified, like 84th west of France , 106th into the park, etc. Change priorities to include a more complete network putting projects like Nicollet and American Boulevard higher on the list. I don't see that a complete network taking people to destinations like work, school or shopping are being considered, complete existing network to destinations and reconsider priorities.
5	Cheryl Wilke No Address 952.941.4994 cuwilke@comcast.net		5	The resurrection of the prairies. Natural- surfaced paths. Keeping the birds and indigenous critters in the parks - not driving them out or running over them. These are what breathe life into the urban parks. Lead the way, Bloomington. I don't like the City of Bloomington "over-developing" our parks. I have raised my family here for 20 years and my kid would rather walk on natural path, climb trees and rocks than walk in paved path and steel playground equipment in 20 years. I have never seen a wheelchair on the paved paths surrounding the Bush Lake - nor do I see people using the picnic tables on the concrete paths outside of the shelters. City of Bloomington is spending lots of $'s over-developing our parks. Please stop. Please consider the areas that also serve as habitat for the area wildlife. When considering new or reworking existing grade separating crossings, culverts, etc. Please consider turtle crossings where appropriate. The after-though will be far more expensive then pre-planning and implementations. Recommend Read "Last Child in the Woods"
6	Jerry Heisler 8934 2nd Ave S jerryhize@hotmail.com		6	All attention given to new trails and existing trails is good. Little attention was paid to trails in the past. Seems to take to long to implement. I had an opportunity to do a lot of walking due to a disabled car a while back. I'd like to discuss the feasibility of a trail between Nicollet and Lyndale on 88th St. It would require crossing the rail line and private property.

7	Erich Russell 1310 E 90th St Blmgtn Mn 55425 952-854-4027 erichjrussell@att.net	The 2008 Plan shows a connector trail under Kelly and a new trail refuge to Fort/Snelling. Both are improvements. I think the plan is neutral on pavement- I don't want paving in the refuge. The refuge is not an appropriate east-west commuter trail. North to South traverse is acceptable.
8	Stephanie Johnson 5533 Ellison Dr Blmgtn MN 55437 612.369.0354 gate0041@msn.com	Update on street bike trails. The paved river trail and no changes on 102nd St west of France. Access to Hyland from east side South of 94th around 102nd area.
9	Hans Jones 8526 Emerson Ave S Blmgtn MN bikinjones@gmail.com	It’s a good start. Doesn't show any long range vision to improve infrastructure. Only addresses low hanging fruit. Minimal input from actual users. Priorities seen focused on items that won't effect the part of the system I use. I'm a commuter that rides 4+ days a week. Fight to implement, continue to update and adjust to changing need.
10	Sueling Schardin 8241 Goodrich Rd Blmgtn MN 55437 952.715.7886 suelingschardin@gmail.com	Continues the recommendations in the original plan. Connects many gaps in trails. Gap on 84th by Poplar Bridge Elementary. More signage ➡ ⬆safety, ⬆awareness of roads for cars as well as cyclists. ("Share the Road", every lane is a bike lane") Better communication of trail closures impacting Bloomington commuters (e.g. last summers closure of the 494 pedestrian trail)
11	William Bangsund 10910 Goodrich Ave S 952.832.2738 (w) wjb@barr.com	Any improvement is welcome. Been biking here 25 years and have learned to get by, but it hasn't been easy. 494 is a huge barrier. Xerxes is only decent walking. Getting to Xerxes isn't easy. Starting south of Old Shakopee. I zig zag up Xerxes to 98th but then need to jog E-W and 98th is bad and making lefts is dangerous. Improving access to the Xerxes/494 crossing should be high priority along with more 494 crossings.
12	Beth Walser 3032 Idaho Ave S St Louis Park MN 55426 612.598.9998 beth.walser@gmail.com	Bloomington is doing a great job of making their city more accessible via biking and walking, it's great to see a city so focused and improving its livability. I am an avid user of the current MN River Bottoms Trail and I absolutely love it down there. I am greatly concerned about the changes proposed to this trail. I worry it will hurt the integrity of the trail, its uniqueness and its sustainability, with it being in a flood plain. I would not add in a paved trail on the MN River Bottoms. It is a very costly addition especially considering its tendency to flood each spring. The current trail which is primarily up kept by its users is much more sustainable. Please keep the river bottoms natural it's my favorite place to "get away" in the Twin Cities. Save the river bottoms.

13	Jim Fairman 10149 Johnson Ave Blmgtn MN 55437 952.893.9968 jfairman@pandotech.com	I really like the idea of the Rail Line Trail. It should be accompnied by a path along the Dan Patch Rail Line. Lack of Funding. I would be willing to pay a trail fee (user fee), but implementing a system would be difficult. Maintenance costs of a river bottom trail, needs to be allocated. I would like to see more concentration on the maintenance costs of all the trails that are being considered. The Rail Trail should be a high priority. The 3 lane roads that Bloomington installs have center lanes that are too wide and bike lanes are too narrow. Striped bike lanes need to be cleaned more than once per year. On bike this is a safety issue. The cars blow debris into the bike lane. On a 21mm tire a small rock, glass or hole can be catastophic. Three Rivers uses a blower to remove debris from trail.
15	Gregg Thompson 9124 Kell Ave S Blmgtn MN 55437 612.618.8616 thompsongregg@hotmail.com	Priority #6 Bush Lake Trails (Community Corridor) As a representative of the Bush Lake Chapter Izaak Walton League property (7515 Izaak Walton Road) we do not want a public trail through our property, nor do we ever intend to sell the chapter property. There is alread a city-owned trail, that could easily be improved around north bay, that could bypass the Izaak Walton League property. Change map depiction of trail on north side of lake. Remove trail line through Izaak Walton League property, and use city-owned North Bay Trail loop for public trail access/path for this area of lake. Also on "Potential Cost" tables, projected costs should include estimated land purchase costs. e.g. Priority #6 projected cost for 1.67 miles of trail is $1.13 million - but deed to purchase 5+ properties.
16	R.F. Willette 8924 Morgan Ave S 952.346.8981 rfwmaroco@aol.com	Vision of the future. Extend 86th St bikeway to Fish and Wildlife. Need pavement markings.
17	Jane Ecklund 10519 Vessey Rd Bloomington MN 952.881.0339 jane.ecklund@gmail.com	Improvement to existing sidewalk is exciting. Biking along Old Shakopee and Normandale is part of my routine and I would love to see these improvements made. I wish the Normandale segment was a higher priority.
18	Ridge Pidde 3717 Shepherd Hills Dr Bloomington MN 55431 608.239-1243 ridgebenedum@yahoo.com	More biking options in Bloomington.
19	Aaron Pidde 3717 Shepherd Hills Dr Bloomington MN 55431 612.718.7769	More cycling options in Bloomington. Possible destruction of current river trail. Save the current river trail, make the paved trail above the flood plains. Ride your bike more. Ride on dirt.

20	Robert Bleau 155 Spring Valley Bloomington MN 952.948.0016 rmbleau@gmail.com	Previous comments concerned the wildlife river valley. Nothing. Leave it Wild unpaved. City trails may add to Quality of Life in Bloomington. Pavement - costs (Development, Maintenance, Traffic etc.) Leave it for bikers, runners, hikers, cross country ski-ing in a natural state. No extra trail. No benches, etc.
21	Bev Miles 171 Spring Valley Dr Bloomington MN 55420 952.884.0574 basorbe8757@yahoo.com	The trails that are left in their natural state. Paving the river trail is accessible in its current state to everyone that wants to use it. The money to maintain it can be spent in much better ways. The cost of maintaining a paved trail is uncomprehensable. The flooding between Cedar & Lyndale takes place every year making the current trail unuseable. Leave the area along. It doesn't need any changes. Please leave the area in its natural state. We need more green, not less, more nature and not less. We enjoy the owls, deer, native plants. Families won't use the area, nor will seniors & handicapped as you think they will.
22	Vonda Kelly 9909 Xerxes Curve Bloomington MN 55431 952-881-4324 vonda.kelly@gmail.com	Proposed Minnesota River Valley trail is finally nearing reality. Stress the importance of providing hard surfacing to allow for accessibility for all people. Users- whether walking, biking in a wheechair etc.

Additional Comments Received by City

Public Comments Received

- The primary bike/ped connection is the existing Bloomington Ferry Bridge pedestrian bridge. We are currently constructing an extension of the MN Valley State Trail that will connect the ped bridge to the rest of the state trail between Memorial Park in Shakopee to the TH 41 bridge in Chaska. This will create a continuous paved state trail between Bloomington, Shakopee, and Chaska (approx. 11 miles).
- The new Highway 101 bridge between Shakopee and Chanhassen/Chaska/Eden Prairie will include a trail that connects to the Scott West Regional Trail, MN Valley State Trail, and the MN River Bluffs Regional Trail. Construction will begin this year and be completed in fall 2015.
- The other potential trail connections across the river include the Dan Patch Line and the I-35W Bridge when rebuilt.
- For transitways, we are exploring the opportunity for TH 169 to be added to the regional transitway system. The Dan Patch Line is also still an option that the County would like to pursue in the future for potential transportation uses.

I have lived in Bloomington for about 25 years, and I work for Barr Engineering Company. I often bike to work during the summer. Our office has moved several times, sometimes north of 494 sometimes south. For many years now it has been north and it looks to be north for years to come. In commuting and pleasure riding I have crossed 494 using just about every legal route possible. I have found that the route that most reliably presents the lowest risk to a biker is Xerxes. I see that the City designates Xerxes as the recommended bike route http://bloomingtonmn.gov/cityhall/dept/commdev/planning/longrang/alttranplan/map.pdf

Even getting to Xerxes has become a challenge, since American is now an alternate to 494 traffic. The City's bike map linked above indicates Xerxes is a primary north-south link, except for that jog along American. So my preferred route is to move a bit east on 84th to Vincent/Upton/Thomas and come up on residential streets, and cross American right at Xerxes. Unfortunately, last year, the east side pedestrian signal at this crossing was removed. The light seems to be controlled by a sensor that doesn't register my bicycle. So, to legally get thru this one intersection, I am left to either:

- cross to the west side of the intersection, where there is a pedestrian signal, then cross American, then cross Xerxes again to head northbound;
- or I wait for a car to come along and trip the sensor so I can cross American directly.

And I am left to wonder why the pedestrian crossing signal that allowed ready access to the only safe crossing of 494 was removed. I see in today's paper that the City is in the process of revamping the bike plan. Crossing 494 should be a priority.

Dear ATP,

I am hopeful that 2015 sees continued success in alternative transportation throughout Bloomington. I would hope for an even stronger movement by our council members and new city manager to make Bloomington an up to date city as their sister cities. I.E. Richfield, Edina, Eagan.

My dream would be an actual Walking/ Bike path , (not a small line down the road) going north/south in Bloomington. Either designate France Avenue or Lyndale or both. Within the France Trail, you could have some of the trail go through the wetlands. This would make for a lovely recreational ride as well. Make the Commitment!!!
These dollars would be well spent.
Commit dollars to a bike path for the Xcel Energy Corridor Trail! What an easy opportunity that I wonder if I will see in my lifetime!! I hope so. This could connect up to new DNR River Trail and Cedar Bridge as well as create value for that neighborhood.

106th street…This is a prime street that could go to 2 lanes and have an actual 3 foot bike/walking path on both sides of street. What an opportunity for Oak grove school children to ride to school and also this can connect up to auto club road which eventually will open up all the way to Hyland Trail!

Moir Park could use a Bike trail on the upper trail……this could connect to DNR trail….what a great opportunity to enhance the value of this park.

I bike down Old Shakopee Road with great in trepidation. Make the road three lanes. This can be done!!! (Minneapolis, Edina, and Richfield have all done this with roads that service as much traffic. And to great success!)
This would calm traffic, which now goes at breakneck speeds, create value for the old Historic Center…as that could be a great destination spot…. and create a safer biking/walking atmosphere.

I appreciate all that the ATP is doing. I hope for continued and more Bold decisions going forward. Spend Spend Spend….interest rates are low and we can find money from organizations that are looking to help. Take advantage of these opportunities as they may not be around for long.

Looking forward to our future.

I support it if it's not along the river . We need a way to cross the river from burnsville to Bloomington on our bikes

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Hello Randy Quale and Bob Simons;
I am a frequent hiker along the Minnesota River Valley at the end of Lyndale Avenue in Bloomington. These unique nature trails appear to be shared respectfully by both Mountain bikers and walkers/runners.
It is my understanding that Bloomington has plans to create 10 feet wide hard surface asphalt paths to allow for wheel chair accessibility. Has there been an actual survey done to ask those with disabilities what they would like to see for a nature trail or what the needs are for those currently using the trail?
Could it be that the disabled would like to be on a soft natural trail too, if it was possible for them?

The cost for a linear foot of 10' minimum trail

of
asphalt is $20 or $105,600 per mile. A
free of maintenance all terrain wheel chair can be purchased for $1,390.
One could purchase 75 wheel chairs for the amount of one mile of trail and set it up like the Minneapolis public bike and car sharing program and use special Handicap cards in the machines.
Rolleez 4 All-Terrain Beach Wheelchair, 4 larger tires, for sand, gravel, grassy, or concrete

- Four Large 19.3" Wheels - will not tip in a sharp turn
- Wheels have non-corrosive nylon bearings
- Pneumatic high-flotation tires
- Made with furniture grade PVC
- Maintenance free - Will not rust, corrode, chip, peel or fade

I would appreciate your response, as my voice is representing a number of fellow hikers and bikers who are not pleased with the new proposed trails.
Thank you!

As a Bloomington resident for over 8 years now & as an avid biker I would like for you to **PLEASE** entertain two ideas for improvement regarding the Alternative Transportation Plan.

1. **SAFETY: The pedestrian crosswalk from Hyland Park to Bush Lake Beach park is flat out dangerous**. On multiple occasions I have had close calls there while trying to cross the road pulling a child in a trailer. This is after stopping fully and looking & listening with laser beam focus for traffic. The reason is due to the curve in the road to the south of the crosswalk. With this, cars are not visible to the pedestrians & pedestrians are not visible to the cars. If I recall, there are also some trees on the west side of the road in the line of sight that exacerbate this issue. Cars & motorcycles often come through that section beyond the speed limit as it is kind of a nice scenic drive with curvy roads that has turned it into a bit of a joy ride area. If you are sitting there waiting to cross, about 50% of drivers do not stop to let you cross either. They are most often times traveling too fast to be able to stop without a hard brake anyway – again partially due to how soon pedestrians are actually visible. I think a low cost solution would be some tree trimming / removal and to have better signage for the crosswalk. Ideally flashing lights a hundred yards to the south of the crosswalk that would let drivers know someone is in or near the crosswalk. A pedestrian bridge over the road would be the safest but probably not the most affordable. This request is very much in line with the data you have collected showing the top desire among Bloomington residents being improved safety in crosswalks. I think such a solution is also very low cost & therefore could and should be accommodated. With the multiple playgrounds in this area there are going to be kids to be concerned about. In addition, with as many as 100k visitors to that popular beach in the summer, it is a no-brainer that the safety needs to be a primary concern.
2. **QUALITY: Bike / Walking Paths on each side of Normandale Boulevard** are in significant disrepair (between Normandale Lake & 98th). These are key thoroughfares for pedestrians in the Hyland Park reserve area & they also receive a lot of foot traffic during the Summer Fete. They are probably not very passable for someone in a wheelchair due to the bumps / sand / general disrepair.Thank you very much for your consideration of these ideas for improvement ☺ They seem to have been discussed & brought up by other Bloomington residents previously but I wanted to try to highlight them one more time.

I am writing in response to the article in the Thursday, Feb 5th edition of the Bloomington Sun Newspaper re the above.

In the Mpls Star Tribune West section of last Wednesdays paper there appeared an article regarding a very successful "dial a ride" program that is in existence in Mound and/or other Lake Mtka. area communities. This service exists for those citizens who do not drive.

Correct me if I am wrong, but isn't our population one of many older citizens in need of this service? Where in your plans, are the needs of the majority of the population being met?

Bicycling is a wonderful activity but in Minnesota this can never replace 100% of the transportation needs of our residents. Our weather does not permit this!

Please consider something for the 65+ population when drawing up your long term transportation policies. I am recommending a dial a ride type of program for our senior citizens.

Thank you for your consideration.

One last minute comment about the proposed paving the river bottom trail. What happened to listening to the people?

The people that use this trail would like it to remain natural. I have spoken with bikers AND hikers that are greatly opposed to paving this natural gem.

I was a board member of a trail users coalition in the early 1990's that worked with the DNR's Ron Potter to help build many trail we have today. This topic of paving the river trail came up then and the DNR understood why we did not want it paved.

Again, listen to the people.

Signage/Campaign to educate the community about shared road.

I love biking! But why are you trying to run a bike path through the private property of the Izaak Walton League at Bush Lake? The city of Bloomington can run the path north of East Bay pond (property owned by the city). We have worked so hard to restore the Izaak Walton land and lake shore to sustainable, natural plant settings. Please don't try to force a bike path through this privately owned piece of land when there is a great place to run it on city owned land!

Bloomington is RICH with bike paths. We are blessed with all of the trails in Hyland Park to use too. I am a resident and a biker who sees NO need for another bike path around Bush Lake
especially give the fact that so much habitat will be destroyed. Bush Lake needs to stay clean and the aquatic rushes, cattails and other emergent
help to clean the lake and to provide habitat for frogs and other wildlife. This intended enhancement will only serve to destroy habitat and make an otherwise peaceful habitat very disturbed.

Please remove the plan from Bloomington's future.

Dear Randy Quale, Parks and Recreation Manager for the City of Bloomington,
and Amy Marohn, Civil Engineer, and my council representatives.

Concerning the Minnesota valley state trail and the trails MORC maintains along the Bloomington southern boarder.

The objectives associated with involving citizens in the implementation process include:
• Determine who the stakeholders are and their interest in a particular development initiative.
• Understand their needs and unique perspectives
• Identify and understand concerns and problems
• Develop alternatives and find appropriate solutions with input from stakeholders

I am a Bloomington resident and longtime distance runner. I run with The Renegade Run Club and Upper Midwest Trail runners. I like running the nearby native trails we call the river bottoms. These are the Minnesota valley state trail and the trails MORC maintains at a great saving to our community between Cedar Bridge and Bloomington Ferry Bridge trailhead. The natural footing is better than pavement as it is softer than pavement. My legs and feet remain strong do to this surface. There are few places where I and other runners can enjoy such trails. Please preserve these trails.

I know some people feel unsafe running alone in the river bottoms as it is rather remote. I do not see how that could change.
I do wish MORC and those that maintain the trails had more support and help to build and maintain the many crossings over the streams coming from the bluffs and flowing to the river. Please involve this important group that has put in years of dedicated work to allow passage along these scenic trails. They deserve our praise, thanks' and support.

I read the Alternative Transportation plan. If you are still following the plan, I believe there could be perceived miss understandings among citizens. Some people believe the plan is to replace all of the natural trails with pavement. That plan would be costly and require high maintenance due to frequent floods and water flows from the buff to the river. I doubt more people would use this remote area unless they have already. I would be surprised if usage increased with paved paths. I'd expect if pavement replace the trails, the current users would go elsewhere to find natural trails. MORC does a great job at keeping it passable on foot or bike. Let us be the ones to preserve this natural space.
Thank you Jon Oleson for the chat we had on this subject. I should also meet with my councilman, but maybe this message will save some meeting time.

I support a bike facility along 102nd St between Normandale Blvd. and France Ave as itemized in the draft ATP on page 4-19. I have 3 children who bike this route to school (2 at Jefferson, 1 at Olson Middle) from the west and they are currently using the narrow sidewalk. This is not a safe situation with bikes and young pedestrians on such a narrow walkway.
My oldest son, currently a senior, noted that the parking lot at Jefferson HS is no longer full in the winter. He told me that 4 years ago when he was a freshman all the parking there was full in the winter. This is strong evidence that Jefferson HS students are using and seeking other transporation alternatives to get to school aside from driving cars
I support either a separate trail facility or an on street reconfigration to place bikes in a painted area on the road surface between the curbs.

I am writing in regard to the Draft Alternative Transportation Plan Update. I am a member of the Bush Lake Chapter of the Izaak Walton League and I also live just steps from the west side of the lake. I am writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8). Specifically, I oppose the plan's indication of a trail placement running through the Izaak Walton League property.

The Bush Lake Chapter of the Izaak Walton League has owned its 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property. Placement of a paved bike trail is entirely inconsistent with the nature and use of this property. As importantly, there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the very same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

I respectfully request that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Thank you for your attention to this matter and thank you for your service to our community.

I was unable to attend the Feb. 12 meeting and therefore this letter is being sent.
This proposal is based on my understanding based of the Three River Trail project.
The plan to have the bike trail cross 494 at 12 the avenue needs to be reconsidered. It will not only endanger bikers but also cause needless traffic congestion.
There is better means of crossing 494 it is using the present bridge located at 2 Avenue East.
This bridge presently is standing and in fantastic conditions. It also by law needs to be upgraded to meet Handicap Accessibility laws. The wonderful thing is it not only crosses 494 but also crosses both service roads. Buy making the b ridge meet handicap accessibility laws is will also become bicycle accessible.
Once safely across 494 a trail can be made along the service road across Portland Avenue turning at Chicago Avenue and go South to the present bicycle trial on 86th street. Going on 86 th street the trail would then split at Old Shakopee Road. One trail could continue on 86 th street to the present bicycle trail and along the Meadow lake to the Old Cedar Avenue Bridge and across Meadow Lake to the trailhead that crosses the Minnesota River and also leads to 34 th Avenue Nature Center.
Another trail could go along Old Shakopee Road to 34 th Avenue and the Nature Center.
This plan would benefit both biker and the handicapped. It would make the bridge on 2 nd Avenue meet federal standards. This plan would also make better use of the potential offered by the soon to be reconstructed Old Cedar bridge.
This plan greatly increases the safety of those who use the trail. We should not risk the safety of anyone needlessly.
Please inform me of the final decision concerning the project.

I have a couple of questions in regards to the ATP plan. Specifically about the sidewalks. Who will be responsible to pay for the placement of these? and When will Bloomington residents be able to see the city working on these projects? I would gladly receive any information on this matter. I have already been to the Bloomington city website, but would like more information if possible.

As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of this organization I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

Also, it appears that the cost estimate shown for the Bush Lake Park Trails (Figure 4-5, page 4-18) does not include the costs for purchase of the private properties necessary to construct the trail proposed in the plan. The projected cost (listed as 1.136 million for 1.67 miles) would be much higher if the costs of private property purchases were included.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Attached is a map depicting this request.

Thank you for your attention to this matter, thank you for the attention and thought placed into the update to the Alternative Transportation Plan and thank you for your service to our community!

I wanted to reach out to you as the property owner that will be impacted the most by the proposed bike path on Izaak Walton Road. If you have not done so already I would like to invite you to come out to Izaak Walton Road and see for yourself the lay of the land. The placement of the bike trial as proposed is something that I am 100% against.
As member of the Izaak Walton League I do not want to see something that is going to compromise and destroy the natural landscape of the Izaak Walton property. The Izaak Walton property is unique and the north woods like feel will be lost. It can never be replaced once it is gone.
There is a safety issue as Izaak Walton Road does not lend itself to bike traffic. Over the years I have personally witnessed many near misses between bikers and the cars going in and out of the Izaak Walton property.
The number of the near misses involving bikes and cars back here increases ever year - the ones I have not seen I have heard. Most involve children riding their bikes ahead of adults. This happens on a regular basis back here from May through early November - and there are a few winter bikers that cut through Izaak Walton. I office out of my home and with wireless I am able to be in a position to see the traffic flow on Izaak Walton Road.
Placing the bike path on the alternative northern route would eliminate 100% of the concerns for potential bike/automobile conflicts/accidents. I would think that from a risk management perspective that should be a major consideration for the city for having the bike path on the north side of the pond.
There are numerous drivers who think that Izaak Walton Road connects directly to West Bush Lake Road. This includes delivery trucks - especially UPS and FedEx. The garbage and recycling trucks do not drive through here at reasonable speeds. I have talked to several of the drivers - Izaak Walton is a nuisance route - just a few households. They want to get out of here as quickly as possible - in my opinion they drive at an unsafe speed.
It is worse with passenger cars - as the speed limit is not recognized and adhered to. Same for motorcycles once they realize they are on a dead end they speed out of here.
.During the summer visibility is severely restricted at the curve which is where most of the "near misses" happen.

Another consideration is the drainage issue. Any additional modifications to the street will probably result in more run-off into the pond - could be some additional erosion issues too. Rain run-off is fine - the run-off from melting snow contains a lot of road salt from Lakeview and the turn around. I know this as every spring the snow melt backs up and runs down my driveway leaving an ugly streak of dried salt residue. Not something that is good for the environment and the nesting area. The proposed path of the bike trail will destroy a sensitive nesting area for water fowl. There are also dens for various critters that would be destroyed too.
.Also there would be the removal of trees which is not needed. You really need to see it to appreciate my concern. Placing the bike path on the north side of the pond is a win/win for all parties. And probably more cost effective to build and maintain.
Just my thoughts. Please do not hesitate to contact me or stop by to see what is so special about the Izaak Walton experience.
Thanks.

Please don't girdle Bush lake with trails near the water. You all ready have trails around almost the whole lake. The only area where wildlife can live peacefully near the shore is on the North side of the lake along Izaak Walton Rd. There are good size areas there from the beach to the Izaak Walton property where the shore vegetation has been restored and people seldom go. This allows wildlife to be near the water and live relatively undisturbed.

Wildlife help make this area special. Give them some space. There are plenty of trails around and near Bush Lake. Please think of what the Wildlife need before you cut anymore trails near the shore.

I attended the February 12 Open House, and thought it was well done. Thanks.

A few comments:
1) I love the idea of a very long range plan, and I think a goal should be an approach of capturing aspirations, articulating goals, and building in flexibility, given that values, culture, economics and transportation technology change over time.

2) Use. Much of the plan relates to bike lanes, trails and paths. I think that is good. I do think it is important to appreciate and take into account the difference between realistic commuting routes and recreational bicycling. American Blvd, 86th Street, the "Intercity" Route, and long term - the rail line and Old Shakopee Rd are natural commuter routes. A Mn River trail, the trails through Hyland, etc will not be commuter oriented.

3) Collaboration. Let's stay very close among and between agencies. My work as our Three Rivers Park District Commissioner has taught me that virtually none of these things can (or should) be done alone. A good connection between to the soon to be completed Nine Mile Trail and the trail coming out of Hyland is a great opportunity.

4) Right trails/right places. In my role at Three Rivers I hear from a lot of folks about biking, hiking, nature, equestrian, snowmobiling, skiing and other off road trails. In trying to assess needs and desires, and respect where trends are going, I have developed a "right trails/right places" approach to the analysis. We hear a lot of demand for more natural trails. This could be a function of all of the paved trails we have put in place, or may be reflective of the changing culture - or perhaps both. In any event, it is important to assess what is the right kind of trail for the location. There are places (one East-West route, one North- South route that suggest lanes for commuting would be most appropriate. Others

(high traffic, near neighborhoods, "on ramp" to trail systems, etc) that suggest paving for commuting as well as recreation. Other areas that to date are undeveloped or unpaved wilderness suggest preserving wilderness and having natural trails that provide hiking, birding, biking access without the environmental impact and "experience" effect of a road-like paved surface in the area. There is increasing societal taste for that wilderness experience/natural trail category, and that sometimes requires an adjustment of thinking from the past.

5) East Bloomington. The Smith Park - MN River/Cedar Av bridge corridor presents great opportunity for investment and enhancement in that area of town. There could also be related opportunities associated with the South Loop developments, the "Intercity Trail", the Cedar Av bridge project and the Mn River Valley trails project. As part of those projects or in addition, I think the Mall of America - Mn River Valley Wildlife Refuge - South Loop begs for safe connectivity.

Hope this helps.

As the President of the Bush Lake Chapter of the Izaak Walton League here are my thoughts about the Bloomington ATP, specifically part 4 Implementation, Priority #6 "Bush Lake Park Trails" within Regional Trails and Community Corridors

I believe the city should seriously consider routing the bike trail on the other side of the "East Bay" away from our chapter and on property that the city already owns. (see attached map) We are in the process of restoring our side of "East Bay" in native shoreline plantings to make it a full-functioning wetland that serves as a rare educational venue for schools, scout groups and the general public to learn about ecology. It's not a very good place to route the bike trail. Routing it along our shoreline is also not a good option because of all the native plantings we have done to stop erosion and help maintain the water quality of the lake.

If the city chooses the alternative route on the north side of East Bay, our Bush Lake Chapter will help the city in this endeavor by providing plant selection expertise, volunteer planting crews, buckthorn and other invasives removal. During the past two years we have had large volunteer crews working on our shoreline plantings on Bush Lake and the East Bay wetland. Working together we can make the wetland a real showcase and unique learning environment. We would like to see the wetland renamed to the Richard J. Dorer Memorial Wetland in honor of one of our former Bush Lake members who was a Commissioner of the Minnesota Conservation Dept. and the father of wetland conservation throughout the U.S.

Our work on this alternative bike trail and natural restoration on the north side of East Bay will be in keeping with on long-time Izaak Walton League mission centered on clean water and habitat. Our chapter was the birthplace of the Save the Wetlands campaign in the 1950s that resulted in the Minnesota WMAs and Federal WPAs----millions of acres of habitat. Every year we sponsor and host the Watershed and Wetland Summit at Normandale Community College that draws together clean water experts and policy makers from all over Minnesota. And Gregg Thompson of our chapter has taught Smart Landscaping classes to hundreds of Bloomington, Edina and Eden Prairie residents over the past nine years.

Last fall we invited Randy Quale, Bryan Gruidl, Mark Morrison, Dave Hanson of the city staff, along with Kevin Bigalke, and Erica Sniegowski of Nine Mile Creek Watershed District to tour our chapter, the East Bay wetland, and adjacent property. We talked about the alternative bike trail route and the fact that it is on property the city already owns. So it's a project that can be undertaken very soon to help complete the bike route around the lake without compromising the property our chapter owns nor the conservation mission we are pursuing.

Thanks for considering my views. Please contact me for further clarification or to take a tour of this splendid site.

My name is Katy Dale and I live on Izaak Walton Rd. I am writing in regards to the Draft Alternative Transportation Plan Update, specifically regarding the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

I am opposed to the plan's depiction of placing a public trail along the lake shore and through the Bush Lake Chapter property. I support the city's effort to provide trails for alternative transportation and linkages, but not at the expense of natural and private land that provides refuge and habitat for wildlife.

Our property has been restored to prairie along the lake shore and combined with the other city owned properties and Izaak Walton League, provides relatively undisturbed refuge for many animals. The land provides nesting ground for snapping turtles, wood ducks, muskrats, and many others. Hyland Park is an excellent recreation area and already links to the trail around the other side of the lake. I do not believe the entire lake shore should be taken over for human recreation.

I fully support the revision to the primary route proposed by Izaak Walton League (attached), that links the public trails using the existing public land north of the Izaak Walton League chapter property, around East Bay of Bush Lake, to make the public trail connection.

I am concerned about the proposed trail along the river bottoms. Given the trail will be developed in a flood plain that will require extensive maintenance I need to question, who will be funding this? The 2.1 million dollars allocated for this project is not enough to even complete the trail which is estimated at 2.5 million. I think it is important to have a plan in place that can not only source funding for the completion of the trail but also include allocation for the ongoing and substantial maintenance costs involved in building a paved trail in the middle of a flood plain.

I don't own a mountain bike but have loved the many hikes my family and I have taken at the river bottoms over the years. Logging out a ten foot wide swath for several miles along the river would take away from the unique sense of escaping in to nature in one of the largest suburban areas in the state. A paved trail would forever change the pristine environment that exists along the southern edge of our city.

We are so fortunate to have an extensive paved trail system already developed in Bloomington. What we need, is to focus on maintaining the trails we already have in place. Adding a trail that we don't have adequate funding for and no apparent plan for ongoing and likely, extensive maintenance costs is a poor choice for Bloomington.

Recently the Minnesota Valley Chapter of the Izaak Walton League thanked you for the your resolution of support for the Minnesota Valley State Trail. With this letter, the Bush Lake Chapter of the IWLA also wishes to thank you for that resolution and to make comments on the Bloomington ATP, specifically Part 4 Implementation, "Minnesota River Valley Trail."

The Bush Lake Chapter wishes to restate our support for the dual track state trail as part of Bloomington's Alternative Transportation Plan. Both Bloomington IKE Chapters have been involved in the support of the dual-track MN Valley State Trail for years and were two of the leading organizations lobbying at the State Capitol for the Minnesota Valley State Trail funding. The Minnesota Valley Chapter is further cooperating by considering the sale of its floodplain land to the Minnesota Valley National Wildlife Refuge Trust, Inc. so that there can be a legal dual-track trail right-of-way through its property. This dual track trail will provide both a paved track and natural surface track for mountain bikers and take the place of the informal, single-track, mountain bike dirt trail that now illegally crosses the Minnesota Valley Chapter's property.

Our Bush Lake Chapter was also a long-time advocate for the rehabilitation of the Old Cedar Avenue (OCAB) crossing of Long Meadow Lake. The OCAB, in combination with the nearby State Trail, will become a major visitor attraction in Bloomington. Together, they will be an economic development generator that will draw thousands of bikers, hikers, roller bladers, wheel chair users, birders per year to our community. The dual track trail will accommodate families, people who have handicaps and seniors who have difficulty biking up hills. The Minnesota Department of Natural Resources has said it will begin construction in the fall 2016 of this "destination trail" positioned to "outdraw every trail in the state," including the Gateway Trail in the East Metro that attracts an estimated 200,000 users per year.

Many the visitors will be from outside of Bloomington and will spend money in coffee shops, restaurants, brew pubs, hotels, bike repair places, and visit attractions such as the Minnesota Valley National Wildlife Refuge, Bass Ponds, Pond-Dakota Mission, Old Town Hall, Richardson Nature Center, Hyland Park, along with our two splendid Izaak Walton Chapter sites.

By thinking broadly and collaboratively, I believe the ATP and the Minnesota Valley Plan will form the foundation for outstanding partnerships between the City, State and the Federal governments along with volunteer groups like the Geezers, Friends of the Minnesota Valley, Refuge Friends, Pond Dakota Society, Great River Greening, Bloomington Historical Society, Bloomington Bicycle Alliance, and our two splendid Izaak Walton Chapters. Along with the renovated OCAB it will focus attention on the value of the beautiful Minnesota River Valley and its watershed.

In five or ten years, I hope to overhear conversations like this:

Sue: "So Bob what are you doing this weekend?"

Bob: "We're going with the kids (grandkids) out to Bloomington on our bikes to do a little birding (fishing) and take in a program at Pond Dakota Park (or at fill in the blanks)"

Thanks for considering my views. Please contact me for further clarification.

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Thank you for your attention to this matter and thank you for your service to our community!

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan.

Thank you for your attention to this matter and thank you for your service to our community!

We are writing in regards to the Draft Alternative Transportation Plan Update. First off, we would like to thank you for the opportunity to comment on the plan, and for the council's and city staff's efforts and dedication to create a viable and sustainable alternative transportation plan. It will surely be a great benefit to our community in the years to come.

We are members of the Bush Lake Chapter of the Izaak Walton League of America. I am the caretaker and conservation chair of the chapter. My wife, Liz, and I have lived here for the past five years. When not busy with our day jobs (I work for the Minnesota Pollution Control Agency, Liz teaches at Jefferson High School), we volunteer our time to provide environmental education to our chapter members and to the community as well as work to ecologically restore this 4+ acre property. Over the past 5 years, we have coordinated volunteers to remove invasive plants such as buckthorn and thanks to grants from the Nine Mile Creek Watershed District, we have planted over 6,000 native trees, shrubs, grasses and wildflowers.

So, it is with some disappointment that the City continues with its plan to put a bike path through our property. This is noted in the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8). Our board, our members, and our neighbors have consistently told the City that we would like the idea for the trail through our property to be dropped, and that the City consider the public land to the north (north of East Bay Pond) for the trail. There is already an existing trail in that area. I have attached a map that shows the area and proposed and preferred trails.

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. We provide many benefits to the community. I encourage you to visit our website and look at our many events we have hosted and participated in for the purpose of providing environmental education and the idea of land stewardship to the public- http://www.bushlakeikes.org/upcoming-events

It may sound contradictory for an environmental organization to be opposing a bike trail. We are very supportive of giving opportunities to everyone to get outside and enjoy and appreciate nature. But this does't mean that we need a paved trail around every lake. Our members and visitors are always amazed at Bush Lake and the preserved habitats around it, including our chapter. The diversity of wildlife and native plant communities that we have here are very unique in a suburban area and are of critical importance as more and more of these habitats are lost every day. We have one species of endangered plant here at the property, Besseya bullii (Kittentails) and several remnant native plant communities. Any trail through the property would impact these important resources.

We are asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Thank you for your attention to this matter and thank you for your service to our community!

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).
The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and

described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.
Thank you for your attention to this matter and thank you for your service to our community!

My comments relate to the proposed trail across the Bush Lake Chapter of the Izaak Walton League property as shown in Figure 1.5 on page 12 of the Update.

The Update does not contain the basis for this proposal to put the trail through private property next to the lake other than a post-it note on Figure 1.9 at p.16.The note actually appears to say " put the trail on the north side of North Bay Wetland. " That trail is shown on Figure 3.3 on p.38.

The Update notes that the plan shown in figure 3.2 on p.34 that was in "response to recommendations ,priorities and concerns voiced by a wide range of stakeholders". The plan does not reflect what particular input was received for the particular portion of the trail next to Bush Lake across the Izaak Walton property. Nor does it include any information about the property owner's objections to the plan.

The priority section of the Update at p.68 lists this portion of the trail as Priority #6 but notes." The City will continue to evaluate the need to provide trails along both the north shore of Bush Lake and the North Bay. The North Bay option , on existing public property, would be a more viable option.

Costs are addressed briefly at p.77. The only information provided is based upon an average cost per mile.There is no indication of acquisition cost for this particular portion of the trail.

The Update should be amended to show the North Bay route as the proposed plan.

The proposed trail along Bush Lake across the Izaak Walton League property should be deleted from the plan.

I just wanted to weigh in on my observations regarding bike trails in Bloomington. I recently received Bloomington's Active Living Biking and Hiking Guide map recently and in my mind it was clear that the east side of Bloomington was seriously in need of novice and recreational length biking trails. I think the area near Sorenson's Landing might be a good place to have trail loops - possibly one around 3 miles in length and another somewhat longer. I am a recreational biker and mom and know that having a reasonable length biking trail loop that is a reachable goal for most kids is a great way to get them started enjoying the outdoors. Thanks

---

We are lifelong Bloomington residents, members of the Izaak Walton League Bush Lake Chapter and live near the lake.

While we applaud the concept of a public paved trail around Bush Lake, we are opposed to any intent to locate such a trail on the Izaak Walton property. We ask you to remove the current depiction of the trail through Izaak Walton from the Alternative Transportation Plan.

It simply is not necessary to achieving the goals of the plan when there are other options that serve the same purpose – including routing the trail through the city's own land to the north of the East Bay Pond. As you know from years of discussing this with Izaak Walton League, the group neither wants a path through its property nor is the property for sale.

Instead, we ask you to please respect the league and its conservation goals and partner with it on a win-win plan for the trail.

In response to the Sun Current article, regarding suggestions for the Alternative Transportation Plan, my neighbors, other residents of Bloomington and I have discussed we would like to suggest adding a walking/biking bridge crossing 494 from American Blvd to 78th St, since many of us that live at Fountain Lake condominiums like to walk to businesses and restaurants on the south side of 494 already.

Many of us would rather bike or walk, rather than drive our vehicles, to the stores and shopping on the other side of the freeway. In addition, a bridge would make it more convenient for hotel guests and people waiting for repair work done at the dealerships on the south side of 494 to walk across to shop or eat on that side of the freeway.

Currently, walking to France Ave and walking on the sidewalk crossing the entrance to 494 is our only option. When biking we have to bike to France Ave and ride with steet traffic on France Ave. Both of these options are very dangerous, as cars do not yield to pedestrians, or do not often see bicycles when merging from France Ave onto 494.

We also hope that this would alleviate traffic congestion, and parking around the Southdale 494 Shopping Center, if local residents and visitors could walk or bike there. Conversely, residents and visitors/hotel guests could walk or bike to American Blvd to go to businesses and restaurants on that side of the freeway.

Many other communities in the twin cities area have bridges crossing freeways, or major highways, to make their community safer, while being more accessible. It would be nice if Bloomington did the same.

We look forward to hearing more the Alternative transportation Plan suggestions. Please contact us with any questions. We also would be interested in attending any future meetings discussing alternative transportation suggestions and plans.

I would like to send a note regarding creating bike lanes on 106 Street. I am an avid cyclist and a 20 year resident of Bloomington. I frequently ride in Bloomington along Overlook road and would like to continue to 106 Street but the traffic after work is to dangerous for me. It would be great if there was a bike lane there for me to ride in.

I appreciate all of the work the council does, Thank you.

I am writing in regards to the Draft Alternative Transportation Plan Update. As a member of the Bush Lake Chapter of the Izaak Walton League of America, I am specifically writing to you about the plan's reference to the 'Bush Lake Park

Trails' (Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8).

The Bush Lake Chapter of the Izaak Walton League has owned the 4+ acre property and operated as a conservation organization on Bush Lake since 1937, and intends to continue operating our non-profit on the chapter property well into the future. As a member of the Bush Lake Chapter of the Izaak Walton League I am opposed to the plan's depiction of placing a public trail through the Bush Lake Chapter property, when there is already existing public property (with trail) around the 'East Bay' of Bush Lake that could serve the same purpose of providing an off-street public trail around Bush Lake, if that existing trail were improved.

I am asking that the depiction of the public trail through the property of the Bush Lake Chapter of the Izaak Walton League be removed from the Alternative Transportation Plan, and that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the chapter property, around East Bay of Bush Lake, to make the public trail connection.

Additional Comments Received by City

Letters Received

February 28, 2015

City of Bloomington
1800 West Old Shakopee Road
Bloomington, Minnesota 55431-3027

RE: Alternative Transportation Plan (Proposal to situate a bike trail on Izaak Walton League—Bush Lake Chapter property--'Bush Lake Park Trails' Priority #6 within 'Regional Trails and Community Corridors', referenced in Chapter 4 – Implementation Section, page 4-8.

Dear City Planning Committee:

My wife and I have been members of the Bush Lake Chapter for twenty years. Though we are not residents of Bloomington, we have certainly grown to love your city by virtue of our membership in this chapter and our contacts with the neighbors of our chapter and the members who do live in Bloomington.

It is frankly, a bit puzzling as to how or why a city government would choose to run a bike trail through private property, thus burdening the property owners with potential problems and liabilities. Our chapter property includes an historic clubhouse building that dates to 1937. The chapter property is also secluded—there are no roadways running through it. Providing access to the chapter private property would invite incidents and accidents—vandalism to our clubhouse being one concern. Unsupervised children on the bike trail could be injured. Our swimming beach is not monitored nor are lifeguards present. If individuals chose to leave the bike trail and use our beach for swimming, and harm were to befall them in a swimming accident, our chapter could be liable.

Please understand that we are ardent conservation supporters and we applaud your attempts, as a city, to encourage alternative transportation and recreational bike trails. We think this plan to situate the bike trail on this private property is a bad idea, however. We believe there are alternatives the city could consider that would not endanger our chapter in this fashion, and that would adequately address the needs to extend the bike trail. We urge you to reconsider this plan and make good decisions that meet the needs of the general public as well as organizations such as ours.

Sincerely,

Gregory and Rebecca Hanson
982 Trillium Court
Eagan, Minnesota 55123
(651) 686-9648

9 Mile Creek
WATERSHED DISTRICT
12800 Gerard Dr • Eden Prairie, MN 55346 • 952-835-2078 • 952-835-2079 (fax) • www.ninemilecreek.org

3/2/2015

Randy Quale
Bloomington Parks and Recreation Department
City of Bloomington
1800 Old Shakopee Road
Bloomington, MN 55431

RE: Public Input – Draft Alternative Transportation Plan Update

Dear Mr. Quale:

The Nine Mile Creek Watershed District has reviewed the draft Alternative Transportation Plan Update. As you are aware, the Nine Mile Creek Watershed District has rules and regulations for projects that result in soil disturbance and land alterations. This pertains to the development and construction of trails. The Nine Mile Creek Watershed District looks forward to working with you and the City of Bloomington as you continue to plan alternative transportation options and seek Nine Mile Creek Watershed District permits for this project.

In reviewing the Draft Alternative Transportation Plan Update, the Nine Mile Watershed District has concerns regarding the plan's reference to the 'Bush Lake Park Trails' (Priority #6 within 'Regional Trails and Community Corridors, referenced in Chapter 4 – Implementation Section, page 4-8).

The plan shows placing a public trail through the Bush Lake Izaak Walton League property. In 2014, the Nine Mile Creek Watershed District awarded the Bush Lake Izaak Walton League over $9,000 to complete a substantial restoration project along the East Bay Pond on their property. This restoration project and investment in protecting the natural resources on this site are threatened by the proposed trail placement.

The District would ask that the primary public trail route be clearly depicted and described in the plan using the existing public land north of the Bush Lake Izaak Walton League property, around East Bay of Bush Lake, to make the public trail connection to avoid disturbing the newly restored land on the Bush Lake Izaak Walton site.

In addition to this specific location, the Nine Mile Creek Watershed District has partnered for several years with the City of Bloomington on the restoration and maintenance of native prairie along the shoreline of Bush Lake. We request that any trail plans around Bush Lake take these restoration efforts into consideration as well.

Thank you for the opportunity to review the Draft Alternative Transportation Plan Update. The Nine Mile Creek Watershed District looks forward to working with the City of Bloomington as it continues these efforts. If you have any questions, please contact me at (952) 835-2078.

Sincerely,

Kevin Bigalke
District Administrator

Board of Managers
Steve Kloiber • Corrine Lynch • Louise Segreto • Jodi Peterson • Maressia Twele

Bush Lake Chapter - Izaak Walton League of America
7515 Izaak Walton Road – Bloomington, MN 55438
www.bushlakeikes.org

Mission: To conserve, maintain, protect, and restore the soil, forest, water, and other natural resources of the United States and other lands; To promote the means and opportunities for the education of the public with respect to such resources and their enjoyment and wholesome utilization.

Dear Randy Quale,

Recently the Minnesota Valley Chapter of the Izaak Walton League thanked you for the your resolution of support for the Minnesota Valley State Trail. With this letter, the Bush Lake Chapter of the IWLA also wishes to thank you for that resolution and to make comments on the Bloomington ATP, specifically Part 4 Implementation, "Minnesota River Valley Trail."

The Bush Lake Chapter wishes to restate our support for the dual track state trail as part of Bloomington's Alternative Transportation Plan. Both Bloomington IKE Chapters have been involved in the support of the dual-track MN Valley State Trail for years and were two of the leading organizations lobbying at the State Capitol for the Minnesota Valley State Trail funding. The Minnesota Valley Chapter is further cooperating by considering the sale of its floodplain land to the Minnesota Valley National Wildlife Refuge Trust, Inc. so that there can be a legal dual-track trail right-of-way through its property. This dual track trail will provide both a paved track and natural surface track for mountain bikers and take the place of the informal, single-track, mountain bike dirt trail that now illegally crosses the Minnesota Valley Chapter's property.

Our Bush Lake Chapter was also a long-time advocate for the rehabilitation of the Old Cedar Avenue (OCAB) crossing of Long Meadow Lake. The OCAB, in combination with the nearby State Trail, will become a major visitor attraction in Bloomington. Together, they will be an economic development generator that will draw thousands of bikers, hikers, roller bladers, wheel chair users, birders per year to our community. The dual track trail will accommodate families, people who have handicaps and seniors who have difficulty biking up hills. The Minnesota Department of Natural Resources has said it will begin construction in the fall 2016 of this "destination trail" positioned to "outdraw every trail in the state," including the Gateway Trail in the East Metro that attracts an estimated 200,000 users per year.

Many of the visitors will be from outside of Bloomington and will spend money in coffee shops, restaurants, brew pubs, hotels, bike repair places, and visit attractions such as the Minnesota Valley National Wildlife Refuge, Bass Ponds, Pond-Dakota Mission, Old Town Hall, Richardson Nature Center, Hyland Park, along with our two splendid Izaak Walton Chapter sites.

By thinking broadly and collaboratively, I believe the ATP and the Minnesota Valley Plan will form the foundation for outstanding partnerships between the City, State and the Federal governments along with volunteer groups like the Geezers, Friends of the Minnesota Valley, Refuge Friends, Pond Dakota Society, Great River Greening, Bloomington Historical Society, Bloomington Bicycle Alliance, and our two splendid Izaak Walton Chapters. Along with the renovated OCAB it will focus attention on the value of the beautiful Minnesota River Valley and its watershed.

In five or ten years, I hope to live long enough overhear conversations like this:

Sue: "So Bob what are you doing this weekend?"

Bob: "We're going with the kids (grandkids) out to Bloomington on our bikes to do a little birding (fishing) and take in a program at Pond Dakota Park (or at___ fill in the blanks __)"

Thanks for considering my views. Please contact me for further clarification.

John Crampton

President, Bush Lake Chapter of the IWLA
Member, Minnesota Valley Chapter, IWLA
Geezers
Bloomington Sustainability Coalition
Former President and Founder, Pond-Dakota Heritage Society
Former Board Member, Friends of the Minnesota Valley

CC: Mayor Winstead, City Council members, City Manager, Park and Recreation Manager, PARC Commissioners

Bush Lake Chapter - Izaak Walton League of America
7515 Izaak Walton Road, Bloomington, MN 55438
www.bushlakeikes.org

Mission: To conserve, maintain, protect, and restore the soil, forest, water, and other natural resources of the United States and other lands; To promote the means and opportunities for the education of the public with respect to such resources and their enjoyment and wholesome utilization.

Dear Randy Quale,

As the President of the Bush Lake Chapter of the Izaak Walton League here are my thoughts about the Bloomington ATP, specifically part 4 Implementation, Priority #6 "Bush Lake Park Trails" within Regional Trails and Community Corridors

I believe the city should seriously consider routing the bike trail on the other side of the "East Bay" away from our chapter and on property that the city already owns. We are in the process of restoring our side of "East Bay" in native shoreline plantings to make it a full-functioning wetland that serves as a rare educational venue for schools, scout groups and the general public to learn about ecology. It's not a very good place to route the bike trail. Routing it along our shoreline is also not a good option because of all the native plantings we have done to stop erosion and help maintain the water quality of the lake.

If the city chooses the alternative route on the north side of East Bay, our Bush Lake Chapter will help the city in this endeavor by providing plant selection expertise, volunteer planting crews, buckthorn and other invasives removal. During the past two years we have had large volunteer crews working on our shoreline plantings on Bush Lake and the East Bay wetland. Working together we can make the wetland a real showcase and unique learning environment. We would like to see the wetland renamed to the Richard J. Dorer Memorial Wetland in honor of one of our former Bush Lake members who was a Commissioner of the Minnesota Conservation Dept. and the father of wetland conservation throughout the U.S.

Our work on this alternative bike trail and natural restoration on the north side of East Bay will be in keeping with on long-time Izaak Walton League mission centered on clean water and habitat. Our chapter was the birthplace of the Save the Wetlands campaign in the 1950s that resulted in the Minnesota WMAs and Federal WPAs----millions of acres of habitat. Every year we sponsor and host the Watershed and Wetland Summit at Normandale Community College that draws together clean water experts and policy makers from all over Minnesota. And Gregg Thompson of our chapter has taught Water v Smart Landscaping classes to hundreds of Bloomington, Edina and Eden Prairie residents over the past nine years.

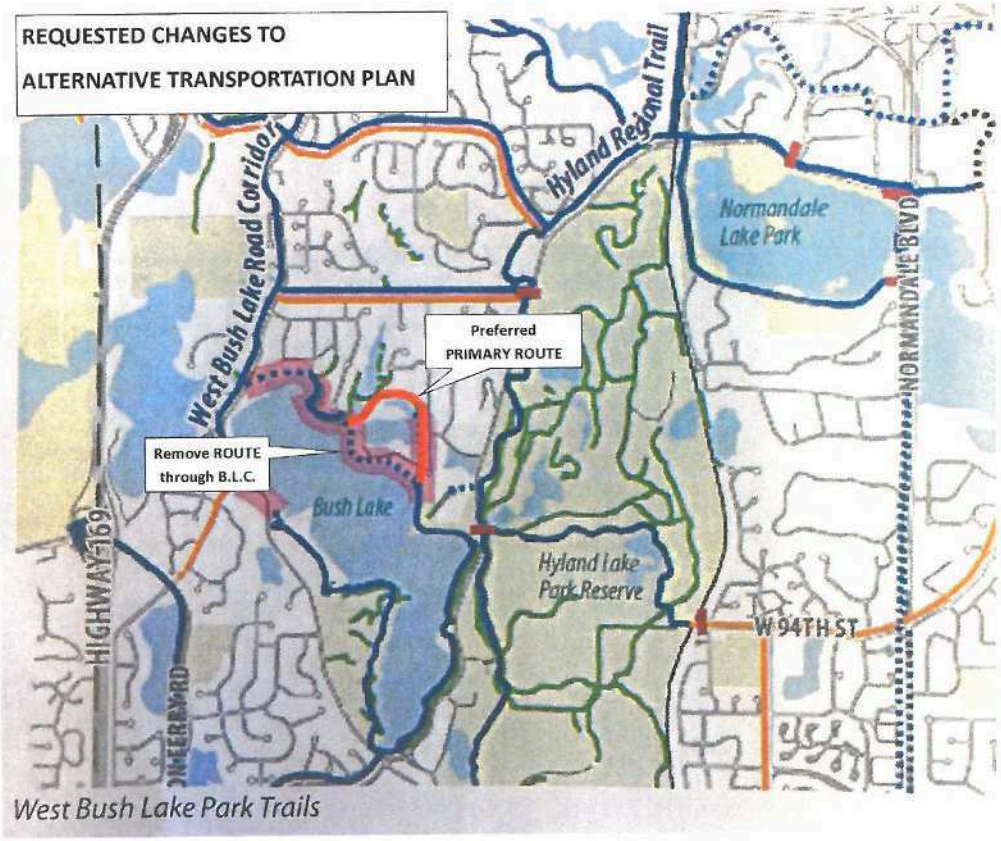
Last fall we invited Randy Quale, Bryan Gruidl, Mark Morrison, Dave Hanson of the city staff, along with Kevin Bigalke, and Erica Sniegowski of Nine Mile Creek Watershed District to tour our chapter, the East Bay wetland, and adjacent property. We talked about the alternative bike trail route and the fact that it is on property the city already owns. So it's a project that can be undertaken very soon to help complete the bike route around the lake without compromising the property our chapter owns nor the

conservation mission we are pursuing.

Thanks for considering my views. Please contact me for further clarification or to take a tour of this splendid site.

John Crampton
President
Bush Lake Chapter, Izaak Walton League of America
Jcrampt48@gmail.com

CC: Mayor Winstead, City Council members, City Manager, Park and Recreation Manager, PARC Commissioners



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Maintenance Appendix

B

July 2016

Trail Name: _____

Trail Segment: _____

Inspection Date: _____

Inspector Name: _____

PAVED TRAIL INSPECTION TEMPLATE

Follow-up Performed By: _____

Follow-up Date: _____

	Inspection Items:	✔ if "Yes"	Inspection Comment/Location	✔ if Maintenance is Complete	Follow Up Comments	Photos Taken During Inspection: Y/N
1	Pavement condition					
	a. Are there cracks, surface pitting, potholes, heaves or other					
	deficiencies in the trail surface condition?					
2	Pavement markings					
	a. Are pavement markings fading or chipping?					
3	Overhead tree/brush trimming					
	a. Is there less than 10-feet of vertical clearance					
	across the trail and clear zones?					
	b. Do the trail clear zones need to be cleared of woody vegetation?					
4	Intersection sight lines (road, driveway, other trail, sidewalk)					
	a. Does vegetation within the trail corridor need to be cleared					
	to maintain sightlines from/to trail?					
5	Rain gardens					
	a. Is there standing water more than 48 hours after a rain event?					
	b. Are there weeds/volunteer plants growing in the rain garden?					
	c. Is sediment accumulating anywhere in the rain garden?					
	d. Do any rain garden plants need to be replaced?					
	e. Is more mulch needed?					
	f. Is there erosion or gullying?					
	g. Is there trash or debris in the rain garden?					
6	Erosion evidence/damage					
	a. Is there any erosion damage to the trail or shoulders?					
7	Drainage structures & culverts					
	a. Are any culverts clogged with debris?					
	b. Are any catch basins clogged or blocked? (trailhead parking lots)					
	c. Is there any erosion near culverts?					
8	Ditch clearing					
	a. Is there debris in the ditches? (trash, branches, sediment, etc.)					
	b. Is there standing water in the ditches?					
	c. Do ditches need mowing?					

	Inspection Items:	✔ if "Yes"	Inspection Comment/Location	✔ if Maintenance is Complete	Follow Up Comments	Photos Taken During Inspection: Y/N
9	Bridge/tunnel/boardwalk (Non-structural inspection)					
	a. Is there any graffiti that needs to be cleaned?					
	b. Are the railings bent, broken or in disrepair?					
	c. Is the decking in disrepair? (nail heads sticking up, cracks, etc.)					
	d. Is the paint or surface treatment chipping or cracking?					
	e. Is there any spalling?					
	f. Is there sediment accumulation on the trail?					
	g. Are the light fixtures in good shape?					
	h. Is there any visual sign of damage to the substructure?					
10	Railroad crossings (Non-structural inspection)					
	a. Is the crossing in disrepair? (not flush with trail, large gaps, etc)					
	b. Is trail signage at the railroad crossing blocked by					
	vegetation or other obstructions?					
11	Trail amenities					
	a. Are any bike racks, trash receptacles, kiosks, picnic tables or					
	benches broken or in disrepair?					
	b. Is there any sign of vandalism?					
	c. Do the concrete pads around amenities need repair?					
12	Pet stations					
	a. Do the pet station bags need to be re-filled?					
13	Restrooms (portable toilets)					
	a. Does the toilet need to be serviced?					
	b. Has the toilet been vandalized or is it in disrepair?					
	c. Is the concrete pad significantly cracked and does it require repair?					
14	Signage					
	a. Are any trail signs blocked by vegetation for other obstructions?					
	b. Is there any physical damage to trail signs?					
	c. Are connecting bolts and anchorages intact?					
15	Fences (chain link, wood)					
	a. Are there any holes or gaps in the fence fabric?					
	b. Are there any loose, bent or broken fence posts?					
	c. Are there any loose connections between the fence and posts?					
16	Sediment/debris on trail					
	a. Is there any sediment on the trail?					
	b. Is there any debris on the trail (storm, trash, etc.)					
17	Lighting					
	a. Does the fixture need to be replaced or repaired?					
	b. Does the light hardware need to be repaired? (pole, mast, etc.)					

PAVED TRAIL MAINTENANCE SCHEDULE

	Maintenance Activity	Optimal Frequency							Notes
		Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
General									
1	Safety inspection	X					X		
2	General debris and trash pickup	X					X		
3	Vandalism inspection	X							
4	Encroachments							Ongoing	
Pavement									
1	Pavement survey					X			Conduct Spring and Fall surveys
2	Crack sealing							Reactionary	
3	Patching							As needed	
4	Fog seal							As needed	Lifespan approximately 4-6 years
5	Sealcoat							As needed	Lifespan approximately 6-10 years
6	Slurry seal							As needed	Lifespan approximately 8-10 years
7	Overlay							As needed	Lifespan approximately 15 years
8	Reconstruct							As needed	
9	Inspect pavement markings				X				
10	Repaint pavement markings							As needed	
Vegetation									
1	Mowing- clear zones, trailhead areas	X	X						
2	Brush trimming/overhead trimming				X				Spring activity
3	Clear zone weed control							As needed	Noxious weed spraying/removal
4	Sight line trimming at intersections		X						Roads, other trails, driveways, etc.
5	Tree removal						X	As needed	Storm cleanup
6	Rain garden maintenance		X				X		
7	Trail sweeping/blowing					X	X	As needed	Up to weekly frequency in Fall
8	Seeding				X	X			Spring activity
9	Root cutting							As needed	Monitor root activity along trail
Drainage									
1	Erosion repair			X		X	X		After spring snowmelt, storm cleanup
2	Culvert/catch basin clearing			X			X		Storm cleanup
3	Ditch maintenance (clear of debris, trash, branches)				X		X		Spring activity
4	Standing water repair				X		X		
Structures									
1	Bridge inspection (non-structural inspection)				X				
2	Tunnel inspection (non-structural inspection)				X				
3	Boardwalk inspection				X				
4	Railroad crossing inspection				X				Notify owner (railroad) of problems
5	Retaining walls				X				

PAVED TRAIL MAINTENANCE SCHEDULE

Maintenance Activity	Optimal Frequency							Notes
	Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
Amenities								
1 Empty trash receptacles	X							May vary depending on trail use
2 Restroom maintenance (portable toilets)	X							May vary depending on trail use
3 Pet station re-stocking	X							May vary depending on trail use
4 Information kiosk inspection				X				
5 Update information kiosk graphics/maps							As needed	
6 Bench, bike rack, picnic table, trash receptacle inspection			X					
7 Signage inspection				X				
8 Lighting inspection			X					
9 Fence inspection				X				
10 Bollard inspection				X				
Winter								
1 Install/remove winter use signage					X			
2 Install/remove bridge protection from snowmobiles					X			Wood chips or rubber matting
3 Plow trail						X	As needed	
4 Plow trailheads and parking						X	As needed	
5 Install/remove protection at snowmobile trail crossings				X				
6 Ski trail grooming	X					X		

CITY OF
BLOOMINGTON
MINNESOTA

Maintenance Costs for Trails

Trail Pavement Management Program

Throughout Bloomington there is an existing right-of-way and park trail system with approximately 38 miles of bituminous trail and bituminous sidewalk, in various state of repair. The City is beginning to implement a trail maintenance program similar to the existing Pavement Management Program for roadways, that would apply the appropriate pavement maintenance applications at the correct times to maximize the condition and usable life of the bituminous pavement trails over the targeted usable life of 30 years. This program will be referred to as Trail PMP. This program will include a prioritized reconstruction plan as well as a trail maintenance plan.

RECONSTRUCTION PLAN

As part of the development of the Trail PMP, a complete inventory and pavement condition index (PCI) has been collected for all existing right-of-way bituminous asphalt trails and bituminous asphalt park trails. From that assessment, approximately 9 -10 miles of bituminous trail were identified with a PCI between 0 and 35.99, classified as poor condition, and a 10-year construction and funding plan has been developed to reconstruct those 9-10 miles of trails (2018 doesn't have construction identified, funding and time that year would be dedicated to ROW acquisition for future projects).

Figure 1. Trail Segments Identified for Reconstruction in 10 year Plan

Name	Parallel Street	Segment	Approx. Length [Miles]	Est. TPMP Year
Normandale	Normandale Blvd	9 Mile Creek to 94th Street	2.25	2016
Lindstrom	Lindstrom Drive	South Bay to Zylon	.25	2017
Collegeview	Collegeview Rd	90th Street to 3000' east	.5	2017
Penn Walkway	Penn Avenue	Ivy Ln to Maple Ave	.25	2017
France	France Ave	Poplar Bridge Rd to 9 Mile Creek	.5 +	2019
West Bush Lake	West Bush Lake Rd	Oakmere to 494	1	2020
Minnesota Bluffs	Minnesota Bluffs	114th St to Sumter Ave	.5	2020
Auto Club	Auto Club Rd	Auto Club Cir to MN Valley	.25	2020
Normandale	Normandale Blvd	94th Street to Old Shakopee Rd	1.75 +	2021-23
Old Shakopee Rd	Old Shakopee Rd	Nesbitt to Bloomington Ferry	1.25	2024

ENGINEERING DIVISION
1700 WEST 98TH STREET, BLOOMINGTON MN 55431-2501
PH 952-563-4870 FAX 952-563-4868 TTY 952-563-8740

AN AFFIRMATIVE ACTION/EQUAL OPPORTUNITIES EMPLOYER

This reconstruction plan is based on estimates of potential funding (including Franchise Fees and grants) as well as construction costs, ROW costs, wall costs, administrative and engineering costs. When drafted in 2015, the plan to reconstruct the approximately 9-10 miles of poor condition trail was estimated to cost on the order of $5.8 million. The Plan may also be accelerated based on funding priorities established annually in the Capital Inverstment Plan (CIP) and will be updated as additional data becomes available.

TRAIL MAINTENANCE PLAN

Another critical element of the new Trail PMP is the application of appropriate pavement maintenance techniques at optimum times to maximize the condition of the pavement over its life (Pavement Condition Maintenance) and day-to-day surface maintenance (Routine Trail Maintenance) to maintain the safe, seasonal usability of the trails.

Pavement Condition Maintenance

Pavement condition maintenance includes the routine pavement maintenance techniques that will be applied to preserve the condition and life of the pavement for an estimated 30 years pavement life. The estimated costs for pavement condition maintenance, using best practices for trail pavement maintenance, are broken out in Figure 2.

Figure 2. Costs per Mile for Pavement Condition Maintenance

Maintenance	Time Interval	Cost per Mile	Treatments in 30 years	Cost per Mile over 30 year life	Average Cost per Mile per Year
Crack Seal and Fog Coat	Every 7 years	$18,600	3	$55,800	$1,860
Paint Centerline (if needed)	Every 7 years	$1,000	3	$3,000	$100
			Total =	$58,800	$1,960

Routine Trail Maintenance

Routine maintenance of the trail surface is required to ensure access and safe usability of the bituminous trail system. This routine maintenance includes sweeping to remove debris, mowing along the trails for improved site lines and to keep it clean, snow plowing to maintain access during winter and sign maintenance. The costs for surface maintenance are broken out in Figure 3.

Figure 3. Costs per Mile for Routine Trail Maintenance

Maintenance	Time Interval	Cost per Mile	Treatments in 30 years	Cost per Mile over 30 year life	Average Cost per Mile per Year
Sweeping	5 times per season	$50*	3	$7,500	$250
Mowing	Every 2 weeks (May - Oct)	$101.50**	14	$42,630	$1,421
Snow Plowing	Each 2" snowfall	$50*	12	$18,000	$600
Signs	5-10 year lifespan			$3,800	$100
			Total =	$71,930	$2,371

*Sweeping and snow plowing cost based on estimated $100/hour for labor and equipment and estimated 2 miles per hour

**Mowing cost estimate assumes a strip on each side of and a cost of $70 per acre

Estimated Maintenance Costs per Mile

Total average cost per mile for (30 year) lifetime of trail = $130,730

Total average cost per mile per year for (30 year) lifetime of trail = $4,331

Cost to Maintain the Existing Trail System

The existing Right-of Way and Park trail system includes an estimated 38 miles of bituminous asphalt trails. The 2016 Maintenance budget for trail maintenance is $125,000. With this funding, the maintenance focus will be on pavement condition maintenance of the 28+/- miles of trails with pavement condition that is good or new (PCI of 36 and higher) and routine maintenance of all trails. The current maintenance budget provides an estimated $3,290 per mile of existing trail, which is a little below the estimated $4,331 average cost per mile per year for trail maintenance.

The Cities goal identified in the Trail PMP Plan and funding options discussed, is for that maintenance budget to increase to ultimately fully fund the maintenance plan for the 38 miles of trail, especially as the 9-10 miles of poor condition trail are reconstructed and added to the pavement condition maintenance plan.

Cost to Maintain New Trail Segments Identified in the ATP

As any new segments of bituminous trail are added to the system, the maintenance budget will need to be increased as well. Estimated annual maintenance costs for each new trail segment identified in the Prioritized List (Figure 4-5) in the ATP Plan are indicated along with the construction costs so they are known and can be planned for at the same time that new construction is being considered. If all of the new Regional Trails identified in the ATP Prioritized List are constructed, it would add an estimated $71,000 per year (in 2016 dollars) of additional trail maintenance costs (does not include the Minnesota River Trail that will be maintained by the DNR). If all of the new Community Corridors identified in the ATP Prioritized List are constructed it would add an estimated $48,000 per year (in 2016 dollars) of additional trail maintenance costs (this includes only new, off-road trail segments).

Program developed by:	Engineering and Maintenance
Document date:	February 11, 2016
Document prepared by:	Amy Marohn

Excerpt of ATP Minutes from City Council Study Meeting 1-12-15

6.4 Alternative Transportation Plan 2015 Update

Requested Action: Provide feedback on the draft Alternative Transportation Plan (ATP) 2015 Update.

Parks and Recreation Manager Randy Quale introduced Mike McGarvey, SRF Consulting Group who presented an ATP Update summary. McGarvey presented slides covering stakeholder involvement, a document overview, the public process to gain feedback on the plan and the focus group input from government partners and advocates of the Plan. He reported a summary of the online survey results revealed a strong desire by the residents to walk and bike in the community. American Boulevard and Old Shakopee Road were listed as priority locations for bikers along with the Bush Lake implementation of trails. They desire connectivity of Bloomington trails to other cities' trails.

Busse questioned why Richfield and Edina weren't part of the focus group.

Quale replied other cities were invited but Burnsville chose to attend.

The presentation continued with a sampling of the open house comments. A copy of the 2008 ATP Map was shown and the major updates that have occurred since that Plan. The major updates were shown on the ATP map. The bright green lines represented the new trail segments and the linking segments. The current gaps in the system were identified on the map in pink.

Abrams requested a copy of the Current Gaps Map.

McGarvey continued the presentation by showing Hennepin County's 2040 planned bikeway system. The common user groups of alternative transportation were discussed as well as the different facility types (on-street and off-street). He presented a map of the ATP system by facility type, which included regional trails, community corridors, local connections and existing park trails. He explained the Alternative Transportation Policy and planning framework, of which the overarching policy of the City is the Complete Streets Program. After explaining the prioritization criteria, he listed the following trails in priority order: #1 (Minnesota River Trail Corridor), #2 (Hyland Trail Corridor), #3 (Intercity Trail), and #4 (Nine Mile Creek Trail), #5 (West Bush Road Corridor), #6 (Bush Lake Park trails), #7 (Xerxes Avenue bikeway), #8 (France Avenue trail corridor), #9

Excerpt of ATP Minutes from City Council Study Meeting 1-12-15

(Normandale Boulevard trail), #10 (I-35W parallel route), #11 (American Boulevard corridor), #12 (Portland Avenue corridor), #13 (Old Shakopee Road corridor), and #14 (CP Railroad corridor). Next he presented the estimated length of each priority segment and its projected cost. He said the costs for the Bloomington trail projects within road right-of-way are based on a $680,000 average cost per mile.

Lowman asked if some of these costs will be part of the Pavement Management Program (PMP).

Winstead said some of these costs might be reduced if they're done in conjunction with the PMP project.

McGarvey said the projected cost for all of the Priority segments is $34.5 million plus a 20% contingency and 15% in professional fees for a total of $12,077,000 bringing the overall cost for all of the segments to $46,584,000. He concluded his presentation by discussing some typical maintenance costs.

Keel added staff has included an index rating for all of the trails located along roadways but there are no pavement ratings for the trails that run through the parks. With regard to the PMP costs, it was stated approximately 25 miles of bituminous trails will exist in Bloomington in 2016. He said details of the proposed four-year plan ("catch up" approach) will be presented to the Council in 2015 prior to the 2016 budgeting process.

Winstead asked if the users of the priority segments have been identified.

McGarvey said the regional trails generally have the highest priority and they serve the highest number of users locally and regionally.

Winstead said he'd like to see the user types incorporated into the ATP text. For example, riders in the Three Rivers Park District are recreational

users while the bike commuters use the France Avenue trail. He said there are different needs for different trails that are in close proximity to one another. Could all trail users be accommodated by one certain trail design and would we need or want to put in the other one. He'd like to see some identification as it goes to the prioritization.

Lee talked about another way to analyze the priority table would be to see if the first five priorities are aimed at one type of user. Are other users going to have to wait until the City gets to #6 is another way to analyze that information.

Abrams stated she appreciated, "that quality is more important than quantity" in the conclusion statement. She asked if more work needed to be done on the signage; i.e. some outlying expenses to designate these areas as trails.

Quale replied there is additional signage to improve wayfinding.

Lee said three places that have decent signage include Normandale Lake, Hyland and inside the Three Rivers parks; otherwise it's very inadequate.

Oleson said there is a standard with regard to the style and color of signs and suggested the City could use the signage in the Three Rivers Park District as a standard if it's a good system.

Lowman commended staff for their work on the ATP.

Staff is in the final stages of obtaining public comment on the document. They plan to bring back to Council the final document in late February or early March.

Winstead said he'd love to see City maps with lines on them located in a prominent place within the ATP. For example, Overlook was taken out of the Comp Plan. He said elements in the foreseeable future should be included and considered in the ATP. He desired to see some stronger

language regarding what's not included in the ATP but is coming.

Oleson asked if the Americans with Disabilities Act (ADA) laws regarding the width of wheelchairs and the speed of movement in terms of walkers on the trails, for example, is commented on in the Plan and does it address multiple uses.

McGarvey said a number of different standards are referred to throughout the document including the ADA, the State Design Manual for Bicycle Facilities, the DNR Manual for Bicycle and Trail Facilities, and others.

Oleson said he was thinking about the combination of uses – bikers and wheelchairs on the same trail. He didn't think the ADA got into how uses can be combined.

Lee said it states upon which principles the Plan is developed.

Abrams asked how public testimony will be handled at the hearing so it doesn't become the big hearing on the MN River Valley single/dual trail.

Lee asked Quale if the City will have the DNR's timeline for reviewing the Plan by then. If it will, the City could announce the DNR's timeline for preparing the Plan and times they'll be taking public input.

Quale said staff has requested that information but has yet to receive it. The DNR plans to implement a public process in the spring but hasn't been specific. He said there's been some discussion about a potential trail summit that Representative Lenczewski is trying to pull together for the end of the month but staff has received no confirmation on that yet.

Lee requested Quale have that timeline from the DNR prior to holding the public hearing in February 2015 so staff can direct speakers who want to talk about the trail design to when that opportunity will occur.

Excerpt of ATP Minutes from City Council Study Meeting 1-12-15

Excerpt of ATP Minutes from City Council Study Meeting 4/27/15

6.5 Alternative Transportation Plan 2015 Update (60)

Requested Action: Provide feedback on the draft Alternative Transportation Plan (ATP) 2015 Update.

Parks & Recreation Manager Randy Quale, Civil Engineer Amy Marohn and SRF Consultant Mike McGarvey jointly presented the priority elements of the ATP. Their presentation highlighted the following slides:

- Alternative Transportation Framework: City will implement the Complete Streets Policy on all street projects.
- 2008 ATP System Plan
- Overall ATP System
- Existing System and Gaps
- Priority Regional Trail Connections: A top priority is the MN River Trail Corridor (economic efficiencies – City is working with the Department of Natural Resources).

Baloga asked if the Three Rivers Park District has had input into this Plan. Quale replied they have through their planning efforts with Hennepin County.

- Community Corridors:
  - Priority #1: France Avenue Trail Corridor -- needs to be fixed.
  - Priority #2: Normandale Boulevard Corridor -- has funding.
  - Priority #3: West Bush Lake Road Corridor
  - Priority #4: Portland Avenue Corridor
  - Priority #5: Xerxes Avenue Corridor
  - Priority #6: Bush Lake Park Trails: Independent trails. Makes the connection on the southwest corner of the lake. Improvements on the north side of the lake - currently in the Park Master Plan.
  - Priority #7: I-35W Parallel Route: On-street facility. Significant new element to this plan.
  - Priority #8: American Boulevard Corridor: To be implemented over time.
  - Priority #9: Old Shakopee Road Corridor: Complex and will take years to complete. Will require a master plan for the roadway.

- Local Connections: Short segments that fill in gaps in existing corridors.
  - Priority #1: West 102nd Street Bikeway
  - Priority #2: Hampshire Avenue Bikeway

Excerpt of ATP Minutes from City Council Study Meeting 4/27/15

  - Priority #3: 106th Street, Lyndale Avenue, East 102nd Street Bikeway
  - Priority #4: Overlook Drive Bikeway

- Projected Costs
  - Regional Trails: $19,444,200
  - Community Corridors: $16,058,000
  - Local Connections: $463,000
- Trail Maintenance Costs

Marohn said the ATP Plan identifies the network. It's a priority and needs to be approved first. Staff will look at the condition index of the trails; which ones are obsolete and how each segment fits in with the ATP. The approved Plan will guide which segments staff brings up.

Abrams commented on a perimeter asphalt path around one of our parks, which is not part one of these connected trails, needs to be shored up because it's 30 years old but it doesn't fit into the ATP so would be on a different priority strata. Marohn said maintenance and funding for park trails usually fall under different categories than do the right-of-way trail system. Trails that run parallel to our roadways are what staff is looking to address now and is tentatively calling the Trail Pavement Management Program.

Winstead asked if those trail maintenance costs should be put in with these in order to fund them going forward. He said now when they're replaced, there is no maintenance plan for them. Quale said the City has been reconstructing some of the Park Reserve trails but the City doesn't have a funding source for the typical park trails in the City unless it's tied to another park improvement. He said no comprehensive plan has been established for them. They hope to accomplish that as part of the Park Asset Inventory work they are currently undertaking.

Winstead said those trails should be combined with these. Quale said all of the park trails are identified in the long-term Capital Improvement Program.

Baloga said he wouldn't support Community Corridor Priority #6 (Bush Lake Park Trails) as proposed because there are other alignment opportunities for that trail that don't impair the Izaak Walton property. He requested more information on this trail. He said this adds more pavement to the

pavement inventory so would like to hold off on this until he has more information to do more than conceptually approve it. He doesn't want to approve this until there is a plan for the maintenance portion.

Busse asked about the I-35W Parallel Route. Marohn said it's an on-road facility and an important connection. She said Met Council priority trails garner higher points.

Carlson asked about the discussion at the Planning Commission meeting. He asked if there is anything from that meeting the Council needs to be aware of. Marohn said one resident spoke in opposition to including the Minnesota River Valley Trail as a transportation corridor. The speaker thought it should be re-prioritized or removed from this Plan as a transportation plan. She said staff definitely believes it could be used as a transportation corridor.

Winstead said wouldn't it be easier to state the ATP also considers trails that are on the map in many different shapes and forms that can be considered recreational. He said it's not just a commuter plan. He said it's a trail system. He said get that up front.

Carlson asked if the $11 million for the Minnesota River Trail Corridor includes a natural and a paved trail. Quale said the City has yet to see a design plan from the DNR.

Abrams asked if the $2.5 million needs to be earmarked for the ADA fully accessible asphalt trail. She asked how will the City Council, as policy makers, determine how the $2.5 million gets spent in the most efficient way possible and from where will other money be leveraged to complete it. Quale said the DNR will take the lead but until they provide that data, the City won't know what they're going to use it for.

Lee said it would be helpful if the Council could hear Representative Ann Lenczewski's testimony at the PC meeting.

Winstead questioned 12 miles of the Minnesota River Trail Corridor and asked how the DNR can do a 16-mile trail for $2.5 million. He said staff's estimate is $11 million but the DNR and State are talking $2.5 million. He

said the City needs the right information.

Verbrugge asked about the timeline. Marohn said the Council wants to see more of the maintenance plan.

Baloga said he'd like more information on the maintenance plan, the Izaak Walton alignment, and the funding of the Minnesota Valley Trail.

Winstead requested staff answer the why or why not on the Izaak Walton design. Quale said the long-term plan has been to acquire land to have a shoreline trail around the lake. He said the trail could go around the north bay, which is part of the 2010 Park Reserve Master Plan proposing both. There would be the lake trail and the other route going up Lakeview and coming back around north bay. He said it's a long-term vision for a loop trail that has been popular in Minnesota. He said it could go around north bay but it would be a deviation from the vision that was approved in 2010 for the Master Plan for the Regional Parks System. That deviation could cause a need to amend that document. He said there are seven properties left to be acquired around the lake to realize the vision that was in the 1984 Master Plan for the Regional Park Reserve. People like trails next to the lake. He said having a trail around the north bay will impact the desirability of a walk around the lake. He said staff hasn't heard if the residents on Lakeview will be opposed to having a trail across from their properties. He said the City could run into opportunity if it's re-routed to that locale. He said this is a willing seller and an interested buyer. He said if Izaak Walton League doesn't want to sell or provide an easement, then the City will go around the north bay.

Baloga said the Izaak Walton League has made it clear to him they are not interested in providing an easement or a sale opportunity. Quale encouraged the Council to go out and look at it. He said it's been in the Plan for 30 years.

Winstead said maintenance is the big issue.

Oleson said the Trail PMP is only for right-of-trails so the Council needs to know what the estimated needs are for managing the other trails.

Excerpt of ATP Minutes from City Council Study Meeting 4/27/15

Winstead said everyone needs to be clear on the Izaak Walton trail.

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Utilities	**Water Purchase Contract with the City of Minneapolis**
Agenda Section	Date
Study Item	10/10/2016

Description

City staff has been working with staff from Minneapolis on contract renewal terms for the continued purchase of a portion of the City's overall water supply from the City of Minneapolis. The current contract is set to expire in 2017 and a new rate structure is desired that better meets the City's needs, is more transparent, and is more sustainable. The Utilities Division will provide a brief overview of the existing contract and present alternatives under proposed new rate structures.

Item created by: Scott Anderson
Presenter: Bob Cockriel and Scott Anderson

Requested Action

Discussion and provide additional direction on the proposed rate structures.

Attachments:

PRESENTATION

Bloomington's Water Contract Discussions with the City of Minneapolis

Public Works Department

Administration, Engineering, Maintenance, Utilities

October 10, 2016

Bloomington's Water Supply Background

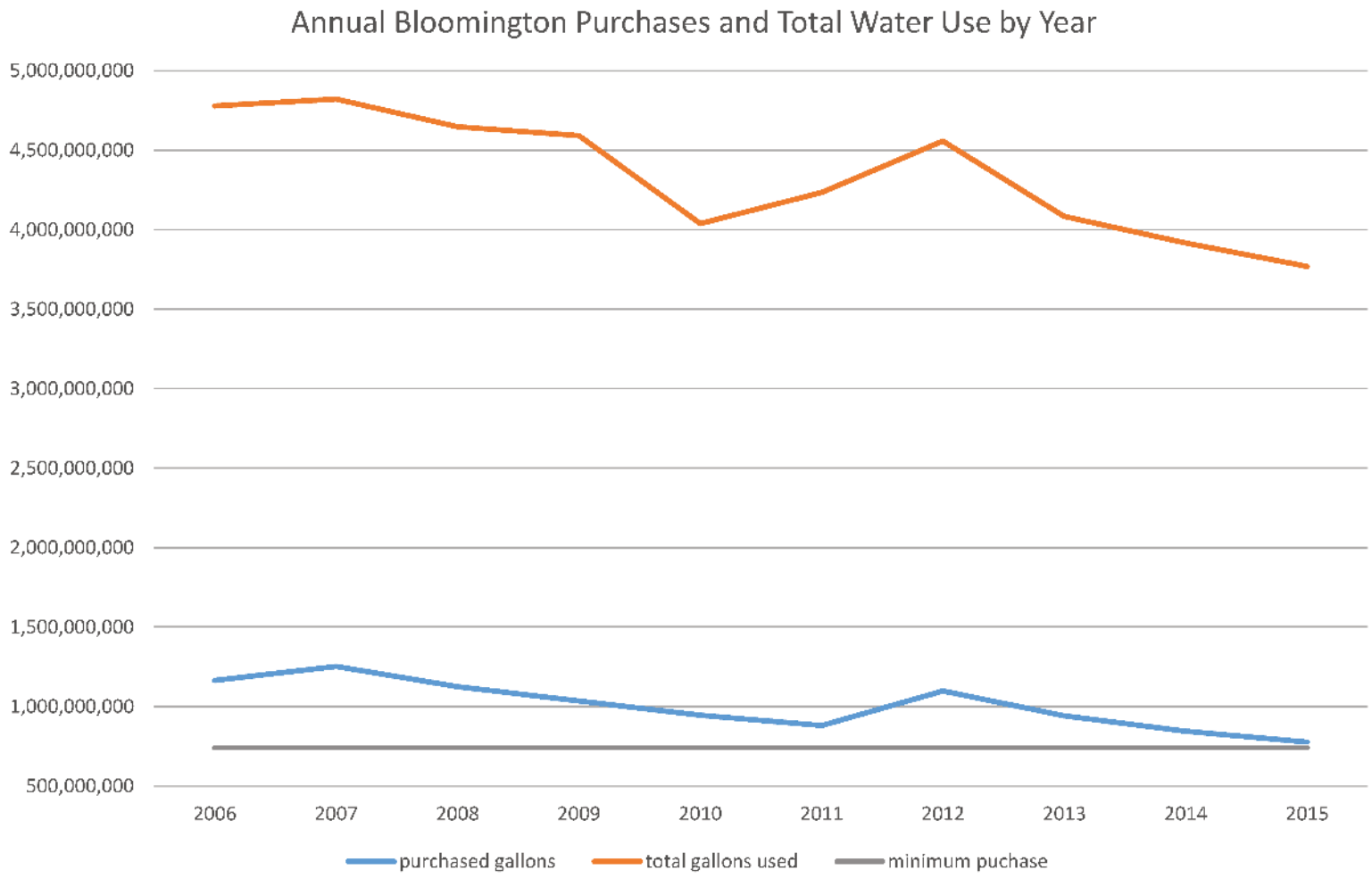
- 14 MGD groundwater plant utilizing six wells
- 30 MGD max purchase allotment from the City of Minneapolis (2 MGD minimum)
- Original contract worked well prior to plant expansion – contract expires in May 2017

- New contract terms are necessary to reflect actual expenditures utilizing a standardized cost of service model to improve transparency and lower costs

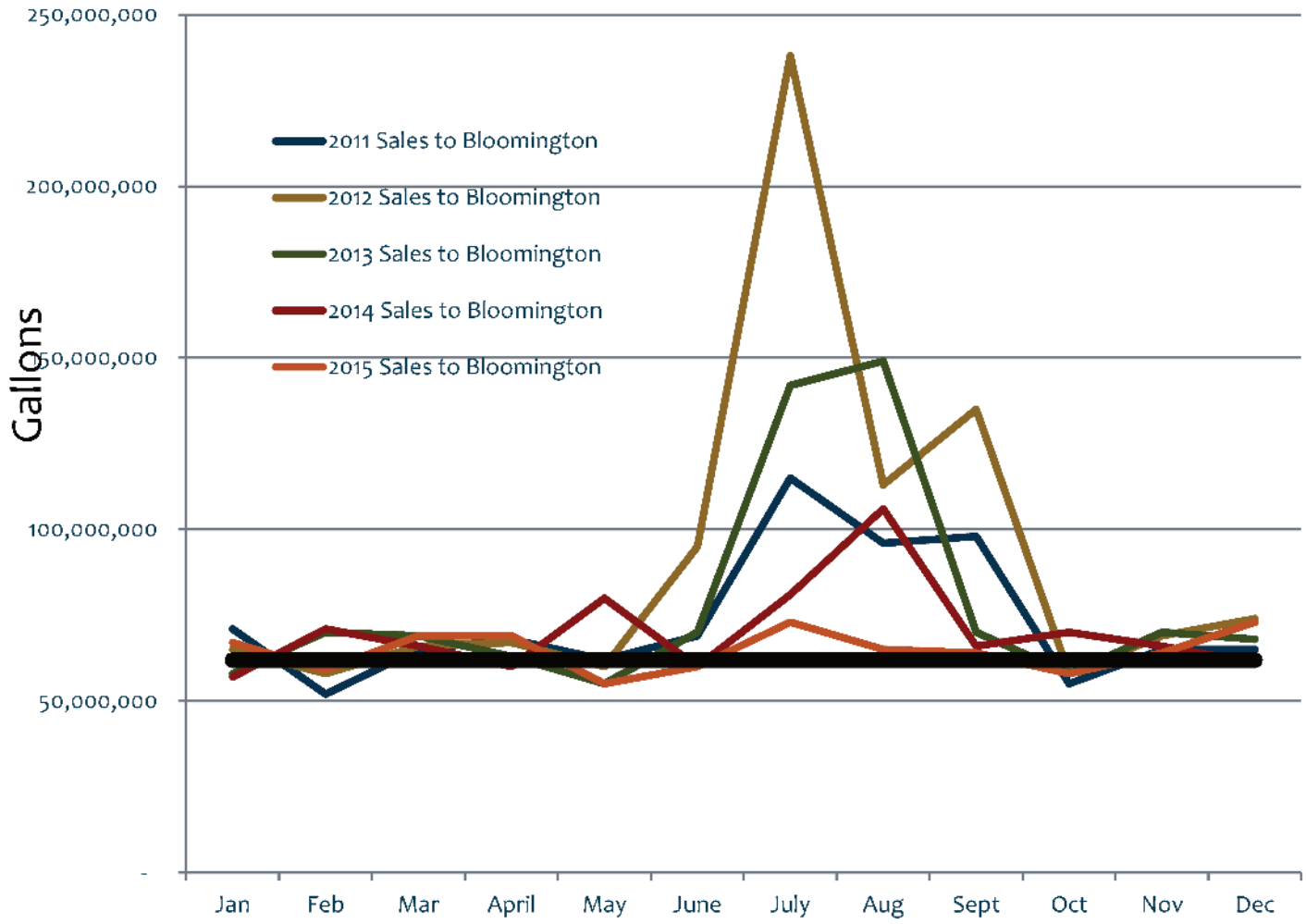
Contract Discussion Overview

- On-going for two years
- Minneapolis desires consistent contract terms from their wholesale customers
- Minneapolis hired national firm to develop their Cost Of Service (COS) model
- City's Consultant reviewed COS model
- Contract would be fair, transparent and sustainable to both cities

Annual Bloomington Purchases and Total Water Use by Year



Monthly Bloomington Purchases by Month and Year



Wholesale Customer Rates - 2016

2016 Rates with Current Structure - Price Per 1000 Gallons - Monthly Billing	
up to 22M Gallons (150% of Mpls ICL Rate)	$6.92
22M to 45M Gallons (75% of Mpls ICL Rate)	$3.46
45M to 67M Gallons (55.8% of Mpls ICL Rate)	$2.58
67M to 90M Gallons (39.9% of Mpls ICL Rate)	$1.84
90M Gallons and Above (23.3% of Mpls ICL Rate)	$1.07
Minimum Purchase of 62M Gallons per Month	
Minneapolis ICL Rate per 1000 Gallons	$4.61

Bloomington pays more than any other Wholesale customer, by a considerable margin.

Wholesale Customer	2016 Price Per 1,000 Gallons
City of Columbia Heights	$2.83
City of Hilltop	$2.83
GV-NH-Crystal JT WTR	$2.83
Village of Edina	$2.91
MAC	$2.91
City of Bloomington	$3.97

* Estimated rate since actual rate varies on total water purchased; estimate based on previous 5 year average of % of Minneapolis ICL rate paid.

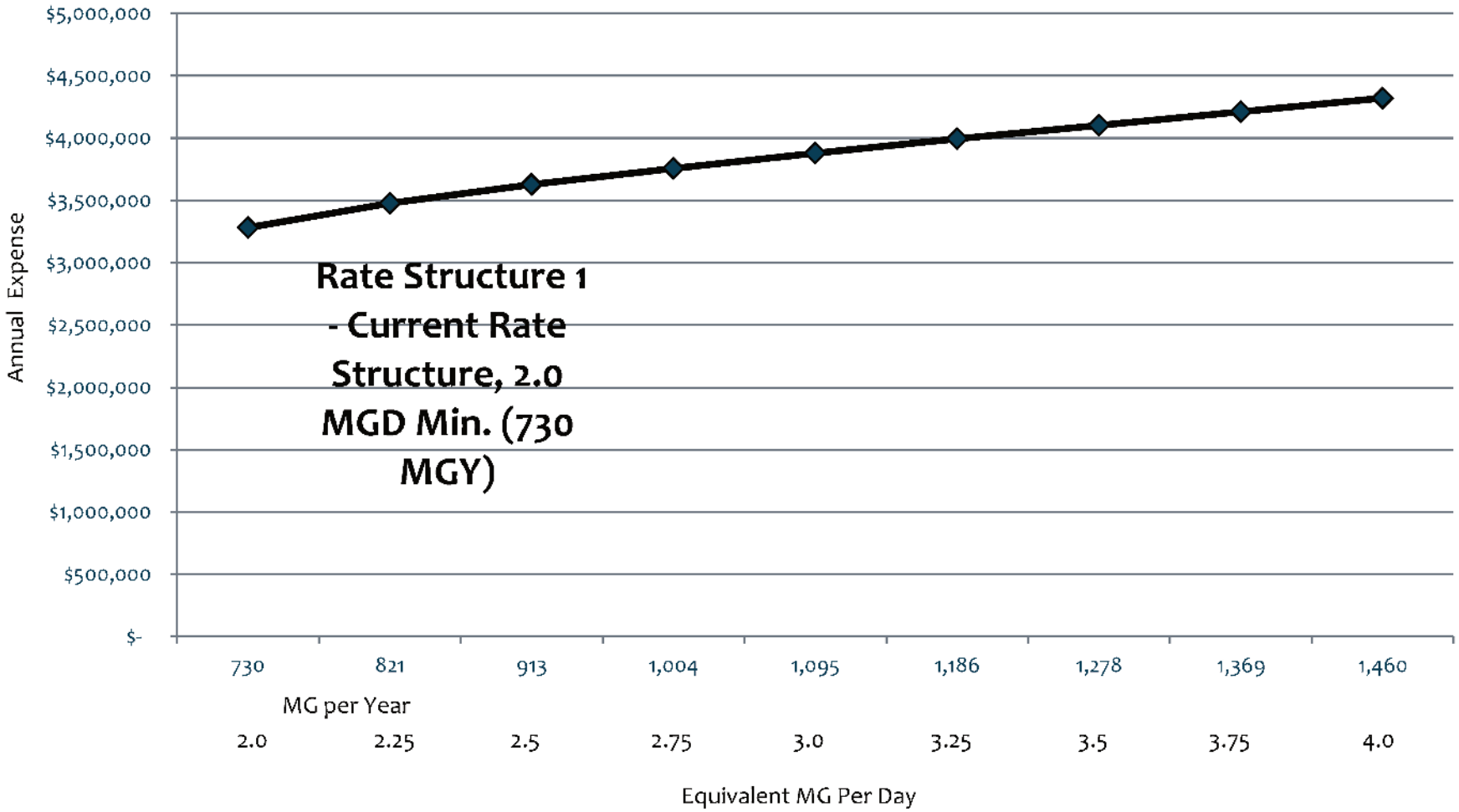
Cost of Service Model

- Model developed in 2012/2013 using industry standards
- Minneapolis has utilized the model since 2013 with all customers except Bloomington
- Modified Utility Rate Structure
  - Means the following costs are allocated to wholesale customers:
    - O&M
    - Depreciation
    - Working Capital

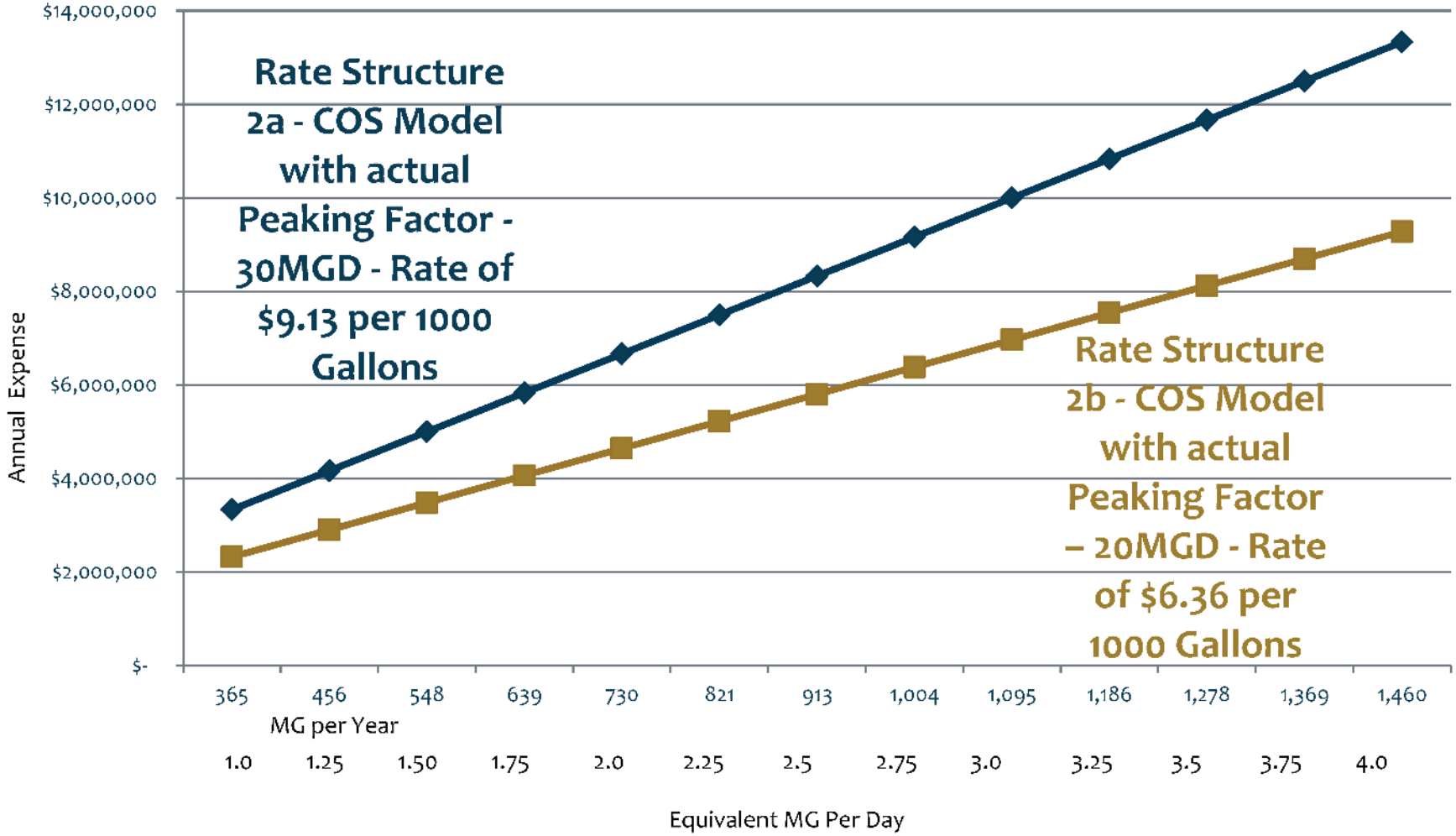
Cost of Service Model

- Needed to determine what is included in Bloomington's rate:
  - Supply/Treatment
  - Pumping
  - Ground Storage Reliability
  - Transmission Reliability

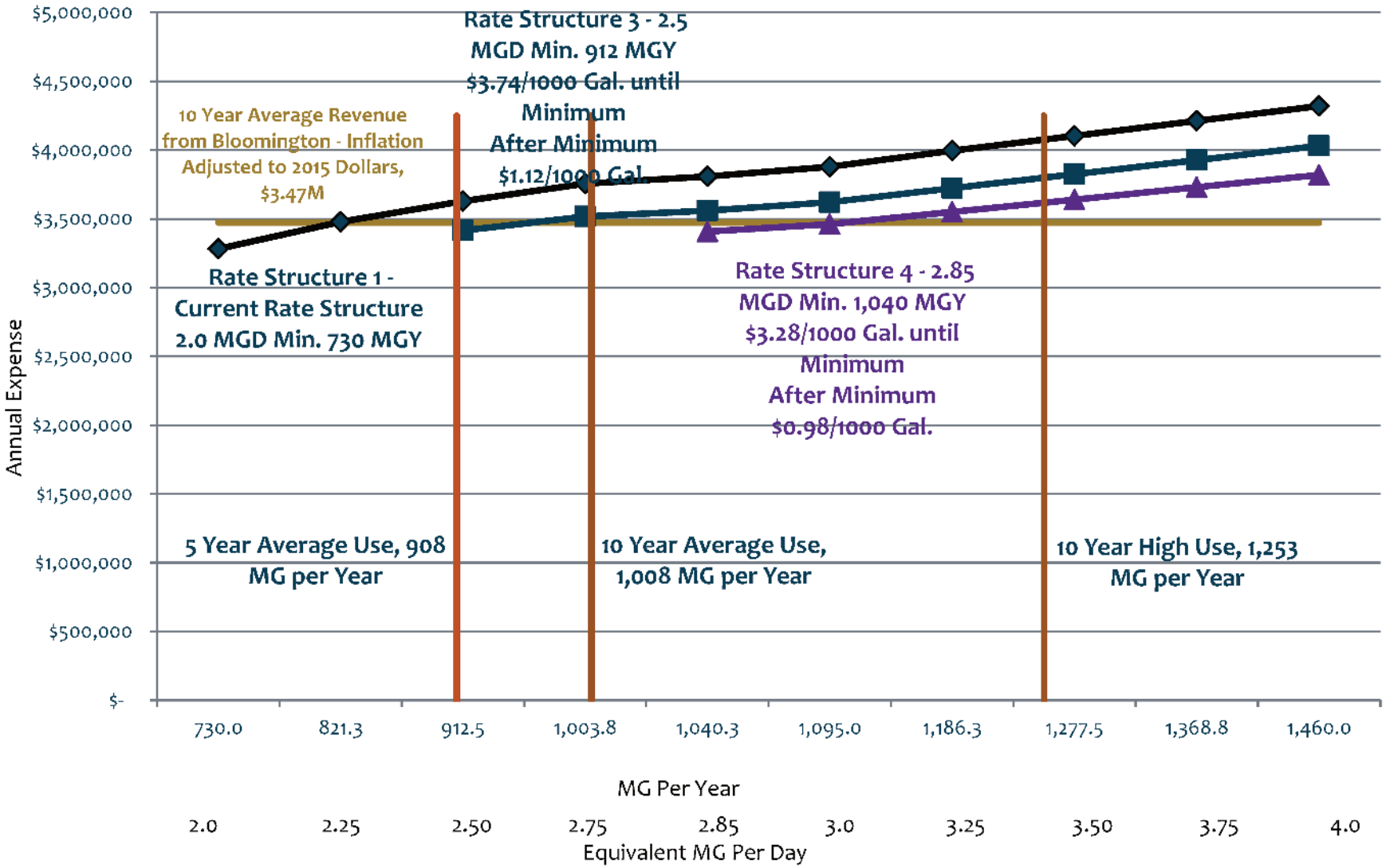
Annual Expenditures With Different Sales Volumes - Current Rate Structure – 2016 Rates



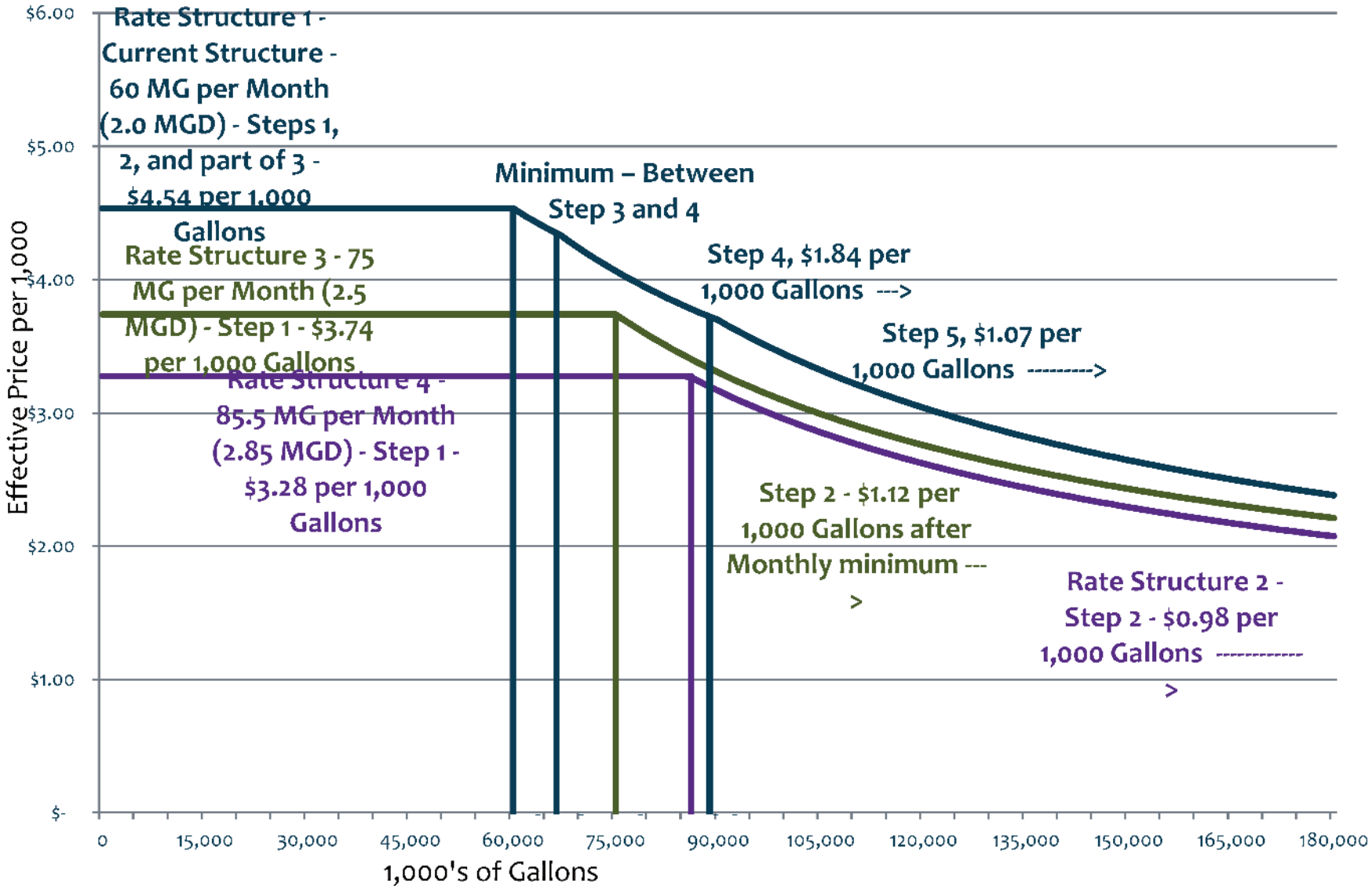
Annual Expenditures With Different Sales Volumes - COS Model Actual Max Day 2016 Rates



Annual Expenditures With Different Sales Volumes – Current Rate Structure and Rate Structures 3 and 4 – 2016 Rates



Effective Price per 1,000 Gallons for Current Rate Structure and Rate Structures 1 & 2 – Based on 2016 Rates



Peak Flows and Maximum Volumes

- Cost of service model considers not just total water used, but factors such as peak demand requirements.
- Peak availability needs require the availability of that water and the infrastructure to support it.
- Current contract 30 MGD allowance
  - Results in peaking factor of 15
- Proposed new max of 20 MGD plus additional as needed.
- 10-year Average Water Production and Distribution
  - Avg Annual Usage = 11.6 MGD
  - Max Day = 28.3 MGD
  - MD:AA Demand Ratio = 2.43 (peaking factor)
- Need to define reasonable peaking factor as part of new contract.
- DNR Local Water Supply Plan guidance peak to avg = 2.6

Comparison of Expenditures under the 4 Rate Structures by Annual Volume

	MG per Year	Equivalent MG Per Day	Rate Structure 1: Current Rate Structure	Rate Structure 2b: Actual Max Day	Rate Structure 3: 2.5 MGD Min.	Rate Structure 4: 2.85MGD Min.
	730	2.00	$3,282,213	$4,639,828	N/A	N/A
	821	2.25	$3,478,421	$5,219,807	N/A	N/A
5 Year Usage Average	908	2.50	$3,627,949	$5,799,786	$3,415,538	N/A
10 Year Usage Average	1004	2.75	$3,756,951	$6,379,764	$3,518,004	N/A
	1040	2.85	$3,808,091	$6,611,756	$3,558,991	$3,406,999
	1095	3.00	$3,878,781	$6,959,743	$3,620,470	$3,460,794
	1186	3.25	$3,994,752	$7,539,721	$3,722,937	$3,550,452
	1278	3.50	$4,103,287	$8,119,700	$3,825,403	$3,640,110
	1369	3.75	$4,211,823	$8,699,678	$3,927,869	$3,729,768
	1460	4.00	$4,320,358	$9,279,657	$4,030,335	$3,819,426

All Expenditures based on 2016 Rates

Detailed Rate Structure Breakdown – Current and Proposed Rate Structures – 2016 Rates for Monthly Billing per 1,000 Gallons

Current Structure

up to 22M Gallons (150% of Mpls ICL Rate)	$6.92
22M to 45M Gallons (75% of Mpls ICL Rate)	$3.46
45M to 67M Gallons (55.8% of Mpls ICL Rate)	$2.58
67M to 90M Gallons (39.9% of Mpls ICL Rate)	$1.84
90M Gallons and Above (23.3% of Mpls ICL Rate)	$1.07
Minimum Purchase of 62M Gallons per Month	
Minneapolis ICL Rate per 1000 Gallons	$4.61

Rate Structure 3

Rate for Minimum Purchase of 75,000,000 Gallons Per Month	$3.74
Rate for purchases over 75,000,000 Gallons in that Month (30% of $3.74 Rate), except for daily purchase amounts that exceed 20 MG	$1.12
In the event that a daily purchase amount exceeds 20 MG, the amount delivered above 20 MG shall be charged at 150% of the Minneapolis ICL Rate	$6.92

Rate Structure 4

Rate for Minimum Purchase of 86,687,500 Gallons Per Month	$3.28
Rate for purchases over 86,687,500 Gallons in that Month (30% of $3.28 Rate), except for daily purchase amounts that exceed 20 MG	$0.98
In the event that a daily purchase amount exceeds 20 MG, the amount delivered above 20 MG shall be charged at 150% of the Minneapolis ICL Rate	$6.92

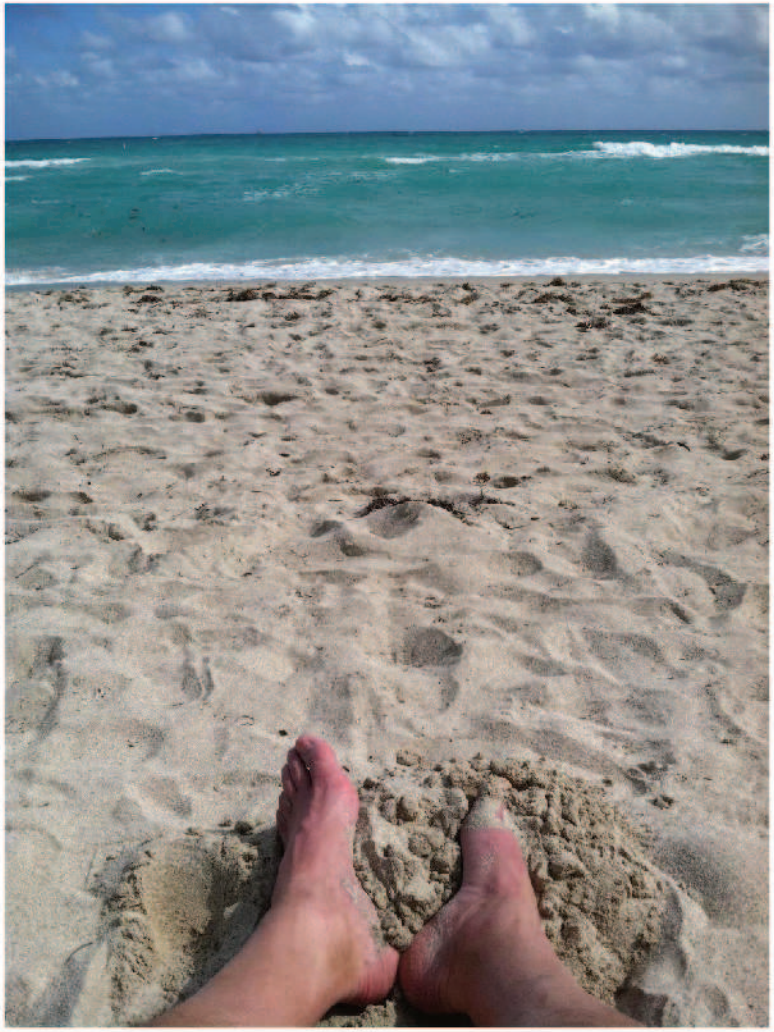
Final Considerations – Rate Updating

- Two types of updating required
- First, each year an annual adjustment will be made based on the change in the average City of Minneapolis resident's bill
- Second, an adjustment every 3 years based on Cost of Service Model Update

Recommendation and Schedule

- Recommend moving forward with Rate Structure 4
  - 2.85 MGD minimum purchase
  - Estimated cost savings of over $400,000 annually
- Next Steps
  - Formalize contract language
  - Submit to Legal for review
  - Return to Council for final approval in the first quarter of 2017

QUESTIONS??



Effective Rates Paid under Current and Proposed Rate Structures

Annual minimum purchase amounts for alternate Rate Structures based on the 5 and 10 year average purchase volume

Current Minimum Annual Purchase Amount	730,000,000
Minimum Annual Purchase Amount - Rate 3	912,500,000
Minimum Annual Purchase Amount - Rate 4	1,040,250,000
5 Year Average Purchase Volume	908,000,000
10 Year Average Purchase Volume	1,008,000,000

Below shows that under both Rate Structures for 2016, Bloomington would pay less per 1,000 Gallons than under the current structure

	Gallons Purchased	Rate Structure 3	Rate Structure 4	Current Structure
5 Year Average Purchase Volume	912,500,000	$3.74	N/A	$3.96
10 Year Average Purchase Volume	1,040,250,000	$3.42	$3.28	$3.66

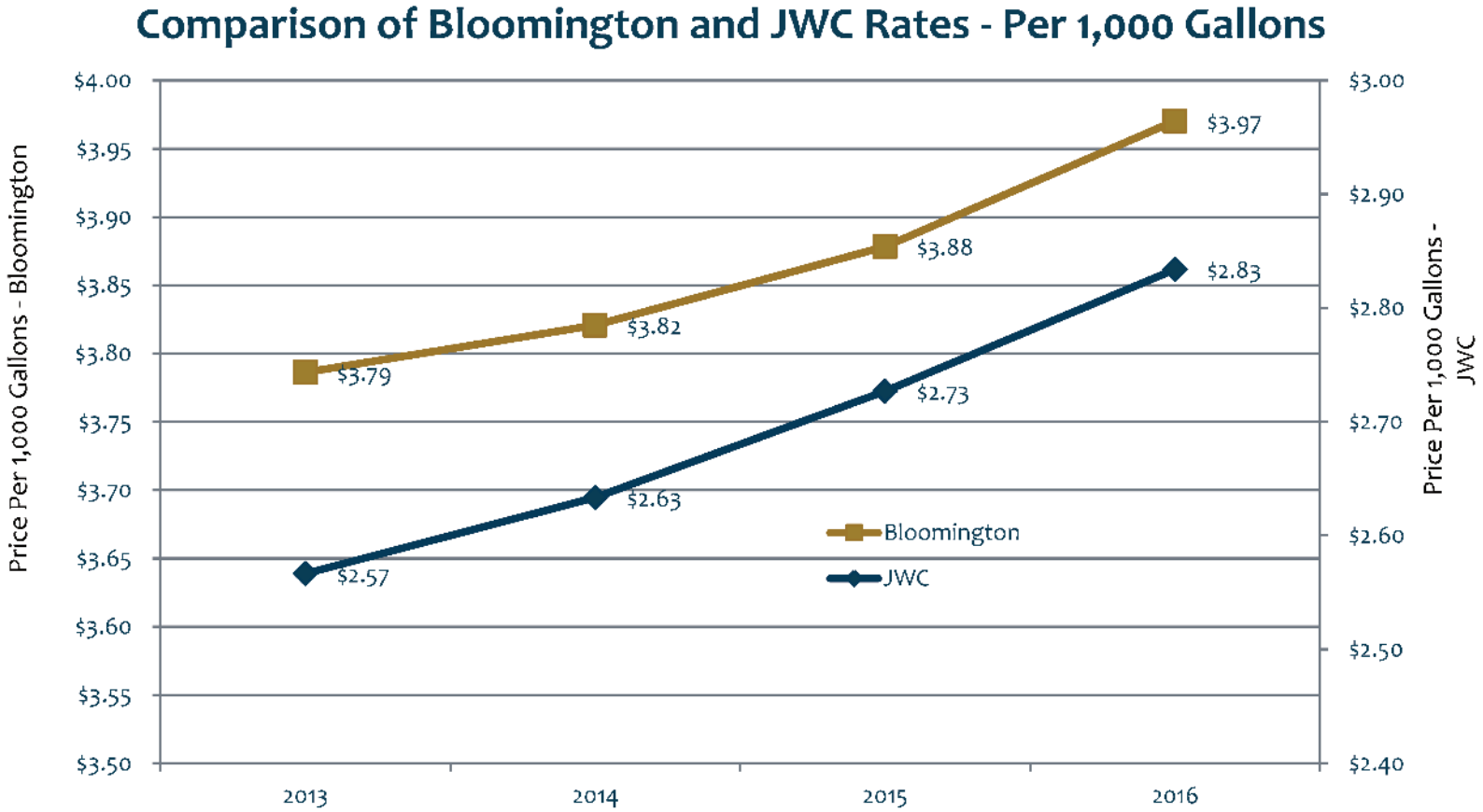
Comparison of Rate Adjustment Process for Bloomington and JWC

	Minneapolis Fixed Charge	Minneapolis Volume Rate	Minneapolis Volume Rate Percent Increase	Minneapolis Average Residential Bill (7 billing units plus fixed charge)	Average Residential Bill Percent Increase
2013	$2.00	$4.40		$25.03	
2014	$2.50	$4.44	0.9%	$25.74	2.8%
2015	$3.00	$4.51	1.5%	$26.59	3.3%
2016	$3.50	$4.61	2.4%	$27.65	4.0%

	Bloomington Rate	Bloomington Rate Percent Increase	JWC Rate	JWC Rate Percent Increase
2013	$3.79		$2.57	
2014	$3.82	0.9%	$2.63	2.8%
2015	$3.88	1.5%	$2.73	3.3%
2016	$3.97	2.4%	$2.83	4.0%

- Volume rates shown per 1000 gallons
- 2016 Bloomington Rate estimated based on previous 5-year average
- Bloomington rates based on 908 MGY purchase

Bloomington and JWC Rate Comparison – From 2013 to 2016



*2016 Bloomington Rate estimated based on previous 5 year average
**Bloomington rates based on 908 MGY purchase

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Community Services	**Community Center Task Force Report**
Agenda Section	Date
Study Item	10/10/2016

Description

The City Council formed the Community Center Task Force in August 2015 to provide feedback on the potential future of a new community center. The Council appointed 17 individuals to the Task Force, with 80 percent selected from various facets of the community and 20 percent City staff. Another 12 individuals were appointed to serve as alternates.

The Community Center Task Force met eight times between April 4 through August 23, 2016. The focus of the Task Force's study was on the community center needs assessment report prepared by Hammel, Green and Abrahamson, Inc. in 2015. The report presents an assessment of the community's wants and needs for a multi-use community center, examines the condition and utility of the current Creekside Community Center and provides cost estimates for construction and operation of a new community center. The Task Force also studied information related to Bloomington's demographics, community amenities, market analysis, potential sites, fiscal implications and other data.

The City Council requested that the Community Center Task Force provide feedback and recommendations on the following topics:

1. Community needs and wants for a community/recreation center
2. Space considerations for a new community center (including satellite community centers or stand-alone approach)
3. Potential partnerships, both public and private
4. Potential site alternatives
5. Fiscal implications of a new community center

On October 3, 2016, the City received a petition signed by 340 people expressing support for an indoor turf field in Bloomington. The petition signers maintain that a new community center should include an indoor turf field. The Community Center Task Force report does not currently include indoor turf as one of the recommended community center amenities. The petition is enclosed with the agenda materials.

The Community Center Task Force will present its final report and recommendations on the items listed above to the City Council on October 10. The Task Force's full report to the City Council is attached.

Item created by: Diann Kirby, Community Services Director
Presenter: Diann Kirby, Community Services Director
Dennis Kane, Community Center Task Force Member
Lenny Klevan Schmitz, Community Center Task Force Member

Requested Action

Informational purposes and direction on next steps.

Attachments:

Community Center Task Force Final Report presentation
Community Center Task Force Final Report
Attachment A - HGA Community Center Needs Assessment, April 27, 2015
Attachment B - Community Center Task Force Members Listing
Attachment C - Community Center Task Force meeting minutes
Attachment D - Community Center Task Force Charge
Attachment E - Community Center Task Force Expectations

Attachment F - Community Center Fact Sheets - Eagan, Eden Prairie, Maple Grove
Attachment G - Bloomington Community Amenities Map
Attachment H - Bloomington High School Student Survey Results, May 2016
Attachment I - Community Center Questions and Answers
Attachment J - Metro Area Community/Recreation Center Amenities and Demographics, July 19, 2016
Attachment K - Community Needs Addressed by Community Center, June 22, 2016
Attachment L - Community Center Site Options
Attachment M - Major Pillars of Needs Addressed by Community Center in Bloomington
Attachment N - HGA Community Center Construction Cost Estimate, April 20, 2015
Attachment O - Community Center Construction Financial Projections
Indoor Turf Field Petition, October 3, 2016

Community Center Task Force Report

City Council Study Meeting
October 10, 2016

CITY OF
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Community Center Task Force: Charge and Process

Community Center Task Force

Representatives	Alternates	Staff
Maureen Bartolotta	Lyle Abeln	Diann Kirby
Dan Cripe	Michelle La Beau	Lorinda Pearson
Tammy Galvin	Jared Leese	Randy Quale
Olivia Haaland	Dwayne Lowman	
Dennis Kane	Jim McCarthy	**Facilitators**
Joshua Korthouse	Cindy McKenzie	Irina Fursman
Mary Anne Josephson	Savannah Salato	Brent Massmann
MaryAnne London	Ann Marie Terpstra	Eric Schoon
Jake Martin	Mark Thorson	
Jon Oleson	Chuck Walter	
Maureen Scallen Failor	Charles Woldum	
John Schatzlein		
Lenny Schmitz		
John Stanley		

Community Center Task Force
Charge

To study the 2015 community center needs assessment report and provide feedback to the City Council on the potential future of a new community center.

Community Center Task Force
Study Items

- Creekside building analysis
- Market analysis and community center trends
- Space needs for existing and future programs and services
- Cost estimates, budget considerations and funding options
- Potential site alternatives

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Community Center Task Force
Meetings

April 4, 2016 Reviewed scope of work and set protocols

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CITY OF BLOOMINGTON MINNESOTA

Bloomington Community Center
Needs Assessment

April 27, 2015

HGA COMMISSION NUMBER 2064-002-00

HGA

CITY OF BLOOMINGTON MINNESOTA

2. PROJECT VISION

Identifying a clear project vision was a necessary first step in defining program needs for the Bloomington Community Center. The Core Team established guiding principles to ensure that all future explorations of building space programs and design options grew out of Bloomington's unique character and goals for the future. These principles acknowledge that Bloomington Community Center will be a success if the facility is:

- Attracting multi-generational, multi-cultural, multi-economic users
- Comfortable and welcoming
- Human services and recreation focused
- Accessible
- Providing appropriate balance of technology, programs and human interaction
- "One stop shop" – walk in and access multiple programs serving multiple cultures; long-term and lifelong Bloomington residents feel welcome and served
- Central and accessible - the location of existing Community Center is important; current city Civic Plaza campus is seen as central and accessible.

These principles establish the standards against which all quantitative programming studies were evaluated throughout the process. They are reflected in the recommendations, allowing the City to take the next steps toward a full realization of a Bloomington Community Center.

Community Center Task Force
Meetings

April 4, 2016	Reviewed scope of work and set protocols
May 3, 2016	Reviewed HGA's Creekside building assessment and market analysis of Bloomington area

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City of Bloomington

Bloomington, MN

Building Assessment Study Estimate Forecast

HGA
Architecture | Engineering | Planning

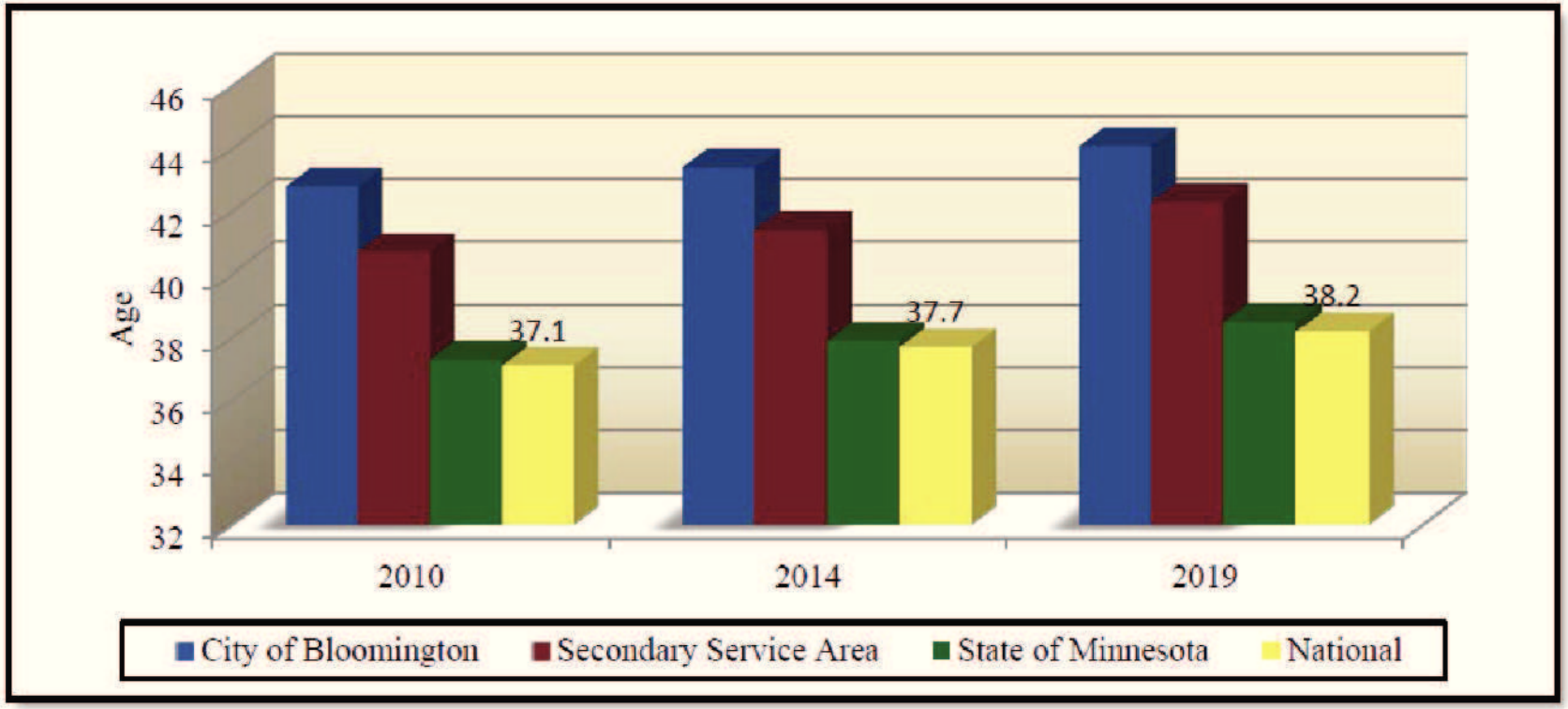
Creekside Community Ctr. Bldg. Assessment

HGA Comm. # : 2064-002-00 Date: 20-Apr-15

	Description of Work	Total $
1.	New sprinkler system	$218,129
2.	Restroom addition - 700 SF	$285,313
3.	Cosmetic interior improvements to moisture	$6,284
4.	Window replacement	$516,875
5.	Re-point exterior face brick walls	$95,875
6.	Raise roof edge of exterior block walls 2'-0"	$628,725
7.	New building HVAC/cooling systems	$1,183,155
8.	Replace gym AHU, chiller, fan coil cooling & unit ventilators	$67,375
9.	Replace distribution panel with larger capacity	$215,625
10.	Cooling system @ telecom closet	$25,000
11.	Misc. electrical upgrades	$78,125
12.	New fire alarm system	$187,500
13.	Remove/replace ashphalt parking and curbs	$544,223

Total Construction Cost	**$4,052,204**
Const. Escalation to Midpoint Mar. 1, 2016 - 6%	$243,132
Total Construction Cost w/Escal.	**$4,295,336**

Median Age


46
44
42
40
38
36
34
32
Age
37.1
37.7
38.2
2010
2014
2019
City of Bloomington
Secondary Service Area
State of Minnesota
National

Community Center Task Force

Meetings

April 4, 2016	Reviewed scope of work and set protocols
May 3, 2016	Reviewed HGA's Creekside building assessment and market analysis of Bloomington area
May 10, 2016	Toured community centers in Eagan, Eden Prairie and Maple Grove

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Eagan

- Year built: 2003
- Cost: $15,000,000*
- Funding: Bond referendum
- Size: 70,000 sq. ft.
- Amenities:
  - Gymnasium
  - Fitness center
  - Walking/running track
  - Banquet facilities
  - Indoor playground
  - Meeting rooms
  - Senior center
  - Coffee shop

* Includes $9 million for community center and $6 million to build Central Park.

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Eden Prairie

- Expanded: 2008, 2015
- Cost: $36.9 million*
- Funding: Revenue bonds, park fees, tax abatement bonds, capital improvement funds, donations
- Size: 225,000 sq. ft.
- Amenities:
  - Gymnasium
  - Fitness center
  - Walking/running track
  - Indoor playground
  - Meeting rooms
  - 3 ice rinks
  - Lap pool
  - Diving pool

* 2008: General facility expansion - $12,425,185 and 3rd ice rink - $3,537,630; 2015: Aquatics renovation and addition - $20,900,000

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Maple Grove

- Year built: 1996
- Cost: $21.7 million*
- Funding: Long-range capital funding
- Size: 162,000 sq. ft.
- Amenities:
  - Gymnasium
  - Basketball courts
  - Two ice rinks
  - Banquet facilities
  - Indoor playground
  - Teen center
  - Concessions
  - Senior center
  - Lap pool
  - Leisure pool

* Community center built in 1996 for $14.9 million; 2nd ice rink added in 2008 for $6.8 million

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Community Center Task Force
Meetings

April 4, 2016	Reviewed scope of work and set protocols
May 3, 2016	Reviewed HGA's Creekside building assessment and market analysis of Bloomington area
May 10, 2016	Toured community centers in Eagan, Eden Prairie and Maple Grove
June 7, 2016	Reviewed HGA's space needs assessment and identified needs to be addressed by a community center

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Bloomington Community Amenities

Southdale YMCA
7355 York Ave S, Edina
Pool, cardio, weights, group fitness, child watch, gym and track

Snap Fitness
8009 34th Ave S
Cardio, weights

Life Time Fitness
5250 W 84th St
Pool, cardio, weights, group fitness, child watch, gym and track

Anytime Fitness
8599 Lyndale Ave S
Cardio, weights

Anytime Fitness
5107 W 98th St
Cardio, weights

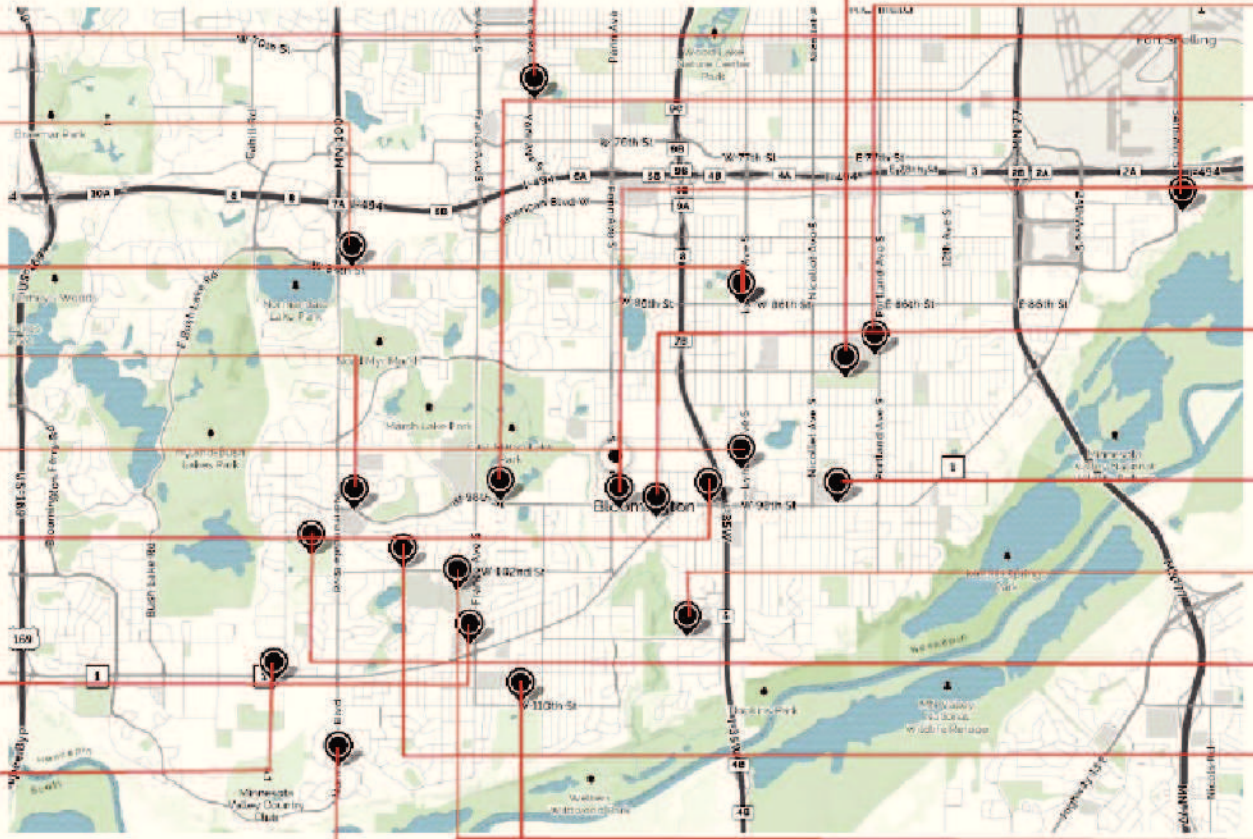
Snap Fitness
9505 Lyndale Ave S
Cardio, weights

Life Time Fitness
1001 W 98th St
Pool, cardio, weights, group fitness, child watch, gym and track

Planet Fitness
10606 France Ave S
Cardio, weights

Snap Fitness
10800 Nesbitt Ave S
Cardio, weights

Minnesota Masonic Heritage Center
11411 E 98th St
Auditorium, meeting rooms, banquet facilities



Bloomington Family Aquatic Center
301 E 90th St
Outdoor pool

Valley View Middle School
8900 Portland Ave S
Pool; room, stage and gym rentals

Bloomington Ice Garden
3600 W 98th St
Hockey, figure skating, public skating

Creekside Community Center
9801 Penn Ave S
Human Services programs and activities; senior programs, dining programs, room rentals

Bloomington Center for the Arts
1800 W Old Shakopee Rd
Two theaters, rehearsal hall, dance, art classrooms and art galleries

Kennedy HS Activity Center
150 E 98th St
Gyms, running track, weights

Oak Grove Middle School
1300 W 106th St
Pool; room, stage and gym rentals

Hyland Greens Golf Course
10100 Normandale Blvd
Golf, FootGolf, driving range

Olson Middle School
4551 W 102nd St
Pool; room, stage and gym rentals

Jefferson HS Activity Center
4001 w 102nd St
Gyms, running track, weights and dance floor

Dwan Golf Course
3301 W 110th St
Golf

Community Center Task Force
Meetings

April 4, 2016	Reviewed scope of work and set protocols
May 3, 2016	Reviewed HGA's Creekside building assessment and market analysis of Bloomington area
May 10, 2016	Toured community centers in Eagan, Eden Prairie and Maple Grove
June 7, 2016	Reviewed HGA's space needs assessment and identified needs to be addressed by a community center
June 22, 2016	Reached agreement on Creekside building viability and generated key community center needs

Creekside Community Center

Existing Honeywell fire alarm system is not code compliant.

Evidence of moisture problems is visible.

Low ceilings and exposed mechanical and electrical systems contribute to inflexibility of spaces.

Original FPE brand electrical service equipment.

Needs Addressed by Community Center

Serve Creekside Users	Community Gathering Spaces	Community Image	Attracting and Retaining All Ages, Families, Diverse Community	Year-Round Facility – Indoor Use Space	Low-Cost Fitness Programs (Wise)	"One Stop Shop"
• Senior Programs • Senior Programming • Senior Center and Programs • Home Help Services • Community Services/Public Health Services • Public Health • City Services, Human Services, All Income Levels • 50+ Programs	• Large Multi-use Space • Community Gathering Space • Banquet, Large Meeting Space • Flexible/Reservable Space (Meetings, Weddings, Events) • Stage • Café Gathering Space • Classroom Space • Flexible Meeting Spaces • Dining and Kitchen • Meeting Rooms	• Easily Accessible (Location) • Public Use of Space to Add Value to the Community • Attractive to Families, Serving Different Generations • Community Building, Creating a Sense of Community • Attractive Outside Space	• Aquatic • Swimming and Aquatics • Gymnasiums • Children's Play Area • Daycare • Tots + Teens Gathering Spaces • Health and Wellness • 50+ Services • Intergenerational Center – Seniors, teens, etc. • Youth Center and Programs	• Aquatics • Gym Space • Health and Wellness • Teen Center • Activities Indoors and Out for All Ages • Youth Center and Programs • 50+ Services	• Cardio • Fitness • Gym • Aerobics/ Fitness • Walking/ Jogging Track • Fitness Center	

Community Center Task Force
Meetings

July 19, 2016 Established “three pillars” for new community center and previewed potential sites

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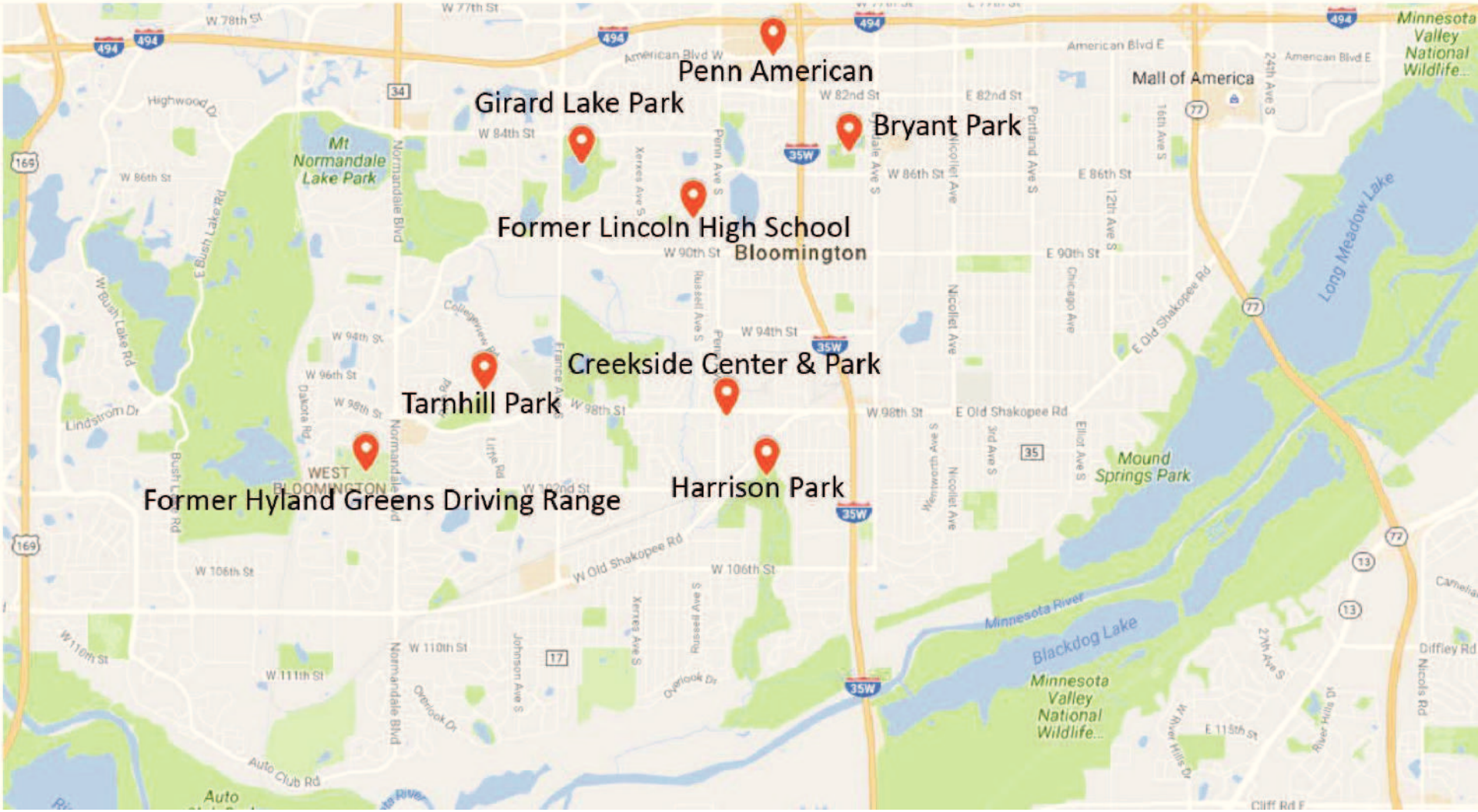
Major Pillars Addressed by Community Center

Attracting and Retaining All Ages, Families, Diverse Community and Creekside Users	Providing a Year-Round Facility with Indoor and Outdoor Spaces	Providing Community Gathering Spaces that Create a Sense of Community
• Swimming and aquatics • Gymnasiums • Children's play area • Daycare • Tots + teens gathering spaces • Health and wellness • 50+ services and programs • Intergenerational center – seniors, teens, etc. • Youth center and programs • Senior center and programs • HOME help services • Community Services • Public Health • City services • Human Services • All income levels • Community image • Easily accessible (location) • Attractive outside space • Community building – clear sense of community	• Activities indoors and outdoors for all ages • Aquatics • Gym space • Health and wellness • Teen center • Youth center and programs • 50+ services • Low-cost fitness programs • Cardio • Fitness center • Gym • Aerobics • Walking/jogging track	• Large multi-use space • Community gathering space • Banquet/ large meeting space • Flexible/reserveable spaces (meetings, events, weddings) • Meeting rooms • Flexible meeting spaces • Classroom space • Stage • Café gathering space • Dining and kitchen

Site Alternatives



Community Center Task Force
Meetings

July 19, 2016	Established three most important categories for new community center and previewed potential sites
August 16, 2016	Agreed on criteria for successful community center, reviewed financial implications and analyzed sites

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HGA Construction Estimates

Direct Construction Costs	Total Cost
Site work (allowance)	$1,000,000
Demolition	$0
Foundations	$1,420,725
Structure	$2,696,841
Enclosure	$949,944
Roofing	$1,151,580
Interiors	$6,282,130
Building equipment/furnishings	$379,715
Elevators	$0
Mechanical	$5,730,257
Electrical	$4,328,058
TOTAL DIRECT COSTS	$23,889,251
General req./general conditions	$1,433,355
Contractor fee, bond and insurances	$2,025,808
Design/construction contingency	$2,734,841
TOTAL CONSTRUCTION COST	
Construction escalation to midpoint (Mar. 1, 2016)	$1,804,995
TOTAL CONSTRUCTION COST WITH ESCALATION	$31,888,251
Owner soft costs @ 30% (allowance)*	$9,566,475
TOTAL PROJECT COST**	$41,454,726

Major Components
HGA Report

Space	Square Feet	Total Cost
Common Spaces	12,945	$2,575,305
Recreation (meeting rooms)	7,150	$328,250
Fitness	18,400	$940,500
Gymnasium	18,800	$1,468,000
Offices	2,750	$122,250
Building Support	1,520	$49,200
General Circulation	33,150	$2,154,750
TOTAL	94,715	$6,287,530

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Potential Future Options
HGA Report

Option	Square Feet	Total Cost
Aquatics	31,538	$11,150,000
Public Health	21,351	$4,800,000
Motor Vehicle	3,262	$880,000
Exterior		
Spash pads	2,500	$50,000
Bocce ball courts	3,420	$10,000
Community garden plots	20,000	$50,000
Picnic space	900	$25,000
Domed field house	80,000	$2,360,000

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Cost Projections

Community Center Construction Projections							
				Bond Run		Bond Run	
	2016	2017	2018	2019	2020	2021	2022
Project Construction Costs	41,454,726	43,527,462	45,703,835	47,989,027	50,388,479	52,907,902	55,553,298
Aquatics Feature	11,150,000	11,707,500	12,292,875	12,907,519	13,552,895	14,230,539	14,942,066
subtotal if Aquatics added	52,604,726	55,234,962	57,996,710	60,896,546	63,941,373	67,138,442	70,495,364
Land (if we need to acquire)	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Subtotal if Aquatics and Land	62,604,726	65,234,962	67,996,710	70,896,546	73,941,373	77,138,442	80,495,364

Assumptions	
Construction Inflation is	5%
Bond duration	20 years

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2019 Bond Issue

	Bond Issue Options	Est. Annual Debt & Operations	Est. Property Tax Levy Impact	Est. Monthly Impact on Median Value Property
Community Center Construction	$48,670,000	$4,850,000	7.88%	$6.71
Community Center Construction with Aquatics	$61,745,000	$5,950,000	9.67%	$8.24

2021 Bond Issue

	Bond Issue Options	Est. Annual Debt & Operations	Est. Property Tax Levy Impact	Est. Monthly Impact on Median Value Property
Community Center Construction	**$53,660,000**	**$5,241,350**	**7.45%**	**$7.21**
Community Center Construction with Aquatics	**$68,075,000**	**$6,506,575**	**9.25%**	**$8.95**

Community Center Task Force
Meetings

July 19, 2016	Established three most important categories for new community center and previewed potential sites
August 16, 2016	Agreed on criteria for successful community center, reviewed financial implications and analyzed sites
August 23, 2016	Developed recommendations for City Council in five key areas

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Community Center Task Force: Recommendations

Community Center Task Force
Recommendations

1. Community needs and wants
2. Space considerations
3. Potential site alternatives
4. Potential partnerships
5. Fiscal implications

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Community Center Task Force

Recommendation 1: Community Needs & Wants

"The Task Force recommends replacing the existing Creekside Community Center with a facility with indoor and outdoor spaces that attract and retain people of all ages, families, diverse community members and current Creekside users…"

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Community Center Task Force
Recommendation 1: Community Needs & Wants

- Seek to understand the needs of the entire community

- Conduct targeted outreach:
  - Community events
  - Community survey
  - Community engagement (e.g., open houses, public meetings)

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Community Center Task Force
Recommendation 2: Space Considerations

"The Task Force recommends a new community center facility that would house current and proposed community center programs…"

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Community Center Task Force
Recommendation 2: Space Considerations

"The Task Force recommends a new community center facility that would house current and proposed community center programs…"

"Further, the Task Force believes that the current Creekside building is no longer a viable option and that making major improvements on the building are not worth the return on investment."

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Community Center Task Force
Recommendation 2: Space Considerations

Community Center Task Force
Recommendation 2: Space Considerations

New Community Center Elements	
Gymnasium	Indoor pool
Walking/running track	Large multi-purpose room
Indoor play space	Flexible meeting spaces
Fitness component	Senior Program space
Common gathering area	Outdoor amenities

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Community Center Task Force
Recommendation 3: Potential Site Alternatives

"The Task Force recommends a single community center location with adequate space for a new community center with additional space for outdoor amenities and public gathering spaces."

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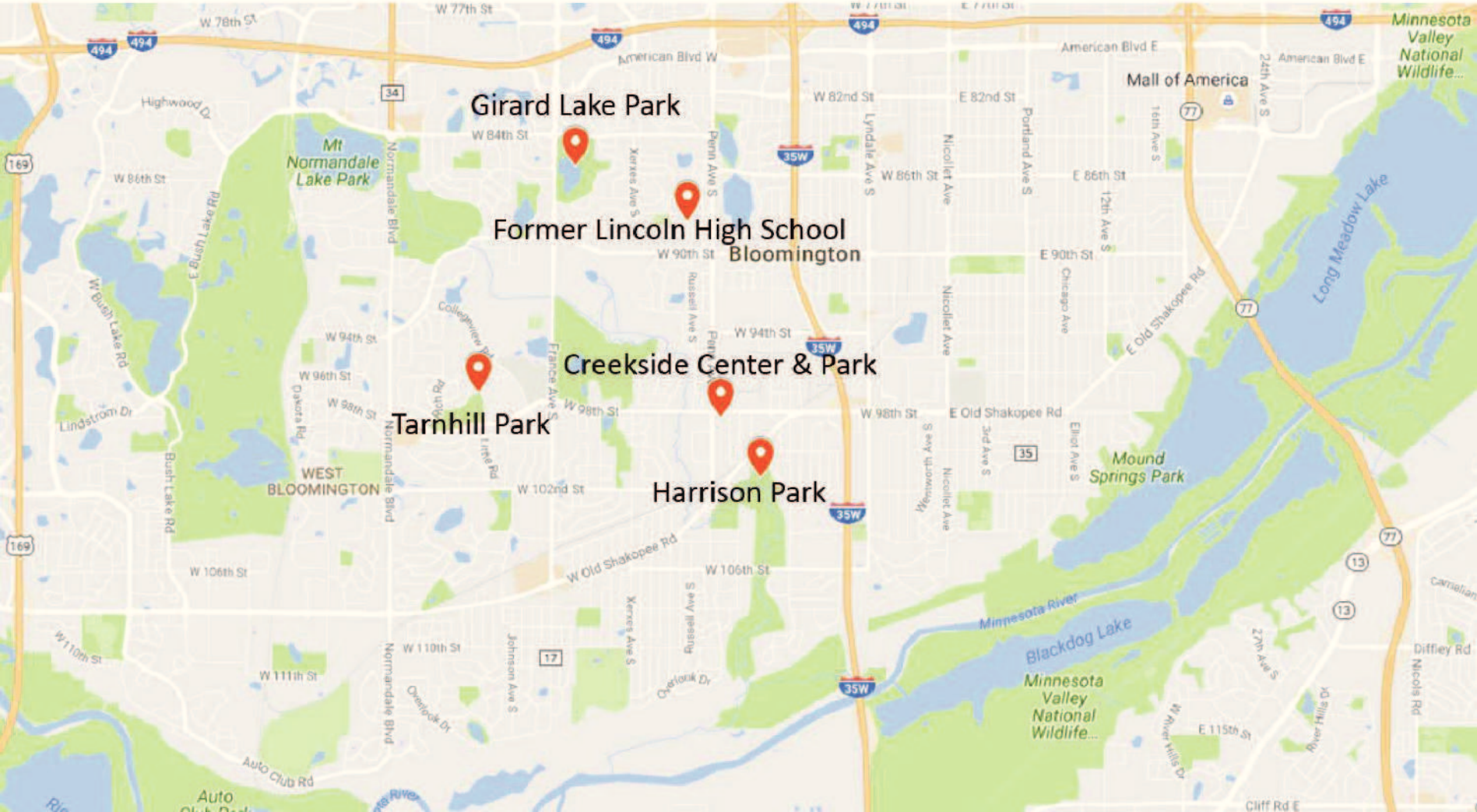
Community Center Task Force

Recommendation 3: Potential Site Alternatives



Potential Site Alternatives

Site	Acreage	Central location	No/low cost site	Transit access	Trail access	Room to expand
Creekside Center + Park 9801 Penn Ave. S.	8.8	Yes	Yes	Yes	Yes	No
Girard Lake Park 8401 France Ave. S.	16.4	No	Yes	No	Yes	Yes
Harrison Park 1701 W. 100th St.	10.9	Yes	Yes	Yes	Yes	Yes
Former Lincoln High School 2575 W. 88th St.	21.4	Yes	No	Yes	No	Yes
Tarnhill Park 9650 Little Road	17.1	No	Yes	Yes	Yes	Yes

Community Center Task Force
Recommendation 4: Potential Partnerships

"Think creatively and strongly consider public and non-public partners, contributors and provides to prevent tax dollars from being the sole funding source, not only for construction but to support ongoing operational costs…"

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Community Center Task Force
Recommendation 4: Potential Partnerships

- Construction/development opportunities:
  - Joint or shared building
  - Donations & naming rights

- Operational partnerships:
  - Concession and catering contracts
  - Event sponsors and partnerships

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Community Center Task Force
Recommendation 5: Fiscal Implications

"Consider and explore bonding and all other financing options available to the City for a new community center."

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2019 Bond Issue

	Bond Issue Options	Est. Annual Debt & Operations	Est. Property Tax Levy Impact	Est. Monthly Impact on Median Value Property
Community Center Construction	$48,670,000	$4,850,000	7.88%	$6.71
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2021 Bond Issue

	Bond Issue Options	Est. Annual Debt & Operations	Est. Property Tax Levy Impact	Est. Monthly Impact on Median Value Property
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Community Center Construction with Aquatics	**$68,075,000**	**$6,506,575**	**9.25%**	**$8.95**

Community Center Task Force
Recommendation 5: Fiscal Implications

- Funding options:
  - Bond referendum
  - Lease revenue bonds
  - Charter bonds
  - Partnerships
  - Donations & naming rights
  - Property sale (Creekside site)
  - Phased-in approach

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Community Center Task Force

Purpose

To study the 2015 community center needs assessment report and provide feedback to the City Council on the potential future of a new community center.

Questions?

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COMMUNITY CENTER TASK FORCE REPORT TO THE BLOOMINGTON CITY COUNCIL

OCTOBER 10, 2016

Background

The Bloomington City Council created the Community Center Task Force to study the potential future of a new community center. The current Creekside Community Center occupies a former elementary school built in 1960 at the corner of Penn Avenue South and West 98th Street. The facility serves a wide variety of programming and activities, with approximately 110,000 visits annually. While the facility itself has been well-maintained, it suffers from serviceability, flexibility and thermal issues typical of buildings constructed in its era. In addition, there are recurring issues with overcrowding, lack of adequate storage and limited opportunities for expansion of present programs and addition of new ones.

In 2015, Hammel, Green and Abrahamson, Inc. (HGA) completed a community center needs assessment at the direction of the City Council (see Attachment A). Following an analysis of existing demands for services and demographics of the community, the firm produced recommendations for desired programming in a community center facility. The needs assessment report described the community's wants and desires for a multi-use community center that expands programming opportunities for Bloomington residents. HGA's report also provided cost metrics for construction and operation to help inform the City as it determined the potential value of a new facility.

In August 2015, the City Council directed that a task force be appointed to study the 2015 community center report and provide feedback on the potential future of a new community center. The Community Center Task Force was charged with examining the issue and providing the City Council with a framework for helping them make decisions regarding the potential future of a new community center.

By definition, the Community Center Task Force was a time-specific, project-specific group working to a focused outcome. The Task Force consisted of 17 individuals with approximately 80 percent being community members and 20 percent staff (see Attachment B). Employee members were appointed by the City Manager. Community representatives of the Task Force were selected by the City Council and reflect the general Bloomington community, the School District, the Bloomington business community, the Creekside Senior Program, youth athletic organizations and members of Bloomington's diverse community as well as the City Council and its advisory boards and commissions. Alternate representatives were also appointed by the City Council. Task Force meetings were facilitated by Irina Fursman, a facilitator with HueLife. City staff members Brent Massmann and Eric Schoon assisted with the facilitation.

The Task Force's work included the following elements:

- Examine an analysis of the existing Creekside Community Center building;
- Study market analysis data and community center facility trends;
- Consider space needs for existing and future programs and services;
- Review proposed programming and space allocations for a new community center;
- Study cost estimates and budget considerations for a new community center;
- Examine potential site alternatives; and
- Provide feedback to the City Council.

While the City Council maintains decision-making authority, the findings and input of the community-based Task Force are expected to factor into the City's future planning and decision-making processes regarding a potential community center.

The Task Force was asked to provide feedback on the following subjects with respect to a new community center:

1. Community needs and wants
2. Space considerations
3. Satellite community centers or a stand-alone approach
4. Potential site alternatives
5. Potential partnerships, both public and private
6. Fiscal implications

Topics of discussion included, among other things, the current state and usage of the Creekside Community Center; recreational and public gathering spaces currently offered in Bloomington community center facility trends; space needs for existing and future programs and services; construction and operations cost estimates; and financial considerations for a potential community center.

Community Center Task Force Meeting Summary

The Task Force met seven times between April and August 2016. The group also participated in a tour of community centers in Eagan, Eden Prairie and Maple Grove. To promote transparency, all Task Force meetings were open to the public.

The topics of discussion and outcomes for each meeting are described below. Complete minutes from each meeting are attached (see Attachment C).

April 4, 2016:
The Task Force's first meeting centered on having the task force members get to know each other, start building trust and understand the overall context of their work. Staff delivered a presentation on the current community center's history as well as background on the 2015 HGA needs assessment report. Task Force members finalized their charge and established the protocols for working together.

May 3, 2016:
The Task Force reviewed the expectations about its charge that were produced at the previous meeting and reached agreement on its final charge (see Attachment D). Members also made final revisions to the expectations for how they would conduct themselves that were developed at their first meeting (see Attachment E.) The Task Force began its review of the HGA needs assessment report by identifying areas of clarity and concern within the building assessment and market analysis chapters.

May 10, 2016:
Task Force members toured three area community centers in Eagan, Eden Prairie and Maple Grove. All three facilities have gymnasiums, large multipurpose meeting rooms, fitness centers and indoor playgrounds. Eden Prairie and Maple Grove also offer aquatics amenities. Maple Grove's center is an example of a public-private partnership with Life Time Fitness. Background information on each facility is attached (see Attachment F).

June 7, 2016:
Members of the Task Force viewed a video that briefly reviewed the community centers they toured on May 10 and reflected on their learnings, sharing their insights discovered during their visits. The Task Force reviewed the space needs sections of the HGA needs assessment. That was followed by a discussion of the question, "What are the community needs that we are trying to address in Bloomington?" Small groups identified common themes and categories for the needs that a community center could fulfill.

June 22, 2016:
The Task Force revisited its work on the needs that a community center could satisfy from the previous meeting. Prior to the meeting, members had received a map of Bloomington community amenities (see Attachment G), results from an informal survey of students at Jefferson and Kennedy high schools (see attachment H), an updated "Community Center Questions and Answers" document (see Attachment I), and a list of metro area community

center facilities (see Attachment J). Small groups were asked to identify what was becoming clearer and what needed more clarity. A key insight noted by all three groups was that they felt it was no longer an option to keep Creekside operating as a community center due to its escalating financial needs and lack of building flexibility. The Task Force then reflected on its discussion at the June 7 meeting regarding needs that a community center could, and should, fulfill (see Attachment K). Members generated the following categories of needs:

- One stop shop
- Low cost fitness programs
- Attracting and retaining all ages, families and diverse community
- Year round/indoor space
- Serve current Creekside users
- Community gathering spaces
- Community image

July 19, 2016:

The Task Force reviewed the seven community needs that were identified at the previous meeting and determined that the three most important categories were:

- Attracting and retaining all ages including families, the diverse community and Creekside users
- Providing a year round facility with indoor and outdoor spaces
- Providing community gathering spaces that create a sense of community

The Task Force previewed seven potential sites for a community center developed by staff (see Attachment L.) Key criteria that staff considered when identifying possible sites included: Central location with at least 8 – 10 acres, no or low cost site, access to public transit and trails and property with room to expand. Members deliberated the merits of those sites as well as other potential properties in Bloomington.

August 16, 2016:

The Task Force catalogued criteria for a successful community center based on the three core pillars that were identified at the July 19 meeting (see Attachment M). Chief Financial Officer Lori Economy-Scholler discussed the financial implications of a community center, using HGA's cost estimates. The models presented were with and without an aquatics facility included as part of the community center (see Attachments N and O). The Task Force also analyzed potential site alternatives, reviewing the assets, benefits, gaps and negative consequences for each location. The group pinpointed potential partnership and funding options for each site.

August 22, 2016:

The final meeting of the Community Center Task Force focused on developing recommendations on the potential of a new community center to the City Council. Following discussion about how the members felt about their work to date, the Task Force split into five small groups to work on the following areas: Community needs and wants, space considerations, potential site alternatives, potential partnerships, and fiscal implications. The small groups reported their draft recommendations to the full group, which discussed and modified the recommendations. At the end of the meeting, a subcommittee made up of Dennis Kane, Lenny

Schmitz and Diann Kirby volunteered to fine-tune the draft document and submit it via e-mail to the Task Force for final review, editing and approval.

Community Center Task Force Recommendations

Community Needs and Wants

The Task Force recommends replacing the existing Creekside Community Center with a facility with indoor and outdoor spaces that attract and retain people of all ages, families, diverse community members and current Creekside users that would also provide gathering spaces that create a sense of community. In addition to an indoor pool and child play area, the facility should also include a large multi-use space with commercial kitchen facilities, gymnasium(s), an indoor walking/jogging track and smaller flexible spaces for various programs such as fitness, fine arts and crafts, youth activities and current and new community center programs, and a coffee shop.

The Task Force also recommends targeted outreach to the community at events such as the Farmers' Market and Heritage Days to get a better understanding of the needs of the entire community for a community center. In addition to the teen survey conducted at Kennedy and Jefferson high schools, other survey work would be very helpful to determine the needs and wants of the community.

Space Considerations

The Task Force recommends a new community center facility that would house current and proposed community center programs. The community center should include large community amenities such as a large meeting room with a commercial kitchen and stage, indoor play space, gym space, an aquatics facility, meeting rooms and flexible use spaces and exterior gathering spaces. The task force reviewed all the potential amenities listed in the HGA needs assessment and determined that select amenities were not a current priority for inclusion in the community center (i.e., domed field house, Public Health, Motor Vehicle).

Furthermore, the Task Force believes the current Creekside building is no longer a viable option and that making major improvements to the building are not worth the return on investment. This was illustrated by the HGA assessment, facility condition and energy use reports on Creekside and the financial costs to update the existing building.

The Task Force recommends that the City get feedback from the community to better understand the space needed in a new community center. Community surveys and focus groups would help provide information on recreational trends, community interests and current recreational amenities. The Task Force also recommends that the City Council visit Creekside Community Center to gain greater insights into the facility's environment and needs. The Task Force acknowledges that Creekside offers a unique place for residents, especially seniors and individuals with disabilities, who are seeking to be active outside the house, interact with others, retain friendships and receive meals and additional services through Human Services and other agencies housed at Creekside. The design and architecture of the building should take into consideration the programs that will be offered to allow for both active and passive usage and to reduce potential user conflicts.

The City Council is urged to study the fiscal challenges for users to determine if programming would be fee-based vs. no cost (or a combination of the two); the outcome could have a significant impact on the end users, especially older adults and individuals with disabilities. When it comes to senior programming, Creekside programs are currently open to any and all older adults and persons with disabilities who want to utilize the facility with no entrance fees and limited program costs.

Potential Site Alternatives

The Task Force recommends a single community center location with adequate space for a new community center with additional space for outdoor amenities and public gathering spaces. Eight sites were identified as potential locations. Of these, the sites deemed most viable were more closely evaluated and discussed. The Task Force recommends further study of the following potential sites: Girard Lake Park, former Lincoln High School, Tarnhill Park, Harrison Park and Creekside Community Center/Creekside Park. The Task Force believes that the criteria for final site selection should consider the costs for acquisition, construction, soil and wetland mitigation, other environmental challenges and demolition of any existing buildings. Other considerations should include neighborhood impact, central location, access to public transportation and potential partnerships. The Task Force believes there are a variety of options that could be explored with the above identified sites to make them viable. The Task Force recommends additional focused review specifically of the site review issue as it is a critical component of a successful new community center.

Additionally, the current Creekside site should not only be viewed as a potential new location, but also considered an asset with value that could be used to offset the cost of construction and land acquisition either by selling or swapping the property if applicable.

The Task Force sees the new community center as a powerful asset for Bloomington's socio-economic growth and development. Expectations are that the new community center will stimulate community revitalization, attract and engage users of all ages and benefit local businesses looking to hire talented employees and enhance their business within the city.

Potential Partnerships

The City Council should think creatively and strongly consider public and non-public partners, contributors and providers to prevent tax dollars from being the sole funding source, not only for construction but also to support the ongoing operational costs of a community center.

Options to consider or explore further include:

- Construction and development opportunities:
  - Joint or shared building – Options could include locating other city or county functions in the facility such as Motor Vehicle Licensing, Public Health and private and nonprofit organizations.

- Donations and naming rights – Large philanthropic donations are encouraged that may include naming rights similar to the Schneider Theater, TCF Bank Stadium, Target Field or US Bank Stadium. Donations could also include facility sponsorships as well as outright large and small donations.

- Operational partnerships opportunities:
  - Concession and catering contracts – Partnerships could be established to generate revenue to help sustain operating costs with local companies or national corporations. Class instruction – Classes could be provided by outside agencies such as ISD 271 Community Education.
  - Event sponsors and partnerships – Specific events at the community center such as health fairs, 5k runs, or other events could be sponsored similar to the City's Summer Fete and Egg Hunt events.

It is important to note that partnerships need to be well-thought-out, negotiated and fit within the community's needs and wants for the facility. They should also be well-aligned with the community center's overall goals and objectives and selected in such a way as to enrich programming options and access for all Bloomington residents.

Fiscal Implications

The City Council is urged to consider and explore bonding and all other financing options available to the City for a new community center. As noted earlier, the Task Force recommends building a new community center that meets the current and future needs and wants of the community and helps attract new residents and businesses. As a result, the Task Force's preference would be to build the community center in its entirety vs. breaking up the project into multiple phases that may or may not be built over time. The Task Force does realize this might not be feasible due to budget constraints and concerns, and if this is the case, the Council could consider a phased-in approach.

The Task Force also recommends selecting a site and designing the building with room for expansion to include items that are not part of the current recommendation as illustrated by the construction projections and the HGA needs assessment.

The Task Force advises strong operational and program management to help plan, direct, evaluate and oversee the community center project. Duties would include working directly with partners, sponsors and donors (both cash and in-kind). Other duties would include developing corporate gifting, fundraising, and other revenue enhancement options such as rentals, memberships, day passes, vendors and service lease options. This effort should create and maintain a strong framework built around partnerships, such as developing criteria and guidelines and consolidating services where possible to decrease overall City costs.

Conclusion

In conclusion, the Community Center Task Force submits this report to the City Council with the following stipulations:

- The Task Force was fully cognizant of and embraced its purpose to study the 2015 community center needs assessment report and provide feedback to the City Council on the potential future of a new community center. This is not intended to be a final, all-encompassing report but rather a set of recommendations based on the group's work over the past several months.

- The Task Force feels this is an ongoing effort that will need much more study as this is a complex project. Areas in which the Task Force advocates further research and analysis include:
  - Partnerships, especially as they relate to the construction of the building. If the City finds an interested partner(s), much more discussion would be required to learn about their needs and wants and how they would complement the facility and the community. Due to time constraints, the Task Force feels that a limited amount of time was spent discussing the larger topic of funding for a community center given the significant costs of construction and the accompanying ongoing operational costs. More research is needed on this subject. As a result, the Task Force cannot make a full recommendation in the area of financial and partnership opportunities.
  - The Task Force believes there is a need for more input from the community as a whole including feedback from families, seniors, persons with disabilities, Creekside users, businesses and the numerous ethnic and cultural groups in Bloomington. Gathering this feedback would ensure that the community's needs and wants for a new facility are fully understood and incorporated into the design.
  - Site location and selection will require significant additional discussion and could be impacted by a variety of factors, including but not limited to:
    - Potential partnerships
    - Suitability of a site
    - Environmental and neighborhood impacts
    - Property acquisition and/or exchange opportunities and options

The Community Center Task Force is grateful to the City Council for the opportunity to serve the City of Bloomington in this process. If necessary, the Task Force is willing and interested to undertake additional assignments regarding a potential new community center as needed and desired by the City Council.

Respectfully submitted to the City Council by the members of the Community Center Task Force,

Maureen Bartolotta, *School District representative*
Dan Cripe, *Creekside Senior Program representative*
Tammy Galvin, *Youth athletic organizations representative*
Olivia Haaland, *Youth representative*
Dennis Kane, *Human Rights Commission representative*
Diann Kirby, *City staff representative*
Joshua Korthouse, *Advisory Board of Health representative*
Mary Anne Josephson, *Creekside Senior Program representative*
MaryAnne London, *Community representative*
Jake Martin, *Youth representative*
Jon Oleson, *City Council representative*
Lorinda Pearson, *City staff representative*
Randy Quale, *City staff representative*
Maureen Scallen Failor, *Business representative*
John Schatzlein, *Diverse community representative*
Lenny Schmitz, *Parks, Arts and Recreation Commission representative*
John Stanley, *Community representative*
Lyle Abeln, *Creekside Senior Program representative (alternate)*
Michelle La Beau, *Creekside Senior Program representative (alternate)*
Jared Leese, *Human Rights Commission representative (alternate)*
Dwayne Lowman, *City Council representative (alternate)*
Cindy McKenzie, *Advisory Board of Health representative (alternate)*
Savannah Salato, *Youth representative (alternate)*
Ann Marie Terpstra, *School District representative (alternate)*
Mark Thorson, *Business representative (alternate)*
Chuck Walter, *Community representative (alternate)*
Charles Woldum, *Youth athletic organizations representative (alternate)*

Attachments

A) Bloomington Community Center Needs Assessment, HGA, April 27, 2016
B) Community Center Task Force Members Listing
C) Community Center Task Force meeting minutes, April 4 – August 22, 2016
D) Community Center Task Force Charge, June 7, 2016
E) Community Center Task Force Expectations
F) Community Center Fact Sheets – Eagan, Eden Prairie, Maple Grove
G) Bloomington Community Amenities Map
H) Bloomington High School Student Survey Results, May 2016
I) Community Center Questions and Answers
J) Metro Area Community/Recreation Center Amenities and Demographics, July 19, 2016
K) Community Needs Addressed by Community Center in Bloomington, June 22, 2016
L) Potential Community Center Sites
M) 3 Major Pillars of Needs Addressed by a Community Center, July 19, 2016
N) HGA Community Center Construction Estimate, April 20, 2015
O) Community Center Construction Financial Projections, August 16, 2016

Bloomington Community Center
Needs Assessment

April 27, 2015

HGA COMMISSION NUMBER 2064-002-00

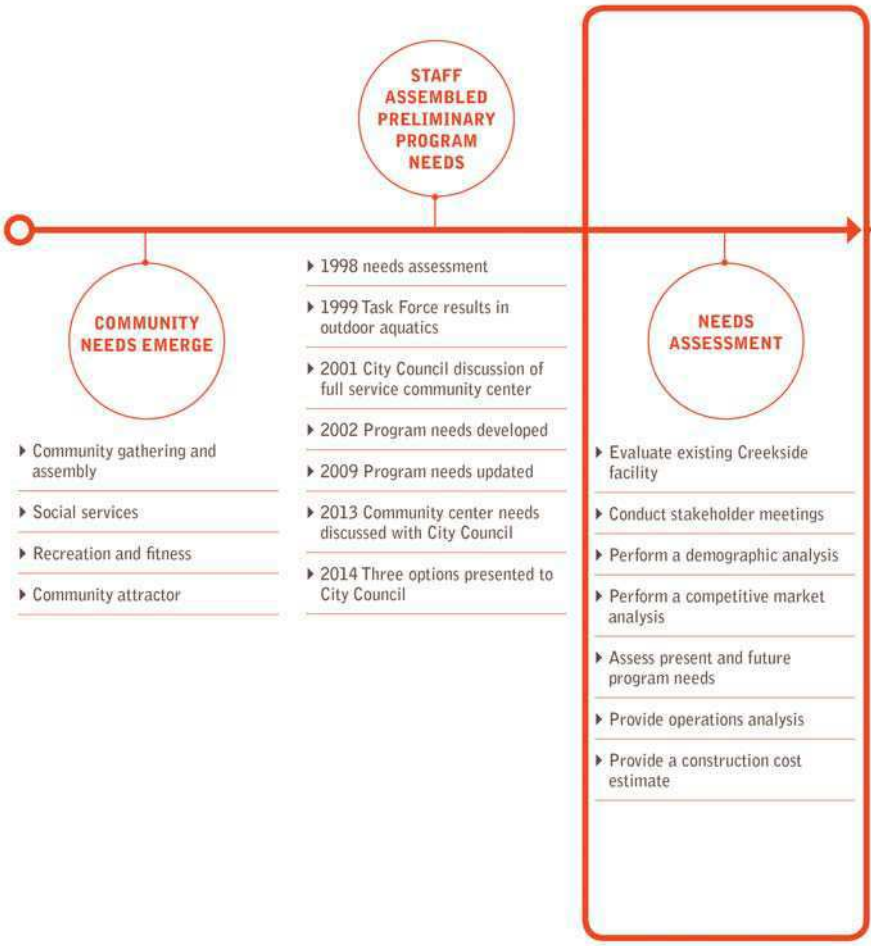
Table of Contents

1. **Executive Summary**
   - Project Stakeholders and Design Team
2. **Project Vision**
3. **Existing Creekside Building Assessment**
4. **Market Analysis**
5. **Space Needs**
   - Existing Demand for Programs
   - Proposed Space Needs
   - Space Needs Diagrams
6. **Cost Estimate**
7. **Operations Analysis**
8. **Next Steps**

1. EXECUTIVE SUMMARY

The City of Bloomington hired HGA Architects and Engineers in association with Ballard King Associates to perform a community center needs assessment. Through an analysis of existing demands for services, demographics and the competitive market, our team has established a recommendation for desired facility programming needs in the community. Our recommendations are at appropriate detail at this phase of a potential project for the City to determine if next steps are warranted.

The City has engaged in discussions regarding a new or improved community center over the past decade. Such a center could improve the public realm and quality of life for Bloomington's residents and be a draw for potential new residents. Bloomington is the fourth largest city in Minnesota and is a dynamic urban center with more than 85,000 residents. When compared to peer municipalities, residents rank recreation as needing improvement. Investment in a comprehensive community center could fulfill several initiatives in the Imagine Bloomington 2025 strategic plan. Promoting health and wellness, building community through services and promoting the fun and vitality of community life all support the plan. Amenities could include a gymnasium for recreation-based programming, a large multipurpose room for meals, lectures, programs and other events, meeting rooms for education and recreational programs and rentals, a fitness center, walking track and an indoor playground. These components would have broad appeal to a wide range of ages and fill a gap in services that currently are not met. Additionally, services such as the City's Public Health clinics and the offices of Motor Vehicle could be based out of the center, making several amenities available to residents in one location.



Residents needs for a community center have long been expressed and staff has been evaluating information since as early as 1998. Our process for the Needs Assessment phase began with an evaluation of the existing Creekside facility to determine its capacity to carry out desired programming. While the facility is well maintained it is very inflexible and limits the ability to expand programs.

A demographic analysis was performed to identify current and future users. This analysis shows that the median age of the Primary Service Area is significantly greater than the State and National number. This median age points to retirees, Baby Boomers and families with older children in the Primary Service. It is possible to serve these age different populations with one community recreation center.

The competitive analysis illustrated gaps in services. While several private high end and entry level fitness opportunities exist, a public community center could still have substantial market draw, and significantly increase usage from current levels at Creekside.

Next, the team interviewed community stakeholders to establish the community's wants and needs for a community center. Requests for spaces far outpaced capacity for this project; however themes around community gathering, fitness and senior programming were consistent.

From this data, a list of space needs was developed that reflects the needs and desires of the community. A prioritized list of spaces was used to create an operation assessment, and lastly, HGA prepared a cost estimate to reflect probable construction costs. The details of our findings are documented in this report.

1.1 PROJECT STAKEHOLDERS AND DESIGN TEAM

The Needs Assessment process was informed and guided by a Core Team assembled by the City of Bloomington. The Core Team was comprised of a diverse group of city staff representing multiple constituents from across the city. Each individual involved graciously provided time and expertise to ensure the completion of a comprehensive needs assessment and recommendation for a community center that best meets the needs of the city.

The design team received guidance and direction from the Core Team. The Team included design professionals from HGA Architects and Engineers, responsible for evaluating the existing Creekside Community Center, program development and construction cost estimating, and professionals from Ballard * King & Associates LTC, who provided demographic summary, market review and operation plan analysis.

Stakeholders and members of the design team include:

City of Bloomington Staff

Diann Kirby	Community Services Director
Randy Quale	Manager of Parks & Recreation
Greg Boatman	Assistant Manager of Parks & Recreation
Lorinda Pearson	Manager of Human Services
Tracy Smith	Administrative Coordinator for Human Services
Jim Eiler	Maintenance Superintendent
Bonnie Paulsen	Public Health Administration

Community Input Stakeholders

Cathy Maes	Loaves & Fishes
Deb Hoger	Senior Community Services
Kim Griffith	Motor Vehicles
Janet Lewis	Motor Vehicles
Jing Jing Zeng	Representative for Bloomington United for Youth
Michael Reinhardt	Representative for Bloomington United for Youth
Tom Ringdal	Bloomington United for Youth
Richard Carter	Midwest Pickleball
Tim Forby	Bloomington Youth Soccer
Karen Johnson	Fastpitch
Mark Pearson	Fastpitch
Wayne Haeg	Bloomington Athletic Association
John Helmer	Traveling Baseball
Doug Langefels	Bloomington Public Schools
Jim McCarthy	Youth Lacrosse
Cheryl Stepney	Senior Program Leader – Creekside Community Center
Roger Koland	Senior Program Leader – Creekside Community Center
Mack Sirois	Senior Program Leader – Creekside Community Center
Lenn Lacher	Senior Program Leader – Creekside Community Center
Diane Riley	Senior Program Leader – Creekside Community Center
Alice Olson	Senior Program Leader – Creekside Community Center
Sandy Lundeen	Senior Program Leader – Creekside Community Center
Marylou Nilson	Senior Program Leader – Creekside Community Center

Michelle Kissinger	Senior Program Leader – Creekside Community Center
Arline Jakeman	Senior Program Leader – Creekside Community Center
Linda Nelson	Senior Program Leader – Creekside Community Center
Jerry Olson	Senior Program Leader – Creekside Community Center
Mary Wentz	Senior Program Leader – Creekside Community Center
Beverley Tschumper	Senior Program Leader – Creekside Community Center
Sharon Beckler	Senior Program Leader – Creekside Community Center
Glenn Nelson	Senior Program Leader – Creekside Community Center
Jack Witherby	Senior Program Leader – Creekside Community Center

Design/Consultant Team

Nancy Blankfard, AIA	HGA – Principal, Project Manager
Emilie Kopp	HGA - Architectural Intern
Jeff King	Ballard*King - Consultant
Victor Pechaty, AIA	HGA - Design Principal
Mark McDonald	HGA - Cost Estimating

2. PROJECT VISION

Identifying a clear project vision was a necessary first step in defining program needs for the Bloomington Community Center. The Core Team established guiding principles to ensure that all future explorations of building space programs and design options grew out of Bloomington's unique character and goals for the future. These principles acknowledge that Bloomington Community Center will be a success if the facility is:

- Attracting multi-generational, multi-cultural, multi-economic users
- Comfortable and welcoming
- Human services and recreation focused
- Accessible
- Providing appropriate balance of technology, programs and human interaction
- "One stop shop" – walk in and access multiple programs serving multiple cultures; long-term and lifelong Bloomington residents feel welcome and served
- Central and accessible - the location of existing Community Center is important; current city Civic Plaza campus is seen as central and accessible.

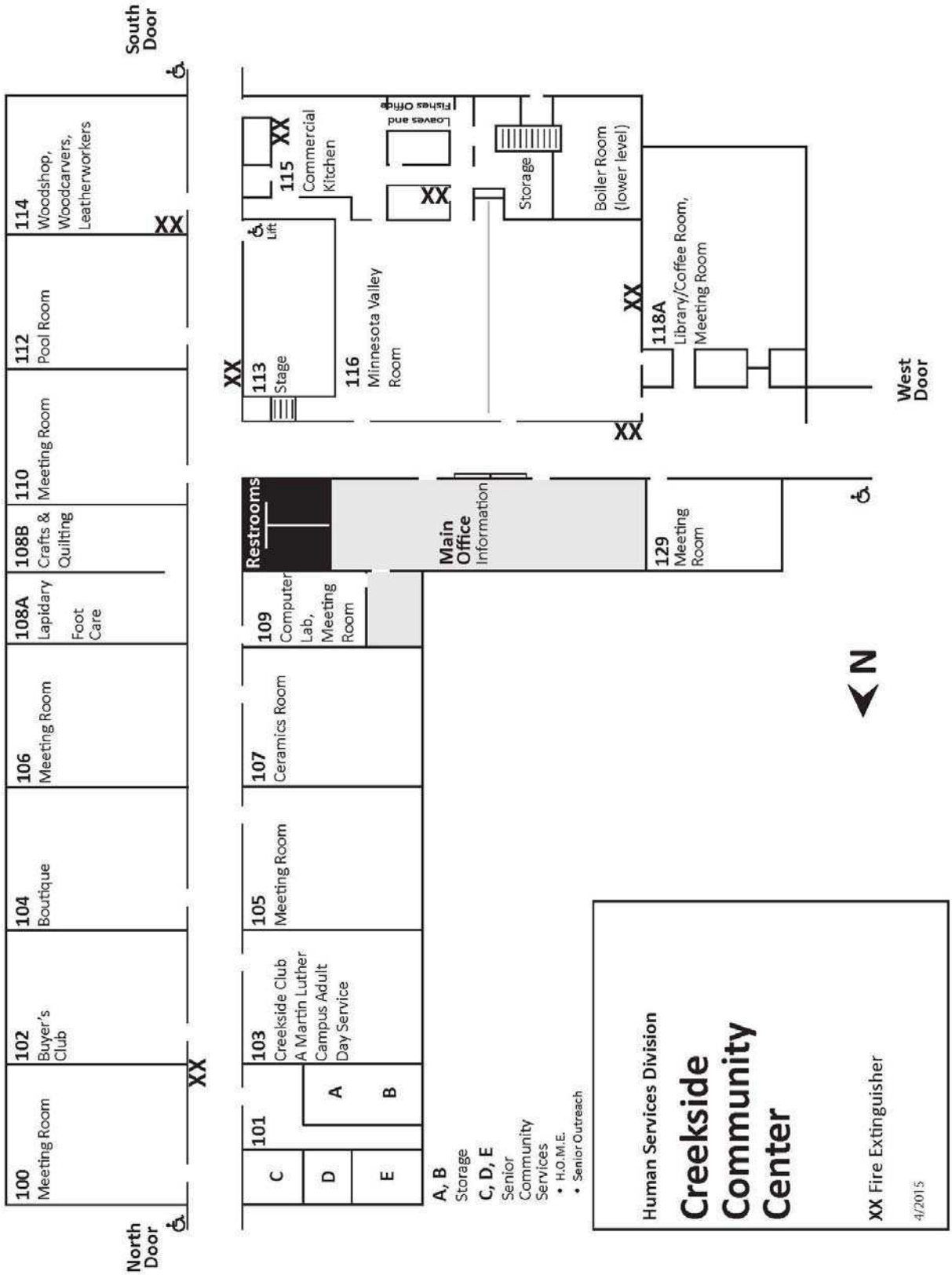
These principles establish the standards against which all quantitative programming studies were evaluated throughout the process. They are reflected in the recommendations, allowing the City to take the next steps toward a full realization of a Bloomington Community Center.

3. EXISTING CREEKSIDE ASSESSMENT

The city of Bloomington hired HGA to conduct a needs assessment for a community center in the city. Part of our scope was to review the condition of the existing Creekside Community Center and determine long term maintenance needs, including associated cost estimates.

A thorough assessment of the existing facility was performed by HGA architectural, structural, mechanical and electrical professionals on January 9, 2015. We recognize some positive aspects of keeping the existing facility, including its central location and the fact that it is well built and maintained. However, several critical issues that require extensive study and cost to correct were noted and are reported in more detail in the following pages. The structural system, while sound, is very inflexible and limits the ability to move interior partitions and to provide appropriate ceilings heights for the community functions the building now hosts. The energy performance of the exterior envelope and roof is grossly inadequate. Leaking from expansion and contraction of the roof needs to be remedied. Many of the HVAC components have long surpassed the end of their useful life and need replacement. The restrooms are inadequate and do not meet current building codes. In addition, the building is not sprinklered for fire protection.

While the 55 year old Creekside Community Center is a solidly built usable structure, it is limiting opportunities for the City of Bloomington to better meet the needs of its residents. Given the findings from the needs assessment process, the lack of flexibility to modify room sizes and heights, and the significant cost to correct existing problems, our recommendation is to look for a new location to accommodate City of Bloomington Community Center programming. This will allow the new facility to be right-sized, accessible, purpose-built and energy efficient for the long-term benefit of the community.


South Door
North Door
West Door
100 Meeting Room
102 Buyer's Club
104 Boutique
106 Meeting Room
108A Lapidary
Foot Care
108B Crafts & Quilting
110 Meeting Room
112 Pool Room
114 Woodshop, Woodcarvers, Leatherworkers
XX
101
A
B
C
D
E
103 Creekside Club A Martin Luther Campus Adult Day Service
105 Meeting Room
107 Ceramics Room
109 Computer Lab, Meeting Room
Restrooms
Main Office
Information
113 Stage
Lift
116 Minnesota Valley Room
115 Commercial Kitchen
Loaves and Fishes Office
Storage
Boiler Room (lower level)
118A Library/Coffee Room, Meeting Room
129 Meeting Room
A, B Storage
C, D, E Senior Community Services
• H.O.M.E.
• Senior Outreach
N
Human Services Division
Creekside Community Center
XX Fire Extinguisher
4/2015

Bloomington Community Center

Needs Assessment

ID	AREA DESCRIPTION	EXISTING	NO. OF SPACES	ASF/ ROOM	ASF TOTAL	NOTES
	Existing Program					
	Meeting Room #100	842	1	842	842	*rental*
	Meeting Room #106	860	1	860	860	*rental*
	Meeting Room #110	860	1	860	860	*rental*
	Meeting Room #101A	124	1	124	124	
	Meeting Room #101B	136	1	136	136	
	Senior Community Services	122	1	122	122	H.O.M.E., senior outreach
	Senior Community Services	122	1	122	122	H.O.M.E., senior outreach
	Senior Community Services	128	1	128	128	H.O.M.E., senior outreach
	Buyer's Club Room #102	830	1	830	830	a food mini-market operated by older adult volunteers
	Boutique Room # 104	830	1	830	830	handcrafted items available for purchase - items are made by community members
	Campus Adult Day Service Room #103	840	1	840	840	Martin Luther Manor Adult Day Service - senior care
	Music Room Room #105	840	1	840	840	*rental*
	Ceramics Room #107	856	1	856	856	
	Lapidary Room #108A	422	1	422	422	
	Crafts & Quilting Room #108B	422	1	422	422	
	Computer Room #109	265	1	265	265	*rental*
	Pool Room #112	860	1	860	860	
	Woodshop Room #114	902	1	902	902	
	Loaves & Fishes Kitchen	482	1	482	482	provides free meals to the hungry
	Library, Coffee Room #118A	1,280	1	1,280	1,280	*rental;* tables & chairs, couches
	Banquet Hall - Minnesota Valley Center	3240	1	3240	3,240	multipurpose: tables/chairs (250), lectures, dinners, music, etc.
	Teen Center Room #129	272	1	272	272	
	Main Office	1372	1	1372	1,372	
	ASF SUBTOTAL				**16,907**	
	GSF	**67 %**			**25,186**	

The Bloomington Creekside Community Center occupies a one-story former elementary school built in 1960 at Penn Avenue South and West 98th Street. The facility is currently filled with a wide variety of community programs and services, and appears to be heavily used. The building itself has been well-maintained, but suffers from several serviceability, flexibility and thermal issues that are typical of buildings constructed in that era. Its future usability for expansion of its present functions or the addition of new ones may be limited by a number of aspects outlined below.

The Community Center building is of non-combustible construction, but without structural fireproofing or a sprinkler system. In 1981, not long after the City purchased it, the building was remodeled to provide updated, code-compliant egress and area separations to accommodate the change from Group E Occupancy (educational purposes through 12th grade) to primarily Group A-3 occupancy (community/recreation assembly purposes). The single story allows for excellent building accessibility, though some interior doors, hardware and hallways, as well as some toilet facilities, are not compliant with The Minnesota Accessibility Code. The overall fixture count of the building, even when including the existing non-accessible individual toilet rooms in classrooms, is less than half of what is required by current codes for a building of this size and type.

We were told that all asbestos containing materials (ACM's) that have been identified have been abated from this facility in the recent past; including the original vinyl-asbestos tile (VAT) that was installed on most floors. Interior partition surfaces are typically painted, both at concrete masonry units (original) and at gypsum board (added by remodeling.) Original ceilings in hallways and classrooms are exposed "acoustic form boards," (part of the original roof deck construction), though a few areas have had lay-in ceilings of acoustic ceiling tile (ACT) added below them. The very few ceiling areas that were observed to have signs of moisture problems were thought to be the result of condensation on steel beams, light fixture housings, ceiling mechanical units and/or structural "bulb tees" when these items are cooled repeatedly by and in close proximity to room air conditioning, then exposed to humid air, possibly after the units are turned off. Floors are primarily covered with carpet where VAT was removed, though several areas in the kitchen, store rooms and a few classrooms have quarry tile floors in very good shape. The original concrete sub-floor slabs on grade appear to be in good condition, with no signs of moisture or vapor problems.

One of the more challenging obstacles to upgrading the spaces and systems of the Creekside Community Center facility is the inflexibility of the structural system as it is integrated into the building's architecture. Because the "finished" underside of the roof deck and its supporting beams are exposed (8'-8" to the bottom of the deck, 7'-8" to the bottom of the steel beams), all horizontal mechanical and electrical systems are also exposed, and those which cross the beams must either penetrate the beams or drop to 7'-4" or lower. In order to conceal any portion of these systems, a ceiling would have to be installed at an unacceptable 7'-0" or lower above the finished floor. Given this aspect of the building's architecture, designing and installing comprehensive renovations of or substantial additions to mechanical, plumbing, electrical and lighting systems would be difficult at best, unless portions of the roof were raised or added onto, and/or unless building additions were placed along one or more sides of the building perimeter.

Exterior building envelope issues pose a less significant architectural obstacle, but a substantial economic one. Approximately 70% of the exterior wall square footage of each classroom is made

up of the original aluminum-framed, single-glazed windows that provide wonderful daylight but also considerable heat loss to each room. Nearly all have been covered with glazed storm panels, improving their performance, but still not reaching the level of today's insulated and/or translucent glazing options. Original construction drawings do not show any insulation in the exterior masonry walls, though more recent notes on existing drawings indicate that some masonry cores may have been filled with vermiculite. There is a noticeable temperature difference between the inside surface of exterior masonry walls and that of interior masonry walls, even in the same room. Though the exterior face brick itself is in relatively good condition, the mortar joints should all be repaired and repointed as necessary, especially at building corners and cabinet unit heater air intake louvers. Control joints may need to be added where mortar joints have severely cracked and separated.

The two-level roof had its built-up roofing (BUR) membrane replaced in 1981, and portions have been patched and/or replaced at various times since. Leaking is evident in several locations and annually requires immediate temporary solutions, typically after the spring thaw cycle. The roof contains much less insulation than is required to meet today's Minnesota Energy Code, and to meet the minimum roof slope requirements of the Minnesota Building Code. This could be remedied during ongoing or future roofing replacements by adding more and better tapered insulation, but would probably require raising the building roof edge height and possibly adding more roof drains. Additional overflow scuppers would also need to be added where required.

Though originally constructed as an elementary school at Penn Avenue South and West 98th Street, this structure is a solidly-built, well-maintained and a very usable 55 year-old building. It appears to be meeting its current functional requirements as home to Bloomington's Creekside Community Center. However, expanding or upgrading these requirements at this current facility will probably be possible only by modifying substantially the building itself and/or adding considerably to its footprint.

Space deficiencies

In addition to the building condition assessment, several space deficiencies were documented by staff to illustrate problems delivering current programs. Consistent issues with overcrowding, lack of adequate storage, limited maneuverability, and inappropriate spaces for music and fitness were documented. While the facility is heavily used as a public gathering space, its character, spatial qualities of height and scale and interior finishes do not support this function. The following images illustrate many of the reasons Creekside does not have the capacity to deliver current programs.

Space deficiencies in existing Creekside.

On January 9, 2015, a site visit was made to observe the structural condition of existing Creekside Community Center building. All information and recommendations within this report come from visual observation during the tour, as well as existing drawings provided to HGA by the City of Bloomington. Original structural plans were included in the set provided, but no sections or detail drawings. This report contains only visual observations of the condition of the structure. Structure obscured by finishes or grade are not able to be observed and are not included in this report.

Existing Structural System Description

Originally constructed as an elementary school building in 1960, the one-story structure consists of exposed steel roof beams supporting gypsum concrete bulb-tee slabs. The steel beams are supported on load bearing concrete masonry bearing walls positioned between classrooms and on each side of the central corridor. The building is supported on conventional spread footings.

Twelve-inch deep steel beams are typically spaced at eight-feet on center and span approximately 32-feet from the exterior wall to interior corridor CMU bearing walls. The steel beam supports at the exterior glass wall consist of WT columns placed at each beam. The supports at the interior masonry wall consist of steel bearing plates with the beams cantilevering to the corridor centerline with a simple bolted connection to the opposing beam for shear transfer only. The steel beams are exposed and detailed with holes in the corridor to allow pipes to pass through. The dimension from the floor slab to the bottom of the beam is only approximately seven to eight-feet, which leaves very little space for services distribution below the beams.

A three and a half-inch deep gypsum slab spans approximately two-feet to steel tee shapes with bulbed ends at the webs of each tee. This tee acts compositely with the concrete slab and spans the eight feet between steel beams. The form for the slab is the acoustic ceiling panel visible within each room. The roof deck is shown with expansion joints at every other room CMU partition. These joints generally align with double parapets at the roofing expansion joints.

The former gymnasium uses 24-inch deep long-span open-web steel joists to span between masonry side walls supporting the same gypsum tee-bulb roof system. A light-gauge ceiling structure is hanging below the trusses and has been added in a previous renovation.

The floor slab is shown as four-inches thick, cast on grade, with welded wire fabric reinforcing. The mechanical room is recessed approximately six-feet below the main floor slab and uses an eight-inch reinforced slab on grade. Reinforced concrete basement walls retain the soil and reinforced concrete slabs and beams cap the portions of the mechanical room with occupied space above. Reinforced concrete tunnels provide supply and return air connections between the mechanical room and the gymnasium.

Basement Structural Condition
The condition of structural concrete for the basement walls, visible within the mechanical room, was very good. No evidence of water leaks through the walls was observed. Wall cracks are not significant and not unusual for this type of construction. The concrete slab on grade had evidence of paint peeling, a symptom of water vapor transmission through the slab, but no other evidence of water was observed in the basement. Slab cracks are not significant and not unusual for this type of construction.

Main Floor Slabs
The original vinyl tile has been replaced with carpet in the corridors and most meeting rooms, and ceramic tile in other rooms. While not directly observable, cracks in the slab on grade would reflect through the ceramic tile, and this was not observed. No moisture vapor issues were reported or observed.

Roof Structure
The structure of the roof had no visible distortion or distress. One location in one room had limited surface rust on the bottom of the bulb-tees. As this location was adjacent to a fan coil unit and not at midspan where one would expect roof water ponding, it is not likely the result of roof leaking, but of condensation. The surface rust is very light and does not affect performance.

Masonry Walls
Interior masonry load bearing walls were in excellent condition with very limited cracks visible. The cracks noted at corners of load bearing and non-load bearing walls are small and do not affect structural performance.

Exterior Observations
Photographs of the roof in summer indicate that some portions of the roof are ponding water and not draining properly. The roof slope seems very flat and roof scuppers quite distant from the roof drains. The drainage should be repaired and brought up to code to prevent overloading of the roof structure due to ponding of water.

The facilities manager reported that annual roof leaks need to be repaired each spring at the northwest corner of the gymnasium roof projection above the main roof. The roofing in this location seemed spongy. Because of the location of this re-entrant corner with respect to the expansion joints, it appears that thermal expansion and contraction of the low roof is being restrained by the walls above the low roof, causing rupture of the roof seal. The roof deck also changes span direction at this location. When the roof is next replaced, expansion joints should be added to fix this condition.

Summary

Many of the HVAC components have long surpassed their generally accepted useful economic life. Specifically, the gymnasium air handling unit, chiller, fan-coil cooling units and unit ventilators are all forty years old or older. These systems would need to be significantly upgraded for a building renovation, both to overcome some critical shortcomings, and to comply with current ventilation codes and standards.

The addition of partial air conditioning in 1977 appears to have created some problems with localized corrosion from condensation due to the lack of conditioned of makeup air. Metal building components (including light fixtures and chilled water piping insulation) in the direct path of the cooled air discharging from chilled water fan coil units is chilled below the dewpoint of the surrounding air. Condensation likely forms on the cool surfaces after the fan coil units are shut down. This condition exists to varying degree in nearly all of the areas cooled by ceiling mounted fan coil units.

Restrooms are inadequate by current codes. The building is not sprinkled for fire protection.

Upgrades should include:

- Ventilation to meet current code requirements based on the occupancies and building usage, and to provide adequate makeup air for restroom exhaust and the woodshop dust collection system.
- Abandon the concrete air tunnels and provide ventilation air to the gymnasium through new ductwork.
- Consolidation and upgrade of toilet facilities.
- Replacement of aged mechanical equipment that is no longer suitable for the intended service.
- Evaluation of fire protection requirements.

Existing Mechanical System Description

The original building mechanical systems were designed around a heating/ventilating concept, provided by the basement air handling unit through underground ducts and concrete air tunnels to the gymnasium and administrative office areas, and to classrooms by gas-fired and/or hydronic unit ventilators in conjunction with operable windows. Administrative offices had supplemental heating provided by perimeter hot water radiation. The concrete air tunnels appear to be still in service for the gymnasium.

A chiller was added in 1977, with chilled water pumped to fan-coil air conditioning units in classrooms. A chilled water coil was added to the original basement air handler to provide conditioned air to the gymnasium. The concrete air tunnels serving the gymnasium are still in service. The tunnels themselves were not accessible for evaluation.

Air conditioning and ventilation for the administrative offices is now provided by a rooftop air conditioning system installed in 1996.

The kitchen was remodeled in 1982 with a dedicated air conditioning unit providing makeup air for the exhaust hood. The existing rooftop unit appears to have been replaced since the 1982 upgrade.

Ventilation and Exhaust

Mechanical ventilation is provided in the following locations:

- Old gymnasium: through existing air handler, original to building.
- Offices and spaces served by packaged rooftop air conditioning equipment.
- During the heating season, through original unit ventilators to rooms in which these units are installed. No mechanical ventilation is provided during the cooling season.
- Kitchen: through the rooftop air handling unit that provides makeup for hood exhaust.

Each of these sources has limited capability to meet the building's ventilation requirements. The woodshop dust collection system recirculates filtered air into the woodshop.

The central lavatories and individual restrooms do not appear to be provided with a direct source of makeup air. As part of a major renovation, consider removing the small restrooms to simplify ventilation/exhaust systems. Exhaust fans all appear to be replacements of original units, but actual age is unknown.

Rust was observed on metal portions of the ceiling system and light fixtures that are in the direct path of supply air from the ceiling mounted cooling units (fan-coils) in a few locations: Buyer's Club room where food is packaged and cooling is used for more hours than in other spaces, and in remodeled offices that have suspended acoustical ceilings, where air conditioning is presumed to be used for more hours of the year. This suggests that the building experiences high humidity in cooling season. The metal components are cooled and moisture condenses on the cold surfaces. When this is repeated consistently for years, the steel surfaces rust (Mech 2, Mech 3).

Black staining was observed on piping insulation that shows signs of compromised vapor barrier, specifically in the vicinity of the rusted ceiling system components.

Mechanical Cooling

The chiller is thirty-eight years old (1977). The current location is large enough for a replacement unit of larger capacity. Owner noted problems with compressor failures. The chiller uses an indoor evaporator and the refrigerant is presumed to be R-22. No refrigerant detection system or emergency refrigerant ventilation system was observed in the mechanical room. A system upgrade could use a packaged air-cooled chiller located entirely outdoors, with chilled water piping between the building and chiller. The system does not use glycol and is not drained for the heating season.

The existing AHU in the basement is original to the building. The basement mechanical room has sufficient space for a new air handler with greater capacity.

Newer air handling units:

- Kitchen remodel: 1982. The existing unit appears to be ten years old or less. It provides conditioned makeup air for the exhaust hood.
- Office remodel: 1996. Unit provides ventilation, cooling and heating.

Heating Systems
Existing boilers have redundant capacity based on comments from Owner, who noted that on the coldest days only three of the five units are running.

Boilers were installed in 1990. Boilers may have ten years of useful life remaining, but the ASHRAE economic life is not more than 25 – 30 years depending on type.

Heating water is glycol, maintained on a service contract with Owens.

Building Storm Drains
Roof drains along the main north-south wing of the building are located approximately 32-feet from the overflow scuppers at the east parapet. To achieve the code-maximum overflow elevation difference of two-inches, roof slope is limited to 1/16" per foot, less than current codes require. The current roof drain system and interior storm drain piping could be used in conjunction with a redesigned roof insulation system, or abandoned and replaced with a scupper system.

Plumbing
Plumbing fixtures are in reasonably good condition. Copper piping appeared in good condition where it was observable, but a few isolated locations showed localized corrosion.

Failure of above-ground cast iron piping has been reported in many buildings of this vintage. Non-destructive ultrasonic testing in conjunction with visual examination is recommended for rainwater leaders, should an addition or renovation be considered.

April 2015 update provided by Human Services:
Creekside has galvanized pipes, which can create tuberculates (deposits) inside the supply piping over time. As galvanized iron water lines age, the interior of the pipe gets clogged with mineral deposits. Galvanized pipes are prone to rust and corrosion.

Testing as recent as April 2015 indicated larger than normal amounts of deposits from piping connected to the commercial dishwasher has created issues in keeping the equipment up to standards.

Electrically, the building interior is essentially as it was in 1960 when it opened as an elementary school. There have been minor remodels in the kitchen and office areas, added IT infrastructure, added air conditioning and an external emergency generator installed when the city bought the building and made it a designated emergency shelter.

The existing building service is a 120/208V three-phase 800A underground service from an Xcel pad mounted transformer (225 kVA) outside the east wall of the building. The existing building is approximately 25,137 square feet. This load equates to 11.45 Watts/SF for a maximum load. In the summer with a large cooling load, the service is near to capacity. The Xcel service feeds the transfer switch mounted at the emergency generator. The generator then feeds into the building via a main disconnect switch in the boiler room. The chiller is tapped off the Xcel service and is not backed up by the generator.

Electrical service equipment is in good condition; however, it is original FPE brand equipment. FPE circuit breakers are known for not tripping (opening) under short circuits and are therefore unsafe. Panel replacement should be included as a maintenance item. The feeder distribution panel is located in a storeroom across from the kitchen. From this location, panels near the gym, each classroom wing, boiler room and kitchen provide power for lighting and receptacle circuits. This storeroom area also has very low structure, which would hinder adding feeders to the existing distribution panel. The equipment in each location has adequate clearance to the front and working space from side to side.

Interior lighting is a mix of fluorescent and incandescent, with exterior and site being mostly high-pressure sodium. The interior fluorescent lighting has been mostly retrofitted to T-8 lamps and electronic ballasts. There are some locations with T-12 lamps remaining. There is limited battery pack egress lighting and battery pack exit signs. LED site and exterior lighting should be considered for energy savings and reduced maintenance.

The building has a fiber optic service for phone and data connections. Fiber entrance is in the lower level boiler room near the electric service equipment. On the main floor level there is a small storage room with IT equipment on wall-mounted racks in the office area. Typical practice is to have a telecom closet for IT equipment and cabling to terminate in that has a separate cooling system to provide 24/7 system cooling.

There is a minimal fire alarm system in the building with limited automatic, notification and manual system. The existing Honeywell system is not code compliant. The existing system is a line voltage (120-volt) system and parts are no longer manufactured. The building is not sprinklered. The fire alarm system should be replaced with modern equipment and in compliance with current codes.

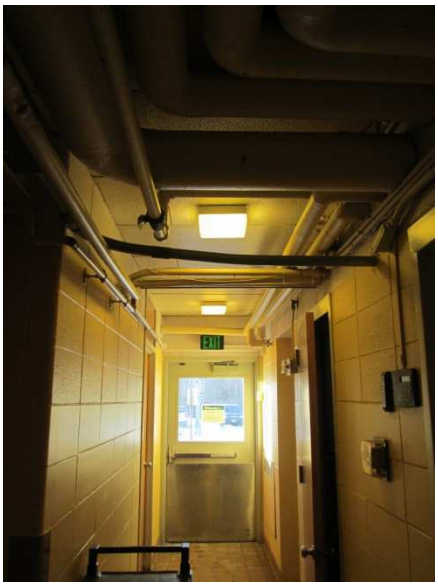
There is an existing paging system in the rooms and corridors of the building. It is also used for background music.

In summary, the existing electrical system is in fair condition, yet operates near maximum load to serve current needs. Any expansion will require a new enlarged three-phase service.

Exterior entrance to Creekside Community Center.

Ceramic classroom.

Main corridor showing services below ceiling.



Minor corridor showing service below ceiling.

Existing toilet facilities do not meet current codes.

Acoustic form board ceiling is part of original roof deck construction.

A few areas have lay-in ceilings of acoustic ceiling tile (ACT).

Evidence of moisture problems is visible.

Some floors appear to be in very good condition.

Some floors appear to be in very good condition.

Low ceilings and exposed mechanical and electrical systems contribute to inflexibility of spaces.

Glazed storm panels cover most original single glazed windows.

Repair and repointing mortar joints is recommended.

Original unit ventilator.

Better insulation and tapering is recommended with roof replacement.

Xcel pad mounted transformer (225 kVA) outside the east wall of the building.

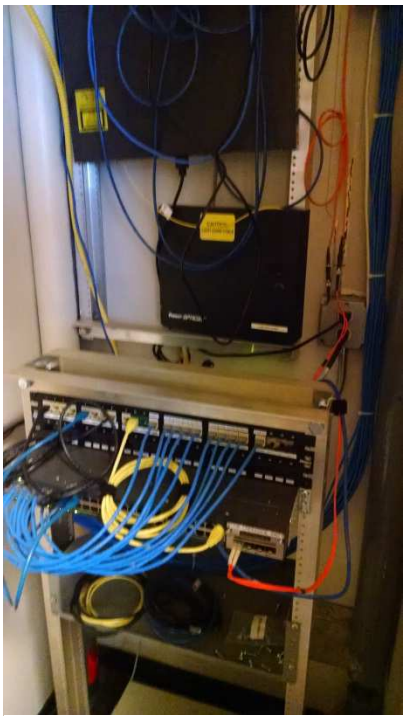
Transfer switch mounted at the emergency generator.

Main disconnect switch in the boiler room.

The chiller is tapped off the Xcel service and is not backed up by the generator.

Original FPE brand electrical service equipment.

Interior lighting is a mix of fluorescent and incandescent.



Wall mounted IT equipment without separate cooling system.

Existing Honeywell fire alarm system is not code compliant.

City of Bloomington

Bloomington, MN

Building Assessment Study Estimate Forecast

Architecture | Engineering | Planning

Creekside Community Ctr. Bldg. Assessment

HGA Comm. # : 2064-002-00 Date: 20-Apr-15

	Description of Work	**Total $**
1.	*New sprinkler system*	$218,129
2.	*Restroom addition - 700 SF*	$285,313
3.	*Cosmetic interior improvements to moisture*	$6,284
4.	*Window replacement*	$516,875
5.	*Re-point exterior face brick walls*	$95,875
6.	*Raise roof edge of exterior block walls 2'-0"*	$628,725
7.	*New building HVAC/cooling systems*	$1,183,155
8.	*Replace gym AHU, chiller, fan coil cooling & unit ventilators*	$67,375
9.	*Replace distribution panel with larger capacity*	$215,625
10.	*Cooling system @ telecom closet*	$25,000
11.	*Misc. electrical upgrades*	$78,125
12.	*New fire alarm system*	$187,500
13.	*Remove/replace ashphalt parking and curbs*	$544,223

Total Construction Cost	**$4,052,204**
Const. Escalation to Midpoint Mar. 1, 2016 - 6%	$243,132
Total Construction Cost w/Escal.	**$4,295,336**

Clarifications/Qualifications

1. *This estimate is for budget purposes only.*
2. *No hazardous material or asbestos abatement included.*
3. *No off hour or premium time figure, all work figure at normal working hours.*

City of Bloomington

Bloomington, MN

Building Assessment Study Estimate Forecast

Architecture | Engineering | Planning

Bldg. Assessment - Detail

HGA Comm. # : 2064-002-00 20-Apr-15

1. **New sprinkler system**				
New fire water supply line (Allowance)	150	LF	$75.00	**$11,250.00**
Interior wall demo/repair (Allowance)	50	EA	$500.00	**$25,000.00**
Fire sprinkler system	25,137	SF	$5.50	**$138,253.50**
Contractor O&P	1	LS		**$43,625.88**
Total				**$218,129.38**
2. **Restroom Addition**				
Water closets	14	EA	$3,000.00	**$42,000.00**
Lav. sinks	13	EA	$2,500.00	**$32,500.00**
Special fixtures - water coolers	2	EA	$3,750.00	**$7,500.00**
Exhaust Fan	11	EA	$250.00	**$2,750.00**
Electrical - lighting & power	700	SF	$25.00	**$17,500.00**
Toilet room finishes	700	SF	$180.00	**$126,000.00**
Contractor O&P	1	LS		**$57,062.50**
Total				**$285,312.50**
3. **Cosmetic improvements to moisture problems**				
Cosmetic repair of exist. ceilings	2,514	SF	$ 2.00	**$5,027.40**
Contractor O&P	1	LS		**$1,256.85**
Total				**$6,284.25**
4. **Window replacement**				
Remove exist. windows/rough bucks	5,015	SF	$15.00	**$75,225.00**
New Windows	5,015	SF	$65.00	**$325,975.00**
Rough carpentry/hardware	2,000	LF	$3.65	**$7,300.00**
Caulking	2,000	LF	$2.50	**$5,000.00**
Contractor O&P	1	LS		**$103,375.00**
Total				**$516,875.00**
5. **Re-point exterior face brick walls**				
Re-point exterior face brick walls	3,068	SF	$25.00	**$76,700.00**
Contractor O&P	1	LS		**$19,175.00**

	Total			**$95,875.00**

6. **Raise roof edge of building**

Demo exist. roof edge flashing/rough carpentry	675	LF	$5.00	**$3,375.00**
Demo exist. roof	25,137	SF	$3.00	**$75,411.00**
Add new face brick/masonry parapet wall.	1,350	SF	$58.00	**$78,300.00**
Scuppers	8	EA	$750.00	**$6,000.00**
New EPDM roof system w/tapered insulation	25,173	SF	$11.00	**$276,903.00**
Roof blocking	2,025	LF	$3.75	**$7,593.75**
Cap flashing	675	LF	$25.00	**$16,875.00**
New expansion joints (Allowance)	350	LF	$15.00	**$5,250.00**
Roof Drains	6	EA	$3,500.00	**$21,000.00**
Fill exist. back-up block walls with vermiculite	3,068	SF	$4.00	**$12,272.00**
Contractor O&P	1	LS		**$125,744.94**
	Total			**$628,724.69**

7. **New HVAC/cooling systems**

Demo exist. ductwork	25,137	SF	$2.00	**$50,274.00**
Demo AHU	1	EA	$2,500.00	**$2,500.00**
Demo Chiller	1	EA	$2,000.00	**$2,000.00**
Demo Fan Coil Units	24	EA	$500.00	**$12,000.00**
Demo Unit Ventilators	4	EA	$500.00	**$2,000.00**
New AHU	25,000	CFM	$8.00	**$200,000.00**
VAV box	21	EA	$1,500.00	**$31,250.00**
CUH	4	EA	$3,500.00	**$14,000.00**
New AC Chiller	75	TN	$700.00	**$52,500.00**
Heating /cooling piping	25,000	SF	$5.00	**$125,000.00**
Supply/exhaust air ductwork	30,000	LBS	$6.00	**$180,000.00**
Diffusers/registers/grilles	25,000	SF	$1.50	**$37,500.00**
Duct Insulation	25,000	SF	$3.00	**$75,000.00**
Pipe Insulation	25,000	SF	$1.50	**$37,500.00**
Temperature Control	25,000	SF	$5.00	**$125,000.00**
Contractor O&P	1	LS		**$236,631.00**
	Total			**$1,183,155.00**

8. **Replace gym AHU, chiller, fan coil cooling and unit ventilators**

Equipment demolition	1	LS	$10,000.00	**$10,000.00**
New AHU	2,500	CFM	$9.00	**$22,500.00**

New chiller	8	TN	$800.00	**$6,400.00**
New fan coil cooling	1	LS	$10,000.00	**$10,000.00**
New unit ventilators	2	EA	$2,500.00	**$5,000.00**
Contractor O&P	1	LS		**$13,475.00**
Total				**$67,375.00**

9. **Replace distribution panel and associated room panels**

Remove exist. main panel	1	EA	$15,000.00	**$15,000.00**
Remove exist. room panels	15	EA	$5,000.00	**$75,000.00**
New 120/208V 3 phase 800A panel	1	EA	$30,000.00	**$30,000.00**
New feeder panels	15	EA	$3,500.00	**$52,500.00**
Contractor O&P	1	LS		**$43,125.00**
Total				**$215,625.00**

10. **Cooling system at telecom closet**

IT closet cooling/room power	1	EA	$5,000.00	**$5,000.00**
IT closet cooling system	1	EA	$15,000.00	**$15,000.00**
Contractor O&P	1	LS		**$5,000.00**
Total				**$25,000.00**

11. **Misc. electrical upgrades**

Chiller emergency back-up	1	EA	$50,000.00	**$50,000.00**
Battery pack egress lighting	5	EA	$1,500.00	**$7,500.00**
Battery pack exit signs	5	EA	$1,000.00	**$5,000.00**
Contractor O&P	1	LS		**$15,625.00**
Total				**$78,125.00**

12. **New fire alarm system**

Remove exist. fire alarm	25,000	SF	$1.00	**$25,000.00**
Fire Alarm	25,000	SF	$5.00	**$125,000.00**
Contractor O&P	1	LS		**$37,500.00**
Total				**$187,500.00**

13. **New parking lot**

Remove exist. asphalt	94,471	SF	$0.55	**$51,959.05**

Bldg. Assessment - Detail

HGA Comm. # : 2064-002-00 20-Apr-15

remove exist. curbs	3,250	LF	$5.00	**$16,250.00**
New asphalt	10,497	SY	$25.00	**$262,419.44**
New curbs	3,250	LF	$15.00	**$48,750.00**
Paint stalls	200	EA	$25.00	**$5,000.00**
Pavement Markings	20	EA	$50.00	**$1,000.00**
Site Lighting	10	EA	$5,000.00	**$50,000.00**
Contractor O&P	1	LS		**$108,844.62**
Total				**$544,223.12**

Construction Cost Total	**$4,052,203.93**

4. MARKET ANALYSIS

Section I – Demographic Summary & Market Review

Ballard*King & Associates as part of a larger project team assisted the City of Bloomington with the completion of a feasibility study for an indoor community recreation center.

The following is a summary of the basic demographic characteristics of the identified service areas along with recreation and leisure participation standards as produced by the National Sporting Goods Association.

Service Areas: The goal of a new facility in the City of Bloomington would be to serve the needs of the residents. However, it is recognized that the facility would serve a slightly larger geographic area. As such the boundaries of the City of Bloomington have been identified as the primary service area and a slightly larger area has been identified as the secondary service area.

Primary Service Areas are usually defined by the distance people will travel on a regular basis (a minimum of once a week) to utilize a facility or its programs. Use by individuals outside of this area will be much more limited and will focus more on special activities or events (tournaments, etc.).

Service areas can vary in size with the types of components that are included in a facility. A center with active elements (pool, weight cardiovascular equipment area, gym, track, etc.) will generally have a larger service area than a more passively oriented facility. Specialized facilities such as a sports field house, ice arena or large competitive aquatic venue will have even larger service areas that make them more of a regional destination.

Service areas can also be based upon a facility's proximity to major thoroughfares. Other factors impacting the use as it relates to driving distance are the presence of alternative service providers in the service area. Alternative service providers can have an impact upon membership, daily admissions and the associated penetration rates for programs and services. The presence of alternative service providers can also have an impact on the number and frequency of events that could be held at a specialized facility.

Service Area Comparison Chart:

	City of Bloomington	Secondary Service Area
Population:		
2010 Census	82,893	174,026
2014 Estimate	84,592	177,349
2019 Estimate	88,279	184,815
Households:		
2010 Census	35,905	75,206
2014 Estimate	36,799	76,840
2019 Estimate	38,472	80,189
Families:		
2010 Census	21,618	44,649
2014 Estimate	22,013	45,279
2019 Estimate	22,919	47,004
Average Household Size:		
2010 Census	2.28	2.29
2014 Estimate	2.27	2.28
2019 Estimate	2.27	2.28
Ethnicity:		
Hispanic	7.5%	8.9%
White	78.2%	76.3%
Black	7.5%	8.3%
American Indian	0.4%	0.5%
Asian	6.4%	6.8%
Pacific Islander	0.1%	0.1%
Other	4.0%	4.7%
Multiple	3.4%	3.3%
Median Age:		
2010 Census	42.8	40.7
2014 Estimate	43.4	41.4
2019 Estimate	44.1	42.3
Median Income:		
2014 Estimate	$61,129	$62,959
2019 Estimate	$73,520	$75,597
Household Budget Expenditures[1]:		
Housing	117	122
Entertainment & Recreation	116	121

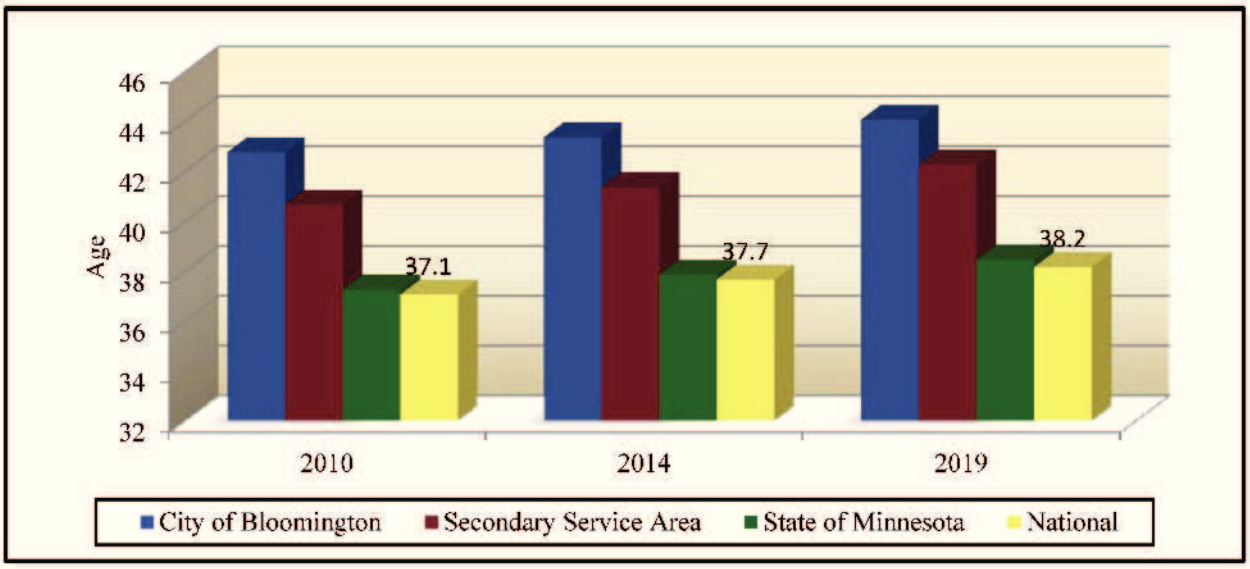
[1] This information is placed on an index with a reference point being the National average of 100.

Age and Income: The median age and household income levels are compared with the national number as both of these factors are primary determiners of participation in recreation activities. The lower the median age, the higher the participation rates are for most activities. The level of participation also increases as the median income level goes up.

Table A – Median Age:

	2010 Census	2014 Projection	2019 Projection
City of Bloomington	42.8	43.4	44.1
Secondary Service Area	40.7	41.4	42.3
State of Minnesota	37.3	37.9	38.5
Nationally	37.1	37.7	38.2

Chart A – Median Age:



The median age in the City of Bloomington and the Secondary Service Area is significantly greater than the State and National. The median age for the State of Minnesota is slightly higher than the National number. This higher median age points to a significant presence of older families, Baby Boomers, retirees and seniors. It will be important to include components in a facility that all segments of the population can utilize.

Map A – Median Age by Census Block Group:

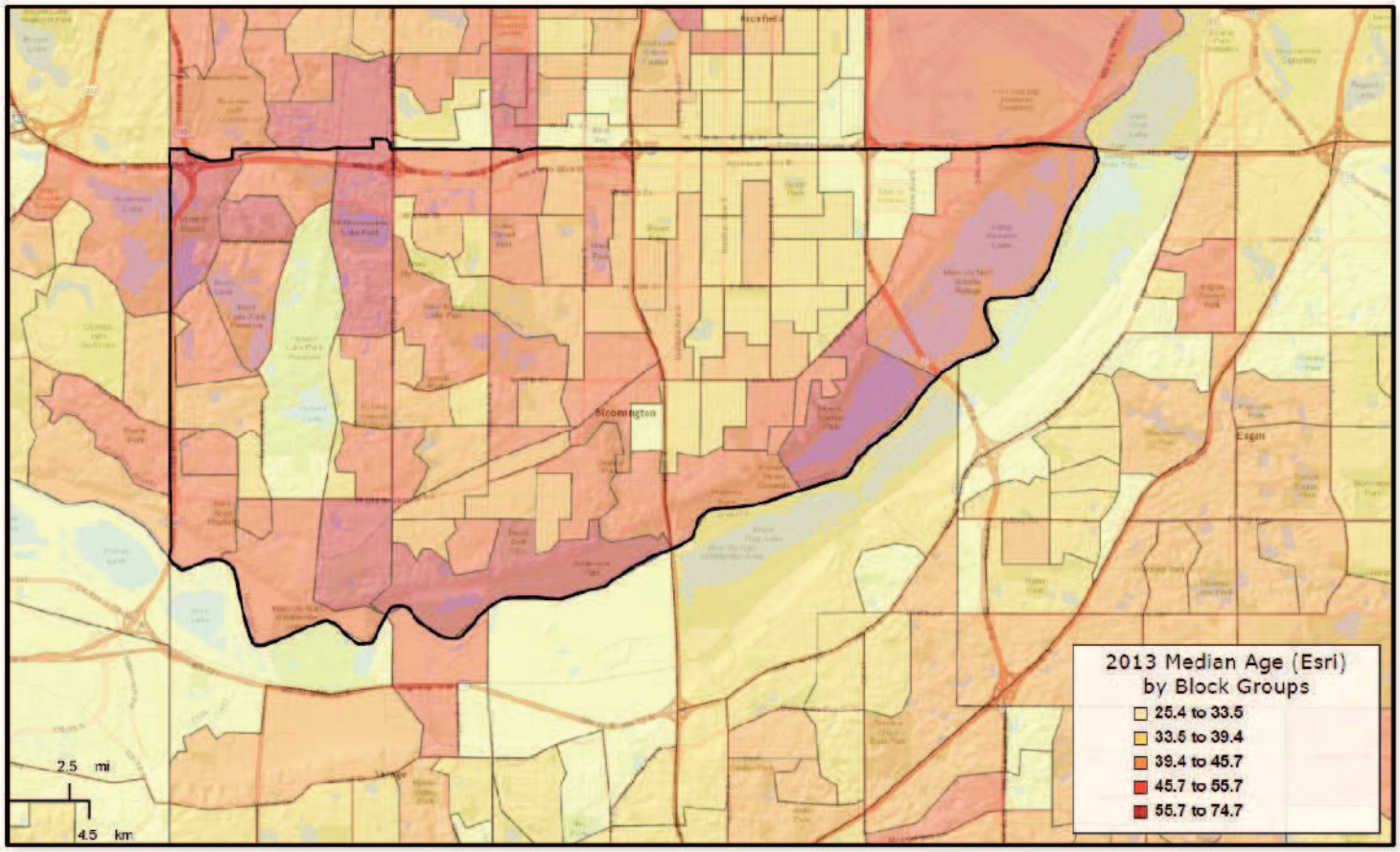
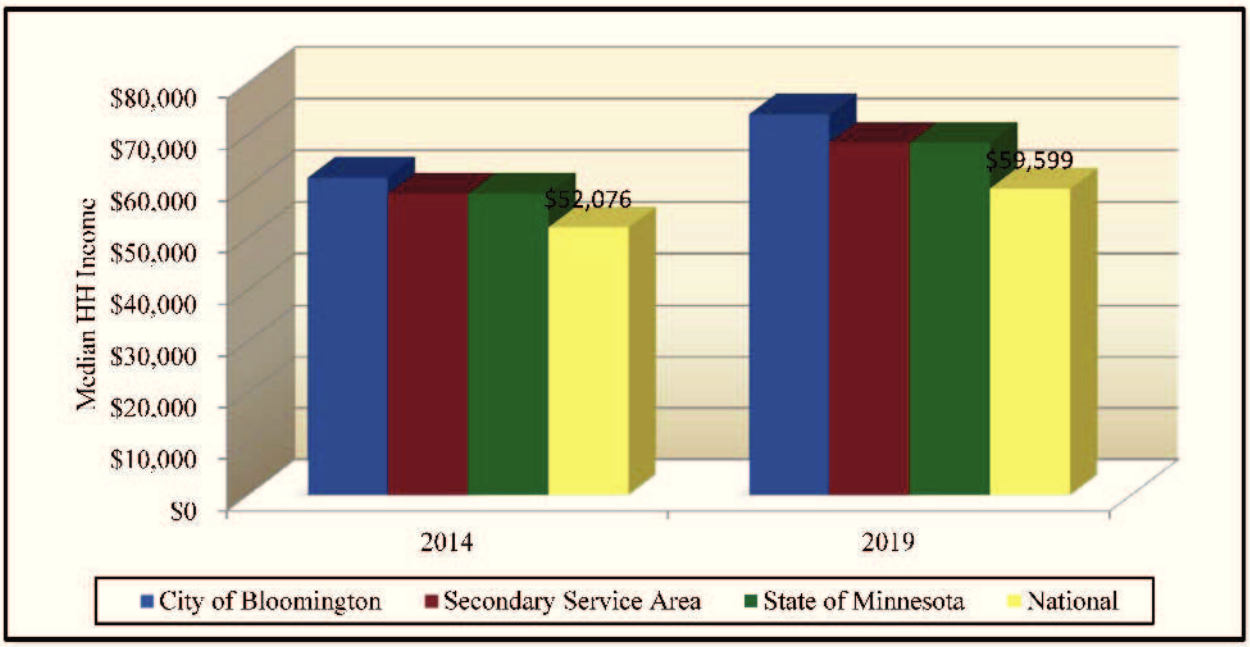


Table B – Median Household Income:

	2014 Estimate	2019 Projection
City of Bloomington	$61,129	$73,520
Secondary Service Area	$62,959	$75,597
State of Minnesota	$58,634	$68,448
Nationally	$52,076	$59,599

Chart B – Median Household Income:

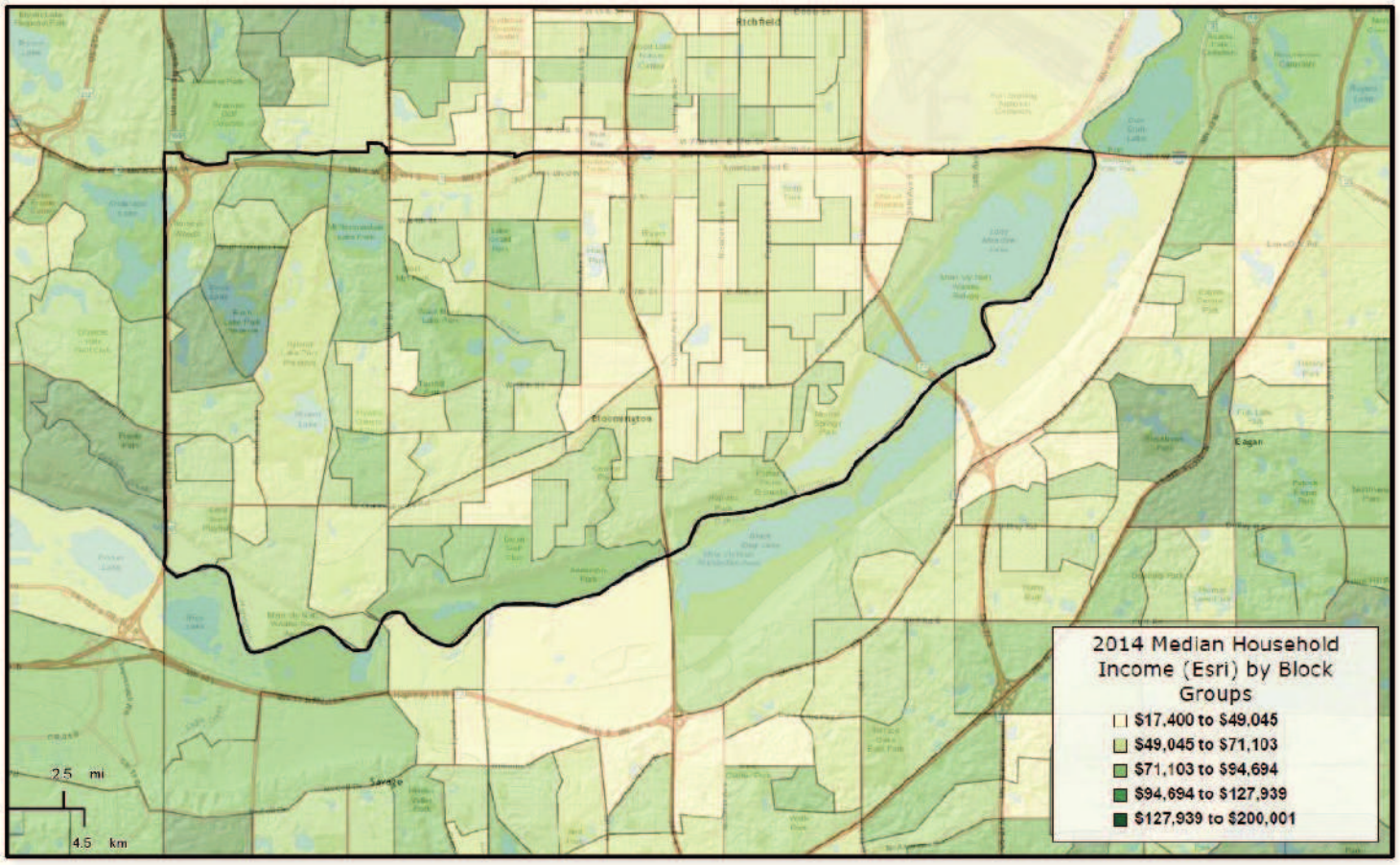


In the City of Bloomington, the percentage of households with a median income over $50,000 per year is 60.1% compared to 52.2% on a national level. Furthermore, the percentage of the households in the service area with a median income less than $25,000 per year is 14.7% compared to the level of 23.8% nationally.

In the Secondary Service Area, the percentage of households with a median income over $50,000 per year is 61.1% compared to 52.2% on a national level. Furthermore, the percentage of the households in the service area with a median income less than $25,000 per year is 15.8% compared to the level of 23.8% nationally.

The median household income in the State of Minnesota and the service areas is higher than the National number. This higher median household income must be balanced with the overall cost of living in the service area; however it may point to the ability to pay for recreation services and facilities.

Map B – Median Household Income by Census Block Group:



In addition to taking a look at Median Age and Median Income, it is important to examine Household Budget Expenditures. In particular looking at housing information (shelter, utilities, fuel and public services) along with entertainment and recreation can provide a snapshot into the cost of living and spending patterns in the services areas. The table below looks at that information and compares the service areas.

Table C – Household Budget Expenditures[2]:

City of Bloomington	SPI	Average Amount Spent	Percent
Housing	117	$24,464.68	30.8%
Shelter	118	$18,886.95	23.8%
Utilities, Fuel, Public Service	113	$5,577.73	7.0%
Entertainment & Recreation	116	$3,751.84	4.7%

Secondary Service Area	SPI	Average Amount Spent	Percent
Housing	122	$25,647.42	30.9%
Shelter	124	$19,864.06	23.9%
Utilities, Fuel, Public Service	117	$5,783.35	7.0%
Entertainment & Recreation	121	$3,913.99	4.7%

State of Minnesota	SPI	Average Amount Spent	Percent
Housing	108	$22,542.30	30.0%
Shelter	107	$17,167.93	22.9%
Utilities, Fuel, Public Service	109	$5,374.37	7.2%
Entertainment & Recreation	111	$3,595.85	4.8%

SPI: Spending Potential Index as compared to the National number of 100.

Average Amount Spent: The average amount spent per household.

Percent: Percent of the total 100% of household expenditures.

Note: Shelter along with Utilities, Fuel, Public Service are a portion of the Housing percentage.

[2] Consumer Spending data are derived from the 2004 and 2005 Consumer Expenditure Surveys, Bureau of Labor Statistics. ESRI forecasts for 2014 and 2019.

Chart C – Household Budget Expenditures Spending Potential Index:

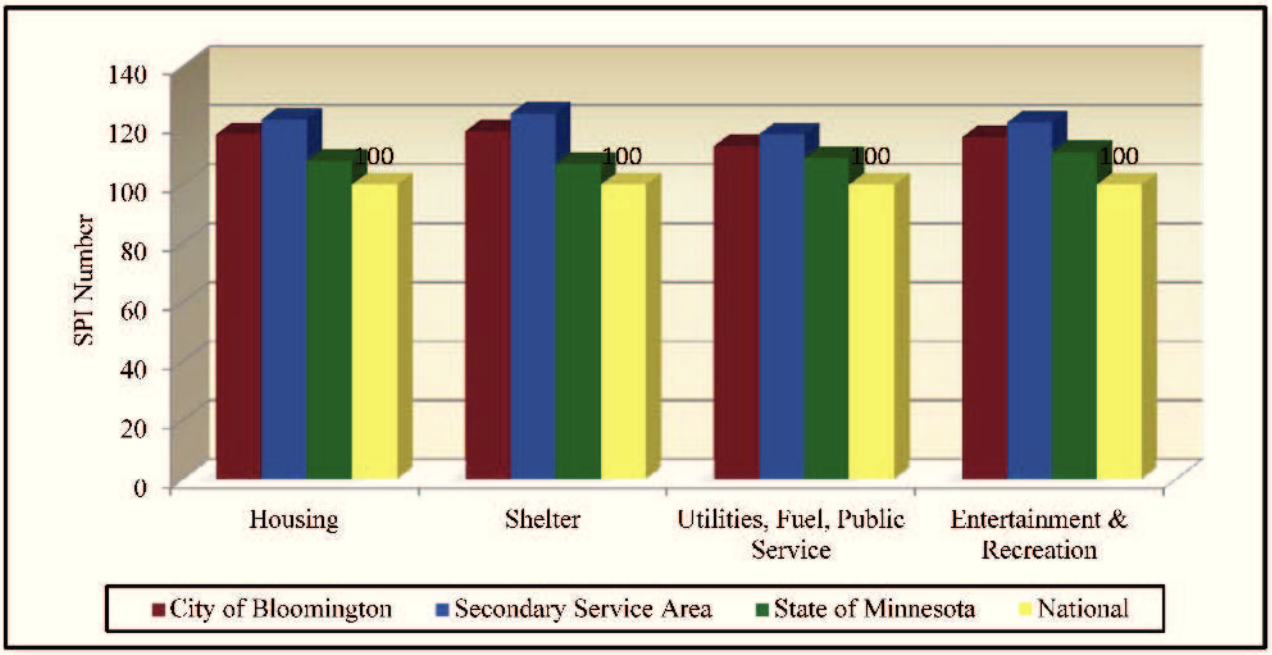


Chart C illustrates the Household Budget Expenditures Spending Potential Index in the service areas. There is consistency between the Household Budget Expenditures SPI and the Median Household Income. That consistency is positive in that the overall cost of living appears to be slightly higher while the median household income is also slightly higher. This points to the ability to pay for recreation services and facilities.

It will be important to keep this information in mind when developing a fee structure and looking at an appropriate cost recovery philosophy for the facility.

Recreation Expenditures Spending Potential Index: Through the demographic provider that B*K utilizes for the market analysis portion of the report, we are able to examine the overall propensity for households to spend dollars on recreation activities. The following comparisons are possible.

Table D – Recreation Expenditures Spending Potential Index[3]:

City of Bloomington	SPI	Average Spent
Fees for Participant Sports	120	$140.76
Fees for Recreational Lessons	121	$144.55
Social, Recreation, Club Membership	121	$202.40
Exercise Equipment/Game Tables	99	$73.85
Other Sports Equipment	106	$8.25

Secondary Service Area	SPI	Average Spent
Fees for Participant Sports	126	$148.03
Fees for Recreational Lessons	127	$152.38
Social, Recreation, Club Membership	128	$213.15
Exercise Equipment/Game Tables	103	$77.25
Other Sports Equipment	110	$8.57

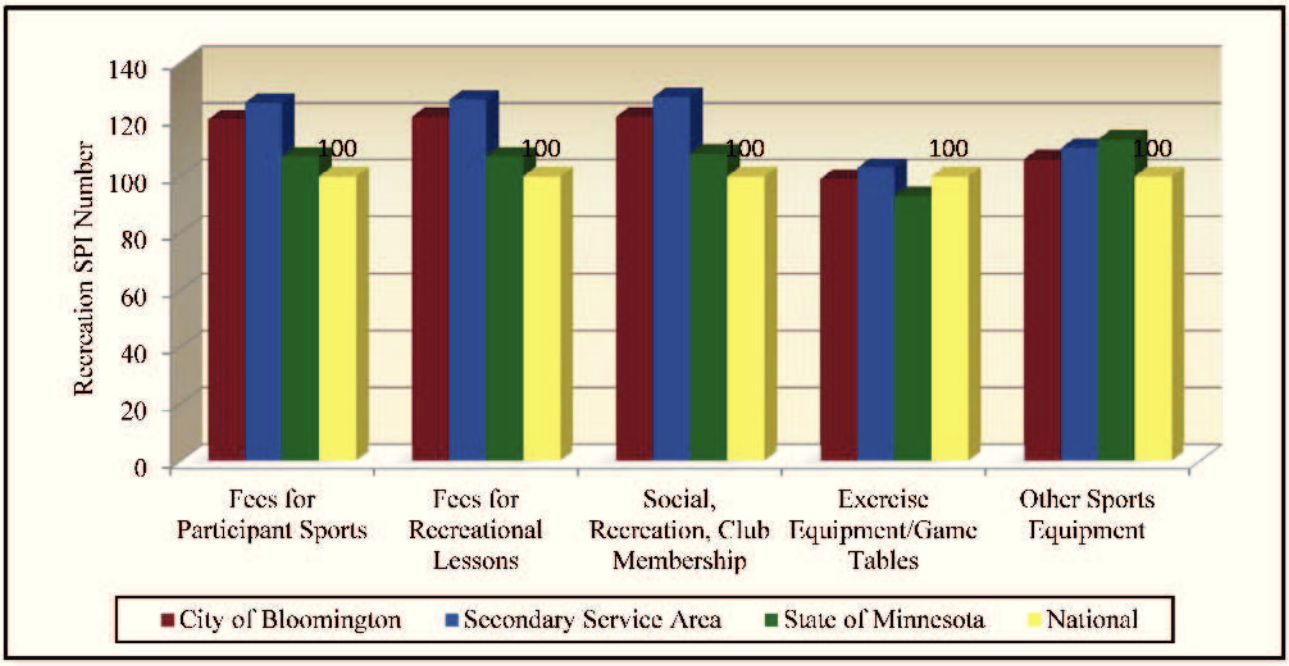
State of Minnesota	SPI	Average Spent
Fees for Participant Sports	107	$126.16
Fees for Recreational Lessons	107	$127.50
Social, Recreation, Club Membership	108	$180.03
Exercise Equipment/Game Tables	93	$69.88
Other Sports Equipment	113	$8.80

Average Amount Spent: The average amount spent for the service or item in a year.

SPI: Spending potential index as compared to the national number of 100.

[3] Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

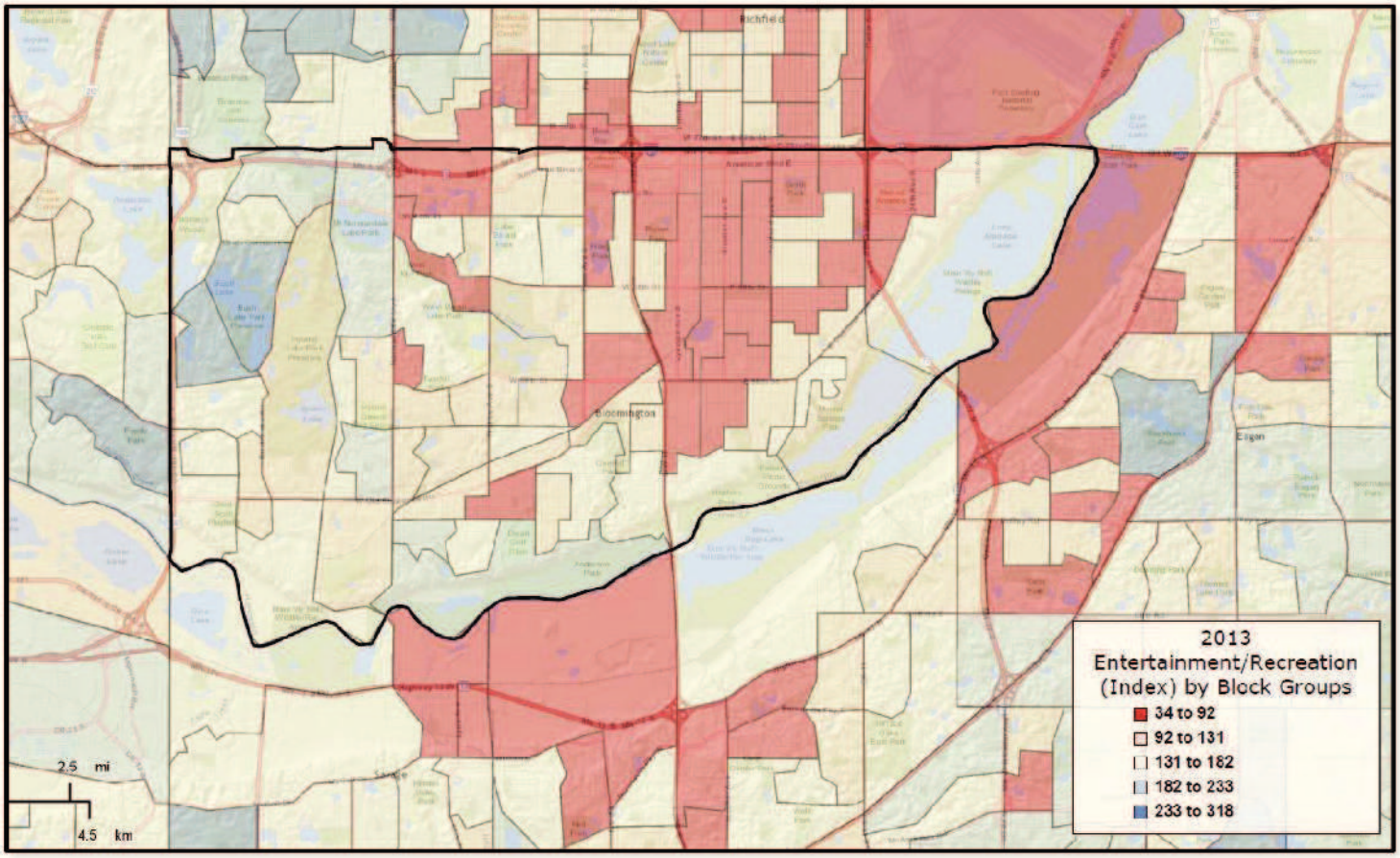
Chart D – Recreation Spending Potential Index:



The Spending Potential Index for Recreation is very comparable to the numbers in the Household Budget Index in that they follow the same pattern. The State of Minnesota and the service areas are higher than the National number, except in the case of "Other Sports Equipment."

It is also important to note that these dollars are currently being spent, so the identification of alternative service providers and the ability of another facility to capture a portion of these dollars will be important. It is possible that a portion of the dollars being spent is already being captured by the City of Bloomington.

Map C – Entertainment & Recreation Spending Potential Index by Census Block Group:



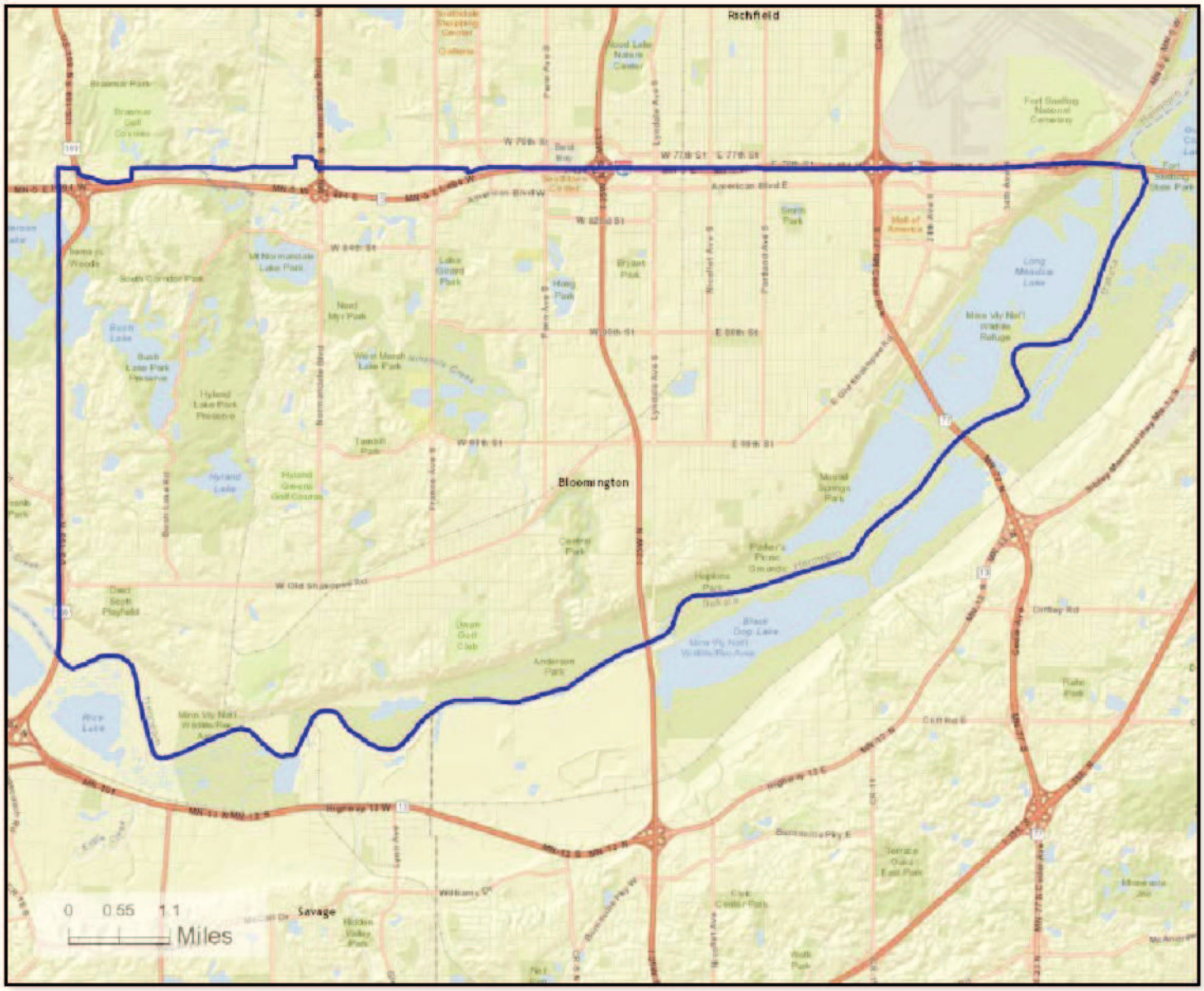
Service Area Description:

Primary Service Area – City limits of Bloomington

Secondary Service Area – An area that extends just across the river to the south and east, beyond the airport to the north and past Highway 169 to the west.

CITY OF BLOOMINGTON MINNESOTA

Map D – Primary Service Area Map:



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Population Distribution by Age: Utilizing census information for the Primary Service Area, the following comparisons are possible.

Table E – 2014 Primary Service Area Age Distribution
(ESRI estimates)

Ages	Population	% of Total	Nat. Population	Difference
-5	4,374	5.1%	6.5%	-1.4%
5-17	11,778	14.0%	17.2%	-3.2%
18-24	6,407	7.6%	9.8%	-2.2%
25-44	21,270	25.1%	26.5%	-1.4%
45-54	11,669	13.8%	14.1%	-0.3%
55-64	12,292	14.5%	12.3%	+2.2%
65-74	8,565	10.2%	7.5%	+2.7%
75+	8,237	9.7%	6.1%	+3.6%

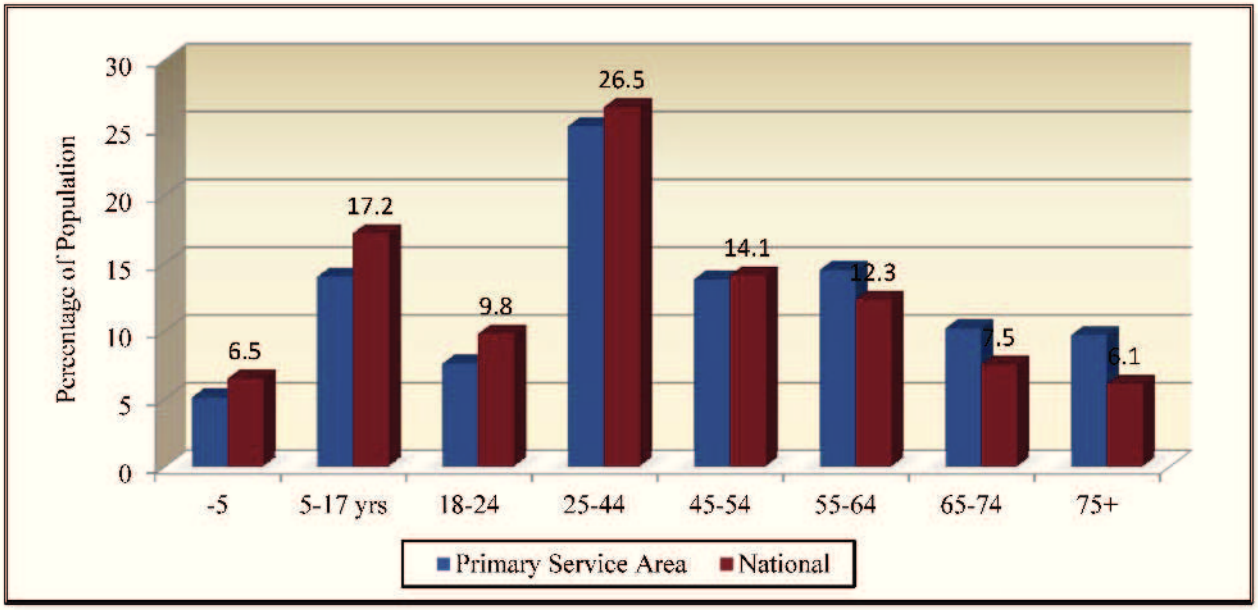
Population: 2014 census estimates in the different age groups in the Primary Service Area.

% of Total: Percentage of the Primary Service Area population in the age group.

National Population: Percentage of the national population in the age group.

Difference: Percentage difference between the Primary Service Area population and the national population.

Chart E – 2014 Primary Service Area Age Group Distribution



The Primary Service Area, when compared to the characteristics of the national population, indicates that there are some differences with an equal or larger population in the 55-64, 65-74 and 75+ age groups and a smaller population in the -5, 5-17, 18-24, 25-44 and 45-54 age groups. The largest positive variance is in the 75+ age group with +3.6% while the greatest negative variance is in the 5-17 age group with -3.2%.

Population Distribution Comparison by Age: Utilizing census information from the Primary Service Area, the following comparisons are possible.

Table F – 2014 Primary Service Area Population Estimates
(U.S. Census Information and ESRI)

Ages	2010 Census	2014 Projection	2019 Projection	Percent Change	Percent Change Nat'l
-5	4,505	4,374	4,584	+1.8%	+4.7%
5-17	11,858	11,778	12,185	+2.8%	+1.8%
18-24	6,485	6,407	6,040	-6.9%	-2.4%
25-44	20,843	21,270	22,196	+6.5%	+10.4%
45-54	12,762	11,669	10,764	-15.7%	-6.2%
55-64	11,222	12,292	13,112	+16.8%	+13.7%
65-74	7,502	8,565	10,110	+34.8%	+32.9%
75+	7,716	8,237	9,288	+20.4%	+9.5%

Chart F – Primary Service Area Population Growth

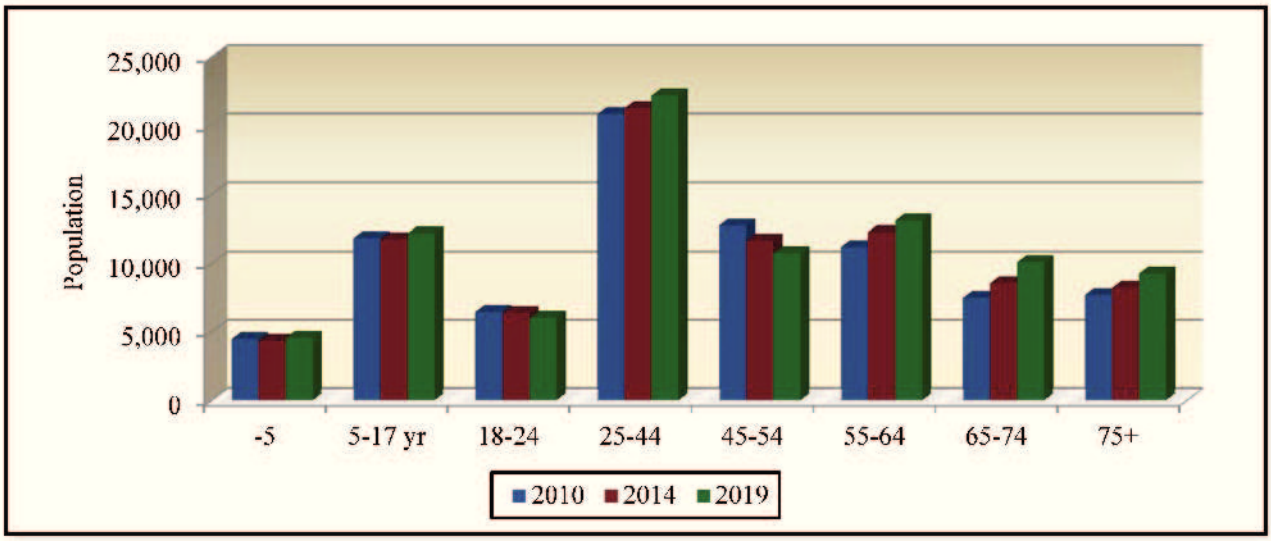


Table-F illustrates the growth or decline in age group numbers from the 2010 census until the year 2019. It is projected that all of the age categories will see an increase or static growth in population, except 18-24 and 45-54. It must be remembered that the population of the United States as a whole is aging and it is not unusual to find negative growth numbers in the younger age groups and significant net gains in the 45 plus age groupings in communities which are relatively stable in their population numbers.

Below is listed the distribution of the population by race and ethnicity for the Primary Service Area for 2014 population projections. Those numbers were developed from 2010 Census Data.

Table G – Primary Service Area Ethnic Population and Median Age
(Source – U.S. Census Bureau and ESRI)

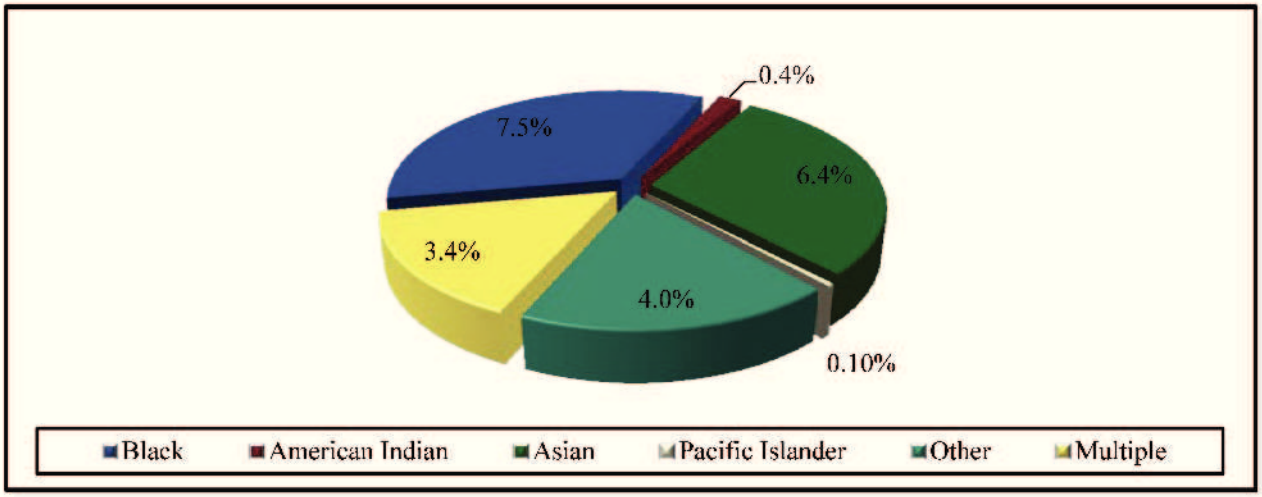
Ethnicity	Total Population	Median Age	% of Population	% of MN Population
Hispanic	6,357	25.5	7.5%	5.3%

Table H – Primary Service Area Population by Race and Median Age
(Source – U.S. Census Bureau and ESRI)

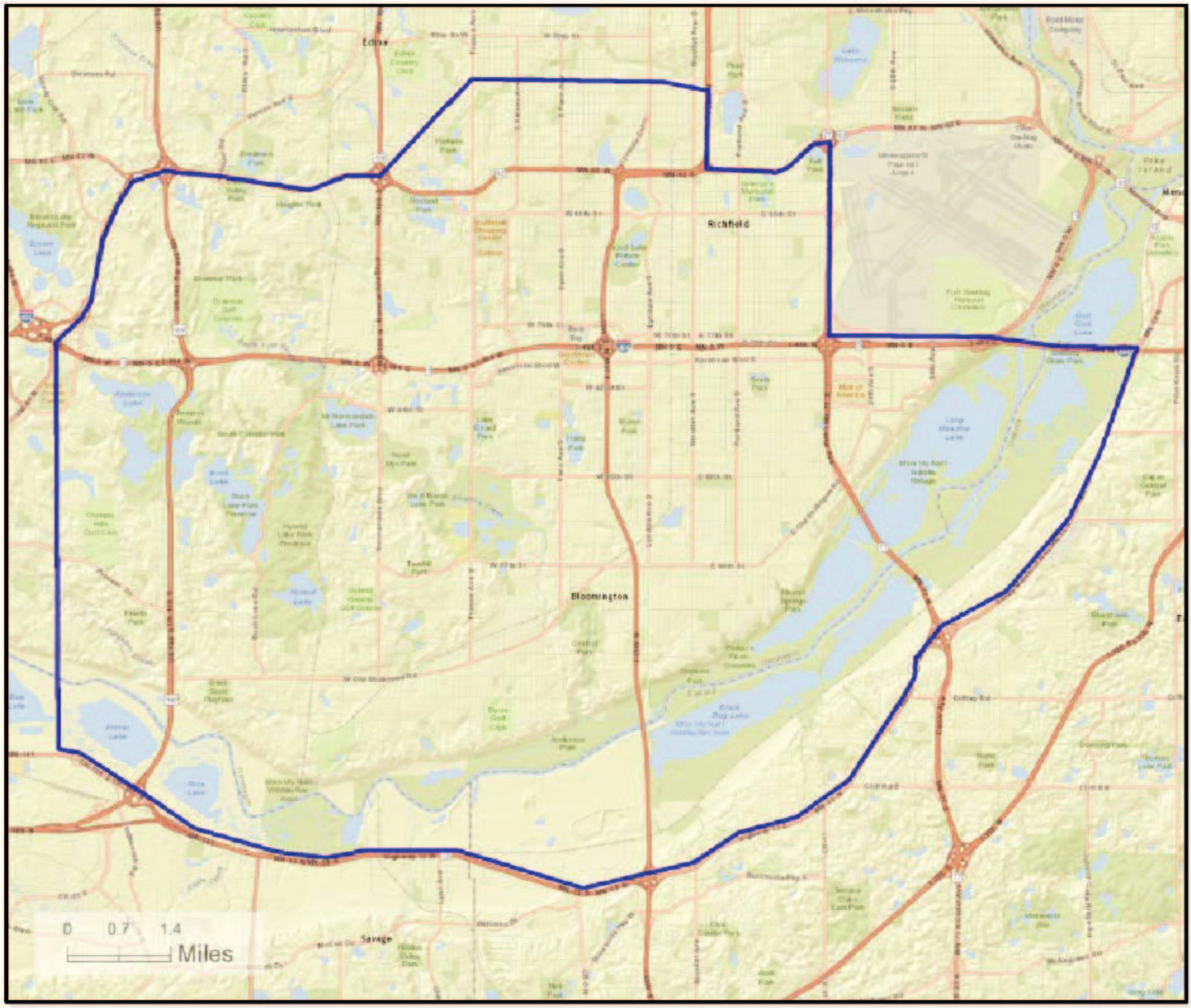
Race	Total Population	Median Age	% of Population	% of MN Population
White	66,119	48.9	78.2%	83.9%
Black	6,383	28.1	7.5%	5.6%
American Indian	333	32.1	0.4%	1.2%
Asian	5,453	34.9	6.4%	4.5%
Pacific Islander	52	35.0	0.1%	0.04%
Other	3,394	25.5	4.0%	2.1%
Multiple	2,858	16.1	3.4%	2.6%

2014 Primary Service Area Total Population: 84,592 Residents

Chart G – Primary Service Area Non-White Population by Race



Map E – Secondary Service Area Map:



Population Distribution by Age: Utilizing census information for the Secondary Service Area, the following comparisons are possible.

Table I – 2014 Secondary Service Area Age Distribution
(ESRI estimates)

Ages	Population	% of Total	Nat. Population	Difference
-5	10,357	5.9%	6.5%	-0.6%
5-17	26,378	15.0%	17.2%	-2.2%
18-24	13,270	7.5%	9.8%	-2.3%
25-44	46,360	26.1%	26.5%	-0.4%
45-54	23,924	13.5%	14.1%	-0.6%
55-64	24,295	13.7%	12.3%	+1.4%
65-74	16,186	9.1%	7.5%	+1.6%
75+	16,581	9.3%	6.1%	+3.2%

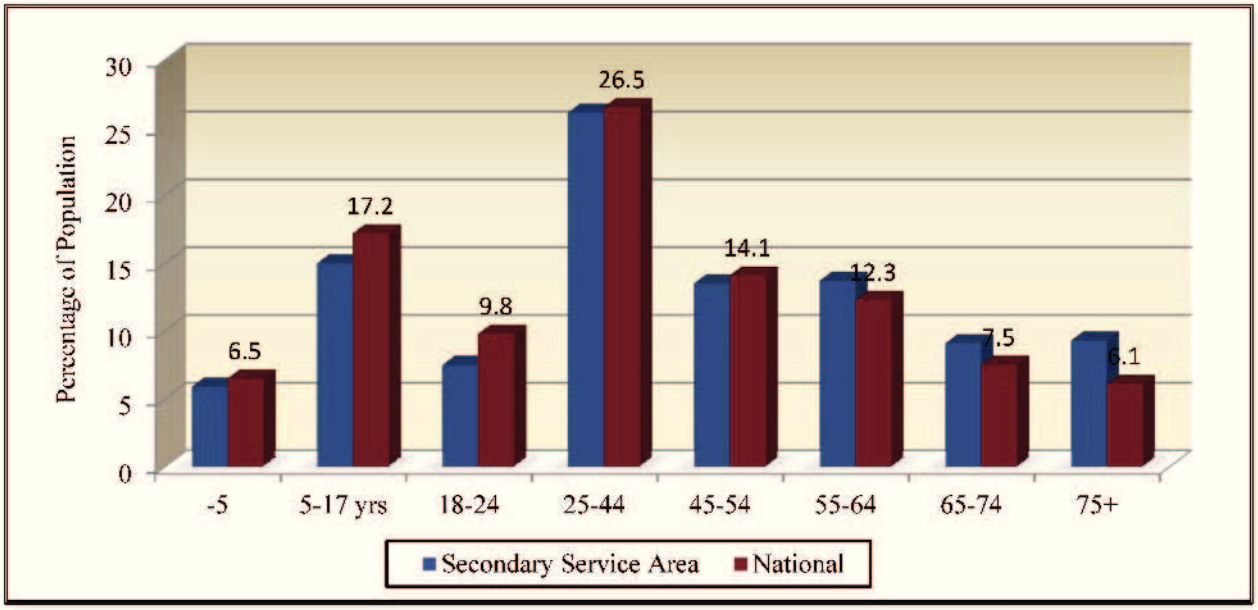
Population: 2014 census estimates in the different age groups in the Secondary Service Area.

% of Total: Percentage of the Secondary Service Area population in the age group.

National Population: Percentage of the national population in the age group.

Difference: Percentage difference between the Secondary Service Area population and the national population.

Chart H – 2014 Secondary Service Area Age Group Distribution



The Secondary Service Area, when compared to the characteristics of the national population, indicates that there are some differences with an equal or larger population in the 55-64, 65-74 and 75+ age groups and a smaller population in the -5, 5-17, 18-24, 25-44 and 45-54 age groups. The largest positive variance is in the 75+ age group with +3.2% while the greatest negative variance is in the 18-24 age group with -2.3%.

Population Distribution Comparison by Age: Utilizing census information from the Secondary Service Area, the following comparisons are possible.

Table J – 2014 Secondary Service Area Population Estimates
(U.S. Census Information and ESRI)

Ages	2010 Census	2014 Projection	2019 Projection	Percent Change	Percent Change Nat'l
-5	10,831	10,357	10,728	-1.0%	+4.7%
5-17	25,787	26,378	27,511	+6.7%	+1.8%
18-24	12,769	13,270	12,876	+0.8%	-2.4%
25-44	46,909	46,360	47,328	+0.9%	+10.4%
45-54	25,782	23,924	22,550	-12.5%	-6.2%
55-64	22,375	24,295	25,824	+15.4%	+13.7%
65-74	13,675	16,186	19,620	+43.5%	+32.9%
75+	15,899	16,581	18,378	+15.6%	+9.5%

Chart I – Secondary Service Area Population Growth

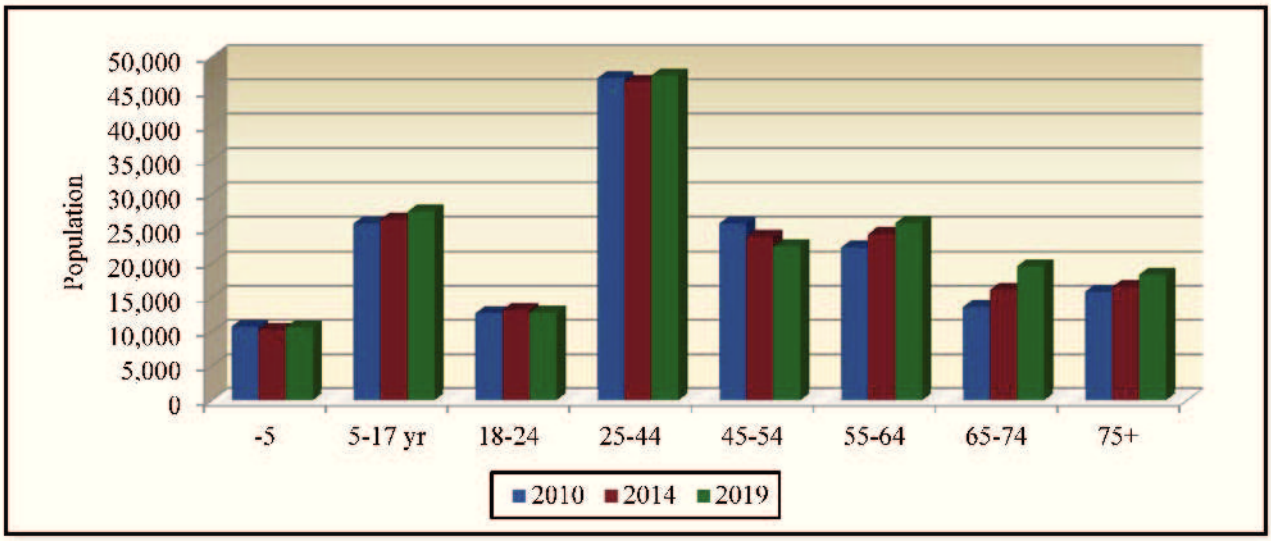


Table-J illustrates the growth or decline in age group numbers from the 2010 census until the year 2019. It is projected that all of the age categories will see an increase or static growth in population, except -5 and 45-54. It must be remembered that the population of the United States as a whole is aging and it is not unusual to find negative growth numbers in the younger age groups and significant net gains in the 45 plus age groupings in communities which are relatively stable in their population numbers.

Below is listed the distribution of the population by race and ethnicity for the Secondary Service Area for 2014 population projections. Those numbers were developed from 2010 Census Data.

Table K – Secondary Service Area Ethnic Population and Median Age
(Source – U.S. Census Bureau and ESRI)

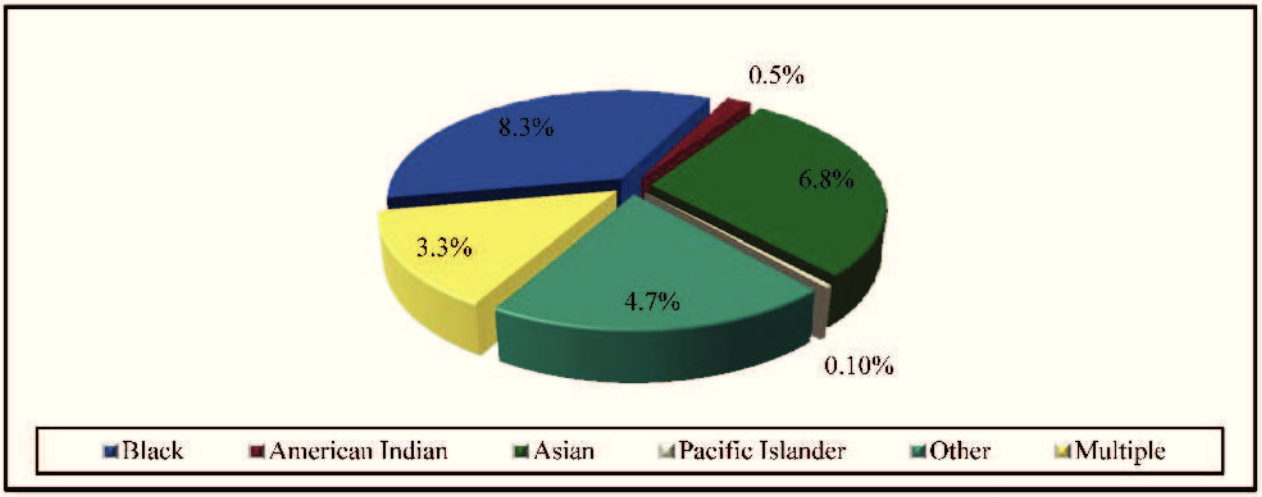
Ethnicity	Total Population	Median Age	% of Population	% of MN Population
Hispanic	15,768	24.,6	8.9%	5.3%

Table L – Secondary Service Area Population by Race and Median Age
(Source – U.S. Census Bureau and ESRI)

Race	Total Population	Median Age	% of Population	% of MN Population
White	135,397	47.5	76.3%	83.9%
Black	14,693	27.9	8.3%	5.6%
American Indian	866	30.8	0.5%	1.2%
Asian	12,134	33.3	6.8%	4.5%
Pacific Islander	121	36.3	0.1%	0.04%
Other	8,332	24.6	4.7%	2.1%
Multiple	5,806	15.6	3.3%	2.6%

2014 Secondary Service Area Total Population: 177,349 Residents

Chart J – Secondary Service Area Non-White Population by Race



Tapestry Segmentation

Tapestry segmentation represents the 4th generation of market segmentation systems that began 30 years ago. The 65-segment Tapestry Segmentation system classifies U.S. neighborhoods based on their socioeconomic and demographic compositions. While the demographic landscape of the U.S. has changed significantly since the 2000 Census, the tapestry segmentation has remained stable as neighborhoods have evolved.

The value of including this information for the City of Bloomington is that it allows the organization to better understand the consumers/constituents in their service areas and supply them with the right products and services.

The tapestry segmentation system classifies U.S. neighborhoods into 65 distinctive market segments. Neighborhoods are sorted by more than 60 attributes including: income, employment, home value, housing types, education, household composition, age and other key determinates of consumer behavior.

The following pages and tables outline the top 5 tapestry segments in each of the service areas and provides a brief description of each. This information combined with the key indicators and demographic analysis of each service area help further describe the markets that the City of Bloomington looks to serve with programs, services and special events.

Table M – Primary Service Area Tapestry Segment Comparison
(ESRI estimates)

	Primary Service Area		*U.S. Households*	
	Percent	Cumulative Percent	Percent	Cumulative Percent
Prosperous Empty Nesters (14)	16.8%	16.8%	2.1%	2.1%
Cozy & Comfortable (18)	11.7%	28.5%	2.2%	4.3%
Retirement Communities (30)	10.8%	39.3%	1.6%	5.9%
Exurbanites (07)	10.6%	49.9%	2.5%	8.4%
Main Street USA (24)	9.1%	59.0%	2.2%	10.6%

Prosperous Empty Nesters (14) – Approximately 6 in 10 households in these neighborhoods are aged 55 years or older; 40% of the households are composed of married couples with no children living at home. Residents are enjoying the move from child-rearing to retirement. These residents are not ethnically diverse; approximately 90% are white. Residents exercise regularly and take a multitude of vitamins.

Cozy & Comfortable (18) – These residents are middle-aged married couples who are comfortably settled in their single-family homes in older neighborhoods. The median age of 42 years is 5 years older than the U.S. median age. Most residents are married without children or married couples with school-aged or adult children. Most of these residents are white. Depending on the season, they play golf or ice skate for exercise.

Retirement Communities (30) – Most of the households in these neighborhoods are single seniors who live alone; a fourth is married couples with no children living at home. This older market has a median age of 52.2 years. Most of the residents are white. These residents go dancing, practice yoga, canoe and play golf.

Exurbanites (07) – These residents prefer an affluent lifestyle in open spaces beyond the urban fringes. Although 40% are empty nesters, another 32% are married couples with children still living at home. They may be part of the "sandwich generation," because their median age of 45.1 years places them directly between paying for children's college expenses and caring for elderly parents. They are very physically active; they lift weights, practice yoga and jog to stay fit.

Main Street USA (24) – These neighborhoods are a mix of household types, similar to the U.S. distribution. Approximately 50% of the households are composed of married-couple families, nearly 1/3 are single-person or shared households, and the rest are single-parent or other family households. These residents are less diverse than the U.S. population. They play baseball and basketball and go swimming.

Table N – Secondary Service Area Tapestry Segment Comparison
(ESRI estimates)

	Secondary Service Area		*U.S. Households*	
	Percent	Cumulative Percent	Percent	Cumulative Percent
Cozy & Comfortable (18)	12.6%	12.6%	2.2%	2.2%
Retirement Communities (30)	10.5%	23.1%	1.6%	3.8%
Prosperous Empty Nesters (14)	9.9%	33.0%	2.1%	5.9%
Metropolitans (22)	9.1%	42.1%	1.4%	7.3%
In Style (13)	8.7%	50.8%	2.3%	9.6%

Cozy & Comfortable (18) – These residents are middle-aged married couples who are comfortably settled in their single-family homes in older neighborhoods. The median age of 42 years is 5 years older than the U.S. median age. Most residents are married without children or married couples with school-aged or adult children. Most of these residents are white. Depending on the season, they play golf or ice skate for exercise.

Retirement Communities (30) – Most of the households in these neighborhoods are single seniors who live alone; a fourth is married couples with no children living at home. This older market has a median age of 52.2 years. Most of the residents are white. These residents go dancing, practice yoga, canoe and play golf.

Prosperous Empty Nesters (14) – Approximately 6 in 10 households in these neighborhoods are aged 55 years or older; 40% of the households are composed of married couples with no children living at home. Residents are enjoying the move from child-rearing to retirement. These residents are not ethnically diverse; approximately 90% are white. Residents exercise regularly and take a multitude of vitamins.

Metropolitans (22) – Residents of these communities prefer to live in older city neighborhoods. Approximately ½ of these households are singles who live alone or with others; 40% are married-couple families. Diversity is low, most of the population is white. These residents practice yoga and go kayaking, hiking/backpacking, and water and snow skiing.

In Style (13) – These residents live in the suburbs but prefer the city lifestyle. Professional couples predominate. Household distributions by type are similar to those of the U.S. Married-couple families represent 54% of households. There is little diversity in these neighborhoods. Residents stay fit by exercising.

Demographic Summary

The following summarizes the demographic characteristics of the service areas.

- The City of Bloomington is a large community which has a greater geographical draw from outside the community for recreation services. It will be important to include components that appeal to the full age spectrum in this service area.

- The median age of the Primary Service Area is significantly greater that the State and National number. This median age points to retirees, Baby Boomers and families with older children in the Primary Service. It is possible to serve these age different populations with one community recreation center.

- While the cost of living in the Primary Service Area is greater than the National number, the median household income is greater than the State and National number. This greater median household income points to the ability for residents within the service area to pay for entertainment and recreation services.

- In the service area, residents are already paying for entertainment and recreation services at a higher rate than the State of Minnesota. It will be important to identify any other service providers for indoor recreation facilities in the service areas. It will be equally important to engage the residents and determine what components should be included in an indoor recreation facility.

Sports Participation Numbers:

In addition to analyzing the demographic realities of the service areas, it is possible to project possible participation in recreation and sports activities.

Participation Numbers: On an annual basis the National Sporting Goods Association (NSGA) conducts an in-depth study and survey of how Americans spend their leisure time. This information provides the data necessary to overlay rate of participation onto the Primary Service Area to determine market potential.

B*K takes the national average and combines that with participation percentages of the Primary Service Area based upon the age distribution, median income and region. Those four percentages are then averaged together to create a unique participation percentage for the service area. This participation percentage when applied to the population of the Primary Service Area then provides an idea of the market potential for various activities.

Community Recreation Related Activities Participation: These activities are typical components of an active community recreation center.

Table O – Recreation Activity Participation Rates for the Primary Service Area

Activity	Age	Income	Region	Nation	Average
Aerobic	15.1%	14.9%	16.0%	15.3%	15.3%
Baseball	3.5%	3.9%	6.1%	4.1%	4.4%
Basketball	7.6%	8.6%	10.8%	8.9%	9.0%
Cheerleading	1.0%	1.4%	1.8%	1.2%	1.4%
Exercise Walking	34.8%	33.2%	36.6%	33.4%	34.5%
Exercise w/ Equipment	18.6%	17.8%	22.8%	18.4%	19.4%
Football (tackle)	2.2%	2.6%	2.6%	2.6%	2.5%
Gymnastics	1.5%	2.0%	2.0%	1.8%	1.8%
Hockey (ice)	1.0%	1.5%	1.1%	1.2%	1.2%
Lacrosse	0.1%	1.1%	0.6%	1.0%	0.7%
Running/Jogging	13.1%	14.5%	16.9%	14.6%	14.8%
Soccer	3.8%	5.5%	4.9%	4.5%	4.7%
Softball	3.1%	3.7%	4.3%	3.5%	3.6%
Swimming	15.0%	17.0%	16.6%	15.8%	16.1%
Tennis	4.0%	5.3%	3.8%	4.4%	4.4%
Volleyball	3.1%	3.4%	4.2%	3.5%	3.5%
Weight Lifting	10.3%	9.9%	13.6%	10.9%	11.2%
Workout @ Clubs	12.0%	10.6%	11.9%	11.8%	11.6%
Wrestling	0.9%	0.7%	1.4%	1.1%	1.0%
Yoga	8.7%	9.3%	8.9%	9.0%	9.0%

	Age	Income	Region	Nation	Average
Did Not Participate	22.2%	21.6%	19.3%	21.8%	21.2%

Age: Participation based on individuals ages 7 & Up of the Primary Service Area.
Income: Participation based on the 2014 estimated median household income in the Primary Service Area.
Region: Participation based on regional statistics (West North Central).
National: Participation based on national statistics.
Average: Average of the four columns.

Anticipated Participation Numbers by Activity: Utilizing the average percentage from Table-O above plus the 2010 census information and census estimates for 2014 and 2019 (over age 7) the following comparisons can be made.

Table P – Participation Rates Primary Service Area

Activity	Average	2010 Part.	2014 Part.	2019 Part.	Difference
Aerobic	15.3%	11,732	12,012	12,544	+812
Baseball	4.4%	3,372	3,452	3,605	+233
Basketball	9.0%	6,877	7,042	7,353	+476
Cheerleading	1.4%	1,034	1,059	1,105	+72
Exercise Walking	34.5%	26,417	27,048	28,244	+1,827
Exercise w/ Equipment	19.4%	14,850	15,205	15,877	+1,027
Football (tackle)	2.5%	1,906	1,951	2,038	+132
Gymnastics	1.8%	1,404	1,437	1,501	+97
Hockey (ice)	1.2%	926	948	990	+64
Lacrosse	0.7%	540	553	577	+37
Running/Jogging	14.8%	1,311	1,342	1,401	+91
Soccer	4.7%	3,579	3,665	3,827	+248
Softball	3.6%	2,790	2,857	2,983	+193
Swimming	16.1%	12,324	12,619	13,177	+853
Tennis	4.4%	3,357	3,438	3,590	+232
Volleyball	3.5%	2,712	2,777	2,899	+188
Weight Lifting	11.2%	8,563	8,767	9,155	+592
Workout @ Clubs	11.6%	8,864	9,075	9,477	+613
Wrestling	1.0%	782	801	836	+54
Yoga	9.0%	6,874	7,038	7,349	+475

	Average	2010 Part.	2014 Part.	2019 Part.	Difference
Did Not Participate	21.2%	16,254	16,642	17,378	+1,124

Note: The estimated participation numbers indicated above are for various activities that could take place in an indoor community recreation facility in the City of Bloomington. These numbers do not translate into attendance figures for a facility in the Primary Service Area. *Typically a private provider would want to capture between 10-15% of the market for various activities within a 5-mile radius of their establishment.* The "Did Not Participate" statistics refers to all 51 activities outlined in the NSGA 2013 Survey Instrument.

Participation by Ethnicity and Race: Participation in sports activities is also tracked by ethnicity and race. The table below compares the overall rate of participation nationally with the rate for Hispanics and African Americans. Utilizing information provided by the National Sporting Goods Association's 2013 survey, the following comparisons are possible.

Table Q – Comparison of National, African American and Hispanic Participation Rates

	Primary Service Area	National Participation	African American Participation	Hispanic Participation
Aerobic	15.3%	15.7%	15.6%	12.2%
Baseball	4.4%	4.2%	2.9%	4.9%
Basketball	9.0%	9.0%	13.2%	11.6%
Cheerleading	1.4%	1.2%	1.4%	2.3%
Exercise Walking	34.5%	35.8%	28.7%	28.1%
Exercise w/ Equipment	19.4%	35.8%	14.7%	15.5%
Football (tackle)	2.5%	2.8%	6.5%	3.7%
Gymnastics	1.8%	2.0%	1.3%	3.3%
Hockey (ice)	1.2%	1.0%	1.1%	1.7%
Lacrosse	0.7%	1.0%	1.1%	1.7%
Running/Jogging	14.8%	14.0%	15.2%	15.3%
Soccer	4.7%	4.8%	2.4%	7.6%
Softball	3.6%	3.7%	3.0%	4.0%
Swimming	16.1%	17.0%	5.8%	10.9%
Tennis	4.4%	4.8%	2.6%	4.4%
Volleyball	3.5%	3.6%	3.2%	5.0%
Weight Lifting	11.2%	10.9%	10.1%	9.2%
Workout @ Clubs	11.6%	12.3%	8.2%	9.7%
Wrestling	1.0%	1.0%	1.8%	2.3%
Yoga	9.0%	8.0%	7.8%	7.3%
Did Not Participate	21.2%	21.9%	27.1%	25.6%

Primary Service Part: The unique participation percentage developed for the Primary Service Area.
National Rate: The national percentage of individuals who participate in the given activity.
African American Rate: The percentage of African Americans who participate in the given activity.
Hispanic Rate: The percentage of Hispanics who participate in the given activity.

Based on the fact that there is not a significant Black or Hispanic population in the Primary Service Area, those participation rates become more relevant to the impact on overall participation percentages.

Summary of Sports Participation: The following chart summarizes participation in both indoor and outdoor activities utilizing information from the 2013 National Sporting Goods Association survey.

Table R – Sports Participation Ranking Summary

Sport	Primary Service Area	Primary Service Area % Participation	Nat'l Rank[4]	Nat'l Participation (in millions)
Exercise Walking	1	34.5%	1	96.3
Exercising w/ Equipment	2	19.4%	2	53.1
Swimming	3	16.1%	3	45.5
Aerobic Exercising	4	15.3%	4	44.1
Running/Jogging	5	14.8%	5	42.0
Workout @ Club	6	11.6%	10	34.1
Weightlifting	7	11.2%	11	31.2
Yoga	8	9.0%	13	25.9
Basketball	8	9.0%	14	25.5
Soccer	10	4.7%	20	12.9
Tennis	11	4.4%	21	12.6
Baseball	11	4.4%	23	11.7
Volleyball	14	3.5%	24	10.1
Softball	13	3.6%	25	10.0
Football (tackle)	15	2.5%	32	7.5
Gymnastics	16	1.8%	39	5.1
Cheerleading	17	1.4%	45	3.5
Hockey (ice)	18	1.2%	46	3.4
Wrestling	19	1.0%	48	3.1
Lacrosse	20	0.7%	49	2.8

Nat'l Rank: Popularity of sport based on national survey.
Nat'l Participation: Percent of population that participate in this sport on national survey.
Primary Service %: Ranking of activities based upon average from Table-J.
Primary Service Rank: The rank of the activity within the Primary Service Area.

The top 5 activities are consistent with the national rankings which is not uncommon due to those activities having an appeal across all age groups. The variances that exist from #8 through #20 are unique to the City of Bloomington and may reflect preferences of the community along with availability of programs and facilities.

[4] This rank is based upon the 51 activities reported on by NSGA in their 2013 survey instrument.

In addition to examining the participation numbers for various indoor activities through the NSGA 2013 Survey and the Spending Potential Index for Entertainment & Recreation, B*K can access information about Sports & Leisure Market Potential.

Table S – Market Potential Index[5] for Adult Participation in the Primary Service Area

Adults participated in:	Expected Number of Adults	Percent of Population	MPI
Aerobics	6,774	9.9%	111
Baseball	3,027	4.4%	99
Basketball	5,781	8.4%	102
Football	3,409	5.0%	100
Ice Skating	2,041	3.0%	116
Jogging/Running	9,166	13.4%	105
Pilates	1,957	2.9%	103
Soccer	2,617	3.8%	102
Softball	2,474	3.6%	106
Swimming	12,093	17.7%	112
Tennis	3,045	4.4%	104
Volleyball	2,654	3.9%	110
Walking for Exercise	20,971	30.6%	109
Weightlifting	8,328	12.2%	115
Yoga	5,268	7.7%	108

Expected # of Adults: Number of adults, 18 years of age and older, participating in the activity in the Primary Service Area.

Percent of Population: Percent of the service area that participates in the activity.

MPI: Market potential index as compared to the national number of 100.

[5] Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer. Source: These data are based upon national propensities to use various products and services, applied to local demographic composition.

Below are listed those sports activities that would often take place either in an indoor community recreation facility, or in close proximity to, and the percentage of growth or decline that each has experienced nationally over the last 10 years (2004-2013). These activities could take place at the various facility types that the City is investigating. Additionally, this provides the City base-line information as to what they may expect with their current facility and program offerings.

Table Y – National Activity Trend (in millions)

Sport/Activity	2013 Participation	2004 Participation	Percent Change
Yoga	25.9	6.3	+311.1%
Wrestling	3.1	1.3	+138.5%
Lacrosse[6]	2.8	1.2	+133.3%
Running/Jogging	42.0	24.7	+70.0%
Aerobic Exercising	44.1	29.5	+49.5%
Hockey (ice)	3.5	2.4	+45.8%
Tennis	12.6	9.6	+31.3%
Gymnastics[7]	5.1	3.9	+30.8%
Weightlifting	31.3	26.2	+19.5%
Exercise Walking	96.3	84.7	+13.7%
Workout @ Club	34.1	31.8	+7.2%
Exercising w/ Equipment	53.1	52.2	+1.7%
Soccer	12.8	13.3	-3.8%
Volleyball	10.1	10.8	-6.5%
Basketball	25.5	27.8	-8.3%
Football (tackle)	7.5	8.2	-8.5%
Cheerleading	3.5	4.1	-14.6%
Swimming	45.5	53.4	-14.8%
Softball	10.0	12.5	-20.0%
Baseball	11.7	15.9	-26.4%

2013 Participation: The number of participants per year in the activity (in millions) in the United States.

2004 Participation: The number of participants per year in the activity (in millions) in the United States.

Percent Change: The percent change in the level of participation from 2004 to 2013.

[6] Participation trend since 2007.
[7] Participation trend since 2009.

Community Center Activity and Facility Trends:
Due to the increasing recreational demands there has been a shortage in most communities of the following spaces:

- Gymnasiums
- Pools (especially leisure pools)
- Weight/cardiovascular equipment areas
- Indoor running/walking tracks
- Meeting/multipurpose (general program) space
- Seniors program space
- Pre-school and youth space
- Teen use areas
- Fieldhouse

As a result, many communities have attempted to include these amenities in public community recreation facilities. With the growth in youth sports and the high demand for school gyms, most communities are experiencing an acute lack of gymnasium space. Weight/cardiovascular space is also in high demand and provides a facility with the potential to generate significant revenues.

The success of most recreation departments is dependent on meeting the recreational needs of a variety of individuals. The fastest growing segment of society is the senior population and meeting the needs of this group is especially important now and will only grow more so in the coming years. Indoor walking tracks, exercise areas, pools and classroom spaces are important to this age group. Marketing to the younger, more active senior (usually age 55-70) is paramount, as this age group has the free time available to participate in leisure activities, the desire to remain fit, and more importantly the disposable income to pay for such services.

Youth programming has always been a cornerstone for recreation services and will continue to be so with an increased emphasis on teen needs and providing a deterrent to juvenile crime. With a continuing increase in single parent households and two working parent families, the needs of school age children for before and after school child care continues to grow as does the need for preschool programming.

Without a doubt the hottest trend in recreational facilities is the leisure pool concept. This idea of incorporating slides, current channels, fountains, zero depth entry and other water features into a pool's design has proved to be extremely popular for the recreational user. The age of the conventional pool in most recreational settings has been greatly diminished. Leisure pools appeal to the younger children (who are the largest segment of the population that swim) and to families. These types of facilities can attract and draw larger crowds, and people tend to come from a further distance and stay longer to utilize such pools. This all translates into the potential to sell more admissions and increase revenues. It is estimated conservatively that a leisure pool

can generate up to 20% to 25% more revenue than a comparable conventional pool and the cost of operation, while being higher, has been offset through increased revenues. Patrons seem willing to pay a higher user fee at a leisure pool than a conventional aquatics facility.

Another trend that is growing more popular in the aquatics field is the development of a raised temperature therapy pool for rehabilitation programs. A raised temperature therapy pool is typically developed in association with a local health care organization or a physical therapy clinic. The medical organization either provides capital dollars for the construction of the pool or agrees to purchase so many hours of pool time on an annual basis. This form of partnership has proven to be appealing to both the medical side and the organization that operates the facility. The medical sector receives the benefit of a larger aquatic center, plus other amenities that are available for their use, without the capital cost of building the structure. In addition, they can develop a much stronger community presence away from traditional medical settings. The facility operators have a stronger marketing position through an association with a medical organization and a user group that will provide a solid and consistent revenue stream for the center. This is enhanced by the fact that most therapy use times occur during the slower mid-morning or afternoon times in the pool and the center.

Despite the recent emphasis on recreational swimming and therapy, the more traditional aspects of aquatics (including swim teams, instruction and aqua fitness) remain as the foundation for many aquatic centers. The life safety issues associated with teaching children how to swim is a critical concern in most communities and competitive swim team programs through high schools, USA Swimming and other community based organizations continue to be important. Aqua fitness, from aqua exercise to lap swimming, has enjoyed strong growth during the last ten years with the realization of the benefits of water-based exercise.

The multi-function indoor aquatic center concept of delivering aquatics services continues to grow in acceptance with the idea of providing for a variety of aquatics activities and programs in an open design setting that features a lot of natural light, interactive play features and access to an outdoor sundeck. The placing of traditional instructional/competitive pools with shallow depth/interactive leisure pools and therapy water in the same facility has been well received in the market. This idea has proven to be financially successful by centralizing pool operations for recreation service providers and through increased generation of revenues from patrons willing to pay for an aquatics experience that is new and exciting. Indoor aquatic centers have been instrumental in developing a true family appeal for community-based facilities. The keys to success for this type of center revolve around the concept of intergenerational use in a quality facility that has an exciting and vibrant feel in an outdoor like atmosphere.

Also changing is the orientation of aquatic centers from stand-alone facilities that only have aquatic features to more of a full-service recreation center that has fitness, sports and community

based amenities. This change has allowed for a better rate of cost recovery and stronger rates of use of the aquatic portion of the facility as well as the other "dry side" amenities.

As more and more communities attempt to develop community recreation facilities the issues of competition with other providers in the market area have inevitably been raised. The loudest objections have come from the private health club market and their industry voice IHRSA. The private sector has vigorously contended that public facilities unfairly compete with them in the market and have spent considerable resources attempting to derail public projects. However, the reality is that in most markets where public community recreation centers have been built, the private sector has not been adversely affected and in fact in many cases has continued to grow. This is due in large part to the fact that public and private providers serve markedly different markets. One of the other issues of competition comes from the non-profit sector (primarily YMCA's but also JCC's, and others), where the market is much closer to that of the public providers. While not as vociferous as the private providers, the non-profits have also often expressed concern over public community recreation centers. What has resulted from this is a strong growth in the number of partnerships that have occurred between the public and non-profit sector in an attempt to bring the best recreation amenities to a community.

Community Center Benchmarks: Based on market research conducted by Ballard*King & Associates at community centers across the United States, the following represents the basic benchmarks for such centers.

- The majority of community centers that are being built today are between 65,000 and 75,000 square feet. Most centers include three primary components A) A pool area usually with competitive and leisure amenities, B) Multipurpose gymnasium space, and C) Weight/cardiovascular equipment area. In addition, most centers also have group exercise rooms, drop-in childcare, and classroom and/or community spaces.

- For most centers to have an opportunity to cover all of their operating expenses with revenues, they must have a service population of at least 50,000 and a market driven fee structure.

- Most centers that are between 65,000 and 75,000 square feet have an operating budget of between $1,500,000 and $1,800,000 annually. Nearly 65% of the operating costs are from personnel services, followed by approximately 25% for contractual services, 8% for commodities, and 2% for capital replacement.

- For centers that serve a more urban population and have a market driven fee structure, they should be able to recover 70% to 100% of operating expenses. For centers in more rural areas the recovery rate is generally 50% to 75%. Facilities that can consistently cover all of their operating expenses with revenues are rare. The first true benchmark year of operation does not occur until the third full year of operation.

- The majority of centers of the size noted (and in an urban environment) above average daily paid attendance of 800 to as much as 1,000 per day. These centers will also typically sell between 800 and 1,500 annual passes (depending on the fee structure and marketing program).

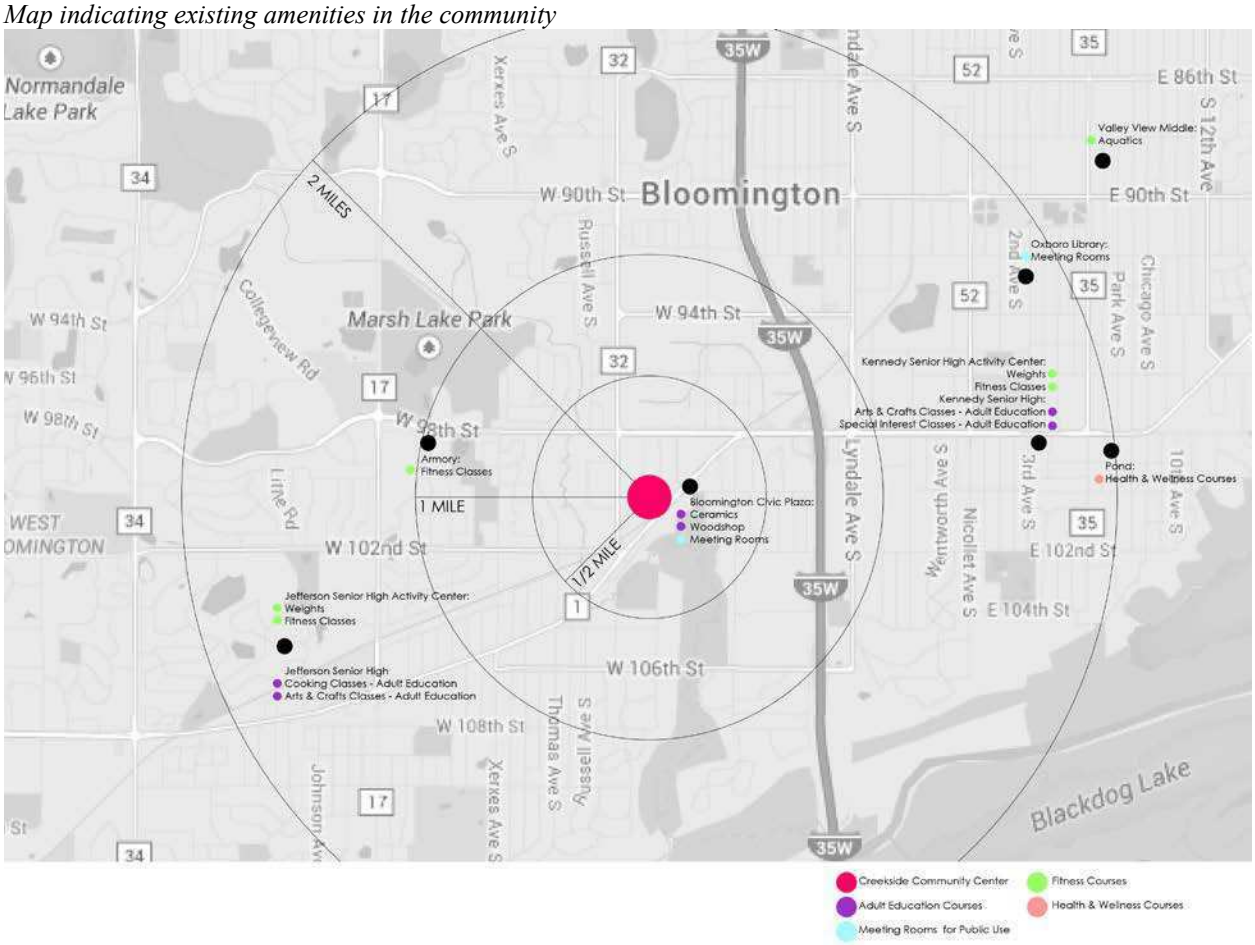
- It is common for most centers to have a three-tiered fee structure that offers daily, extended visit (usually punch cards) passes, and annual passes. In urban areas it is common to have resident and non-resident fees. Non-resident rates can cost 25% to 50% higher than the resident rate. Daily rates for residents average between $3.00 and $6.00 for adults, $3.00 and $4.00 for youth and the same for seniors. Annual rates for residents average between $200 and $300 for adults, and $100 and $200 for youth and seniors. Family annual passes tend to be heavily discounted and run between $350 and $800.

- Most centers are open an average of 105 hours a week, with weekday hours being 5:00 am to 10:00 pm, Saturdays 8:00 am to 8:00 pm and Sundays from noon to 8:00 pm. There is now a trend to open earlier on Sundays as well. Often hours are shorter during the summer months.

Note: These statistics vary by regions of the country.

Service Area Providers: There are a number of facilities in the greater Bloomington area that are providing aquatic, recreation, fitness, enrichment, senior, education and sport activities. This is a representative listing of alternative aquatic/recreation facilities in the Bloomington area and is not meant to be a total accounting of all service providers. There may be other facilities located in the area that have an impact on the market as well. The following is a brief review of each of the major providers in the area.

Map indicating existing amenities in the community



Public

There are a number of public indoor recreation, parks and aquatic centers located in the Bloomington market area providing recreation and leisure opportunities.

- Jefferson Activity Center
- Kennedy Activity Center
- Bloomington Center for the Arts
- Bloomington Ice Garden
- Bloomington/Richfield Community Education Services

- Dawn Golf Course
- Hyland Greens Golf Course
- Bloomington Family Aquatic Center
- Valley View Middle School
- Olson Middle School

Non-Profit

YMCA - There are no non-profit recreation providers in Bloomington but there is a full-service YMCA located in Edina and another in Burnsville. By virtue of the facility and programs, the YMCA most closely resembles a public service provider.

Churches – Some churches in the area provide a variety of basic community, recreation and social service programs. However, the spaces are small and not always designed for the uses that they must serve.

Private

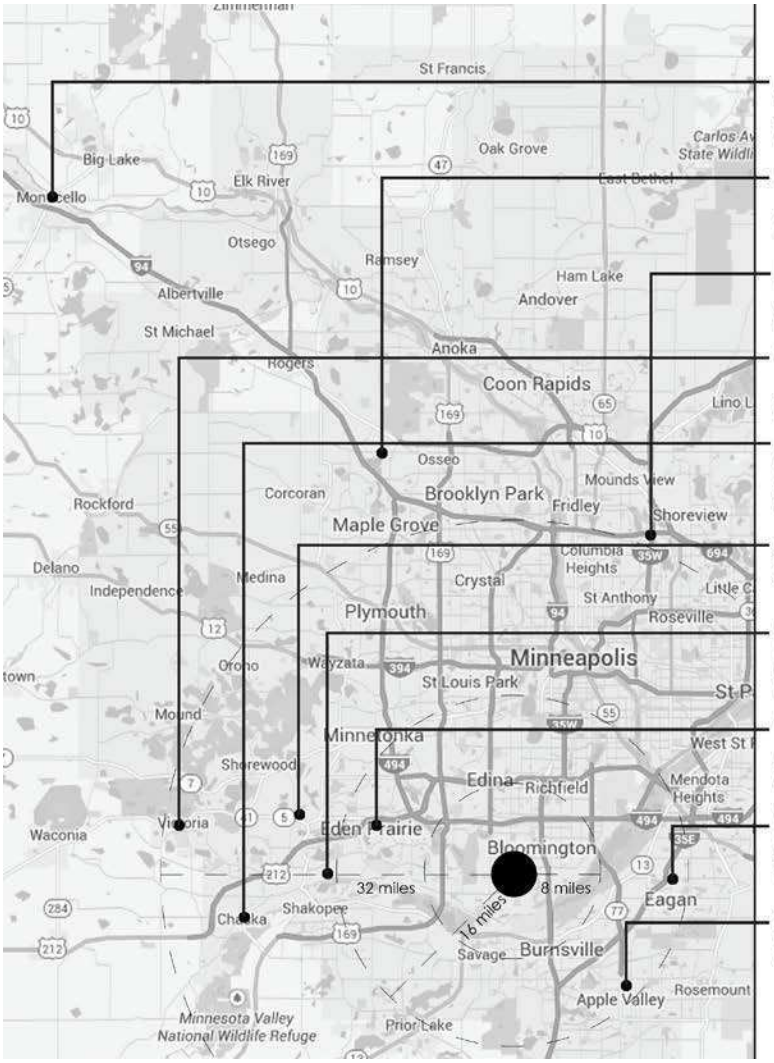
There are several private sector providers located in Bloomington. Considering the size of the population and income distribution in the area, this is not unusual. The private fitness facilities in Bloomington represent both ends of the price spectrum for private clubs. Entry level clubs such as Snap Fitness, Planet Fitness and Anytime Fitness appeal to the lower fee market segment that is only looking for a basic workout gym with limited services. Lifetime Fitness and Welcyon Fitness represent the high end of private clubs and offer an array of services and programs to their members. Private facilities include:

- Snap Fitness
- Anytime Fitness
- Curves for Women
- Planet Fitness
- Welcyon Fitness After 50
- Lifetime Fitness (2)

Alternative Providers Inventory of Components

Alternative Providers	Pool	Cardio Area	Weight Area	Group Fitness	Child Watch	Gym	Track
Welcyon		X	X	X			
Lifetime Fitness	X	X	X	X	X	X	X
Planet Fitness		X	X				
Curves		X	X				
Anytime Fitness		X	X				
Snap Fitness		X	X				
Bloomington Activity Center		X	X	X		X	X
YMCA	X	X	X	X	X	X	X

As reviewed in the 2014 presentation to City Council, staff surveyed several municipal community centers in the metro area. These findings are illustrated on the following map and are evidence of significant investment by peer communities.



MONTICELLO:
90,000 sq.ft.
gymnasium, fitness center, walking track, climbing wall, exercise room, banquet facilities, indoor playground, aquatics, lap pool, meeting rooms

MAPLE GROVE
162,000 sq.ft.
gymnasium, basketball courts, two ice rinks, banquet facilities, indoor playground, teen center, concessions, senior center, lap pool, leisure pool

NEW BRIGHTON
70,000 sq.ft.
gymnasium, fitness center, walking track, banquet facilities, indoor playground, meeting rooms, senior room, library

VICTORIA
112,000 sq.ft.
gymnasium, fitness center, walking track, multipurpose room, meeting rooms, two ice rinks

CHASKA
200,000 sq.ft.
gymnasium, fitness center, lap pool, leisure pool, senior center, two ice rinks, artificial turf, auditorium, art gallery

CHANHASSEN
23,000 sq.ft.
gymnasium, meeting rooms, fitness center, aerobic studio

SHAKOPEE
76,500 sq.ft.
gymnasiums, walking track, fitness center, teen center, aerobic studio, meeting rooms, ice arena

EDEN PRAIRIE
175,000 sq.ft.
gymnasium, fitness center, walking/running track, indoor playground, meeting rooms, three ice rinks, lap pool, diving pool

EAGAN
70,000 sq.ft.
gymnasium, fitness center, walking/running track, banquet facilities, indoor playground, meeting rooms, senior center, coffee shop

APPLE VALLEY
45,000 sq.ft.
gymnasium, badminton court, basketball court, playground, banquet/event center, pickleball court, meeting rooms

Market for a Community Center: With any proposed community center the issue of the size and qualification of the market for such a facility comes to the forefront.

Reviewing the characteristics of the various markets indicates:

The population of the Primary Service Area is 84,592 (2014 population estimate) which is more than adequate to support a comprehensive indoor community center.

The population of the area is expected to show steady growth for the next five years which will help to contribute to the number of potential additional users for a new facility.

While the cost of living in the Primary Service Area is greater than the National number the median household income is greater than the State and National number. This greater median household income points to the ability for residents within the service area to pay for entertainment and recreation services.

For a comprehensive indoor facility that includes a pool, fitness amenities, gym, and other active recreation amenities, the private sector hopes to capture between 10% and 15% of a market area (generally in a 3 to 5 mile radius of the club) while the public community center, by virtue of its diversified program and components, targets a market of 20%-30% of an area within a 10 to 15 minute driving distance. Non-profits will have a market draw that is somewhere between the two. These differences are directly related to the business practices of the three types of entities. Private facilities are generally a membership based operation where revenues are almost exclusively derived from membership revenues and from program and service expenditures generated from these same individuals. As such it is relatively easy to project market dynamics (distance, eligible households, etc.) for this type of facility.

The non-profit sector (primarily YMCA's) takes the market a bit further, while still being largely membership based, they often have some limited daily admissions and actively pursue program only members. Program and service options also extend well beyond the sports and fitness area to include everything from child care to cultural arts and social programs. This expands the market for recreation services to the 15% to 20% range.

Public facilities on the other hand generally have readily accessible daily admissions, some form of extended passes as well as annual passes. In addition there are usually a large number of programs (again in areas beyond sports and fitness) that can be accessed without a membership and also a number of community functions and activities where no fee may be collected at all. Most community recreation centers operate on an ala carte system which greatly expands the market to a broader spectrum of users based on age, income and travel time. As a result the 20% to 30% market penetration rate is obtainable and the geographic area served is generally much larger. It is not inconceivable that over the course of a year's time over 50% of a community's

population will have come to a community center for some use, function or activity. However, due to the variety of program and service options offered by the public sector, fewer annual passes (memberships) are generally sold than private or non-profit facilities.

The market realities put public and private facilities at the opposite end of the market spectrum with the non-profits in the middle but closer to the public market.

The ability of a community center to capture a market share is based in large part on the amenities that are included in a center, the variety of amenities available, the size of the facility and the fees that are going to be charged.

Based on the information noted above the following estimates are possible.

There are estimated to be approximately 84,592 individuals in the Primary Service Area. If 15% are captured by other providers of some sort (a relatively low percentage since there are very few other providers in the area) this would result in approximately 12,650 members.

Figuring that 15% of the market is being satisfied with the existing private providers and the School District Activity Centers attracts another 2,400 members that still leaves the community center with a substantial market draw. That potentially leaves the market at 3-4% for a Bloomington Community Center. Capturing 4% of the Primary Service Area market would convert to approximately 2,500 users that could be potential pass holders.

Another method to analyze possible participation numbers is to look at the pre-qualified population that is likely to participate in sports and recreation activities and look at the realistic percentage of that market that can be captured by a community center. Weekly participation in active recreation activities from individuals in the Primary Service Area can be expected to be somewhere in the range of 15% to 20% of the population which equals approximately 12,650-16,900 individuals, (based on 2014 population estimates). If a new community center were able to capture 30% of this pre-qualified market this would convert to 3,795 to as many as 5,000 potential annual pass holders. Participation rates for more passive oriented facilities (cultural arts amenities, teen centers, etc.,) are more difficult to project due to the lack of reliable utilization rates for such activities, but the level of use is below that of a more active facility and the potential service area is also considerably smaller as well.

Market Conclusion:

Below are listed some of the market opportunities and challenges that exist with this community center project.

Opportunities

- The demographic characteristics of the Primary Service Area indicate an older median age with household income levels significantly higher than the national level.

- There is a significant population base that will continue to grow at a steady pace.

- There is not a comprehensive, public, community center in Bloomington but there are a number of private service providers and School District Activity Centers at the two high schools.

- The existing Bloomington Creekside Community Center is not able to adequately meet the indoor recreation needs within the service area. Creekside is an older facility that is in need of being replaced and undersized to meet current program demands.

- There are a number of potential partners that have been identified for the project. Bringing equity partners to the community center project can potentially expand the scope and magnitude of the facility along with expanding City services.

- A new community center in Bloomington improves the quality of life in a community and often serves to bring more unity to a diverse population base.

Challenges

- Most of the senior programs offered at the Creekside Community Center are free to participants. If the City of Bloomington decides to build a new community center it might be necessary to increase fees and charges to off-set the increase in operational cost of a new community center.

- The population of the secondary service area covers a large geographic area and finding a central location that can adequately service the entire area will be challenging.

- With a diverse population, a new Bloomington Community Center will have to meet a vast variety of recreation needs and expectations. This is especially true for the existing senior program participants.

- Funding support for operating a new community center will increase significantly over current funding levels for the Creekside Community Center.

Community Center Market Orientation: Based on the demographic makeup of the service areas and the trends in indoor recreation amenities, there are specific market areas that need to be addressed with such community facilities. These include:

General:

1. Drop-in recreation activities - Critical to the basic operation of any community center is the availability of the facility for drop-in use by the general public. This requires components that support drop-in use and the careful scheduling of programs and activities to ensure that they do not dominate the center and exclude the drop-in user. The sale of annual passes and daily admissions, potential strong revenue sources for a center, requires a priority for drop-in use.

2. Instructional programming - The other major component of a community center's operation is a full slate of programs in a variety of disciplines. The center should provide instruction for a broad based group of users in a number of program areas. The primary emphasis should be on teaching basic skills with a secondary concern for specialized or advanced instruction.

3. Special events - There should be a market for special events including kid's birthday parties, community organization functions, sports tournaments and other special activities. The development of this market will aid significantly in the generation of additional revenues and these events can often be planned for before or after regular operating hours or during slow use times of the year. Care should be taken to ensure that special events do not adversely impact the everyday operations of the center.

4. Community rentals - Another aspect of a center's operation is providing space for rentals by civic groups or organizations as well as the general public. Gyms and multi-purpose rooms can be used as a large community gathering space and can host a variety of events from seminars, parties, receptions, arts and crafts sales and other events. It is important that a well-defined rental fee package is developed and the fee schedule followed closely. Rentals should not be done at the expense of drop-in use or programming in the center.

5. Human Services programs – An emerging area for many centers is the use of space for human service activities and programs. Special population activities, teen and senior assistance programs, childcare and other similar uses are now common in many facilities.

Specific market segments include:

1. Families - Within most markets an orientation towards family activities is essential. The ability to have family members of different ages participate in a variety of activities together or individually is the challenge.

2. Pre-school children - The needs of pre-school age children need to be met with a variety of activities and programs designed for their use. From drop-in childcare to specialized pre-school classes, a number of such programs can be developed. Interactive programming involving parents and toddlers can also be beneficial. It is significant that this market usually is active during the mid-morning time frame, providing an important clientele to the facility during an otherwise slow period of the day. For parents with small children who wish to participate in their own activities, babysitting services are often necessary during the morning and early evening time slots.

3. School age youth - Recreation programming has tended to concentrate on this market segment and this age group should be emphasized at a center as well. This group requires a wide variety of programs and activities that are available after school, during the summer, or during weekend hours. Instructional programs and competitive sports programs are especially popular, as well as drop-in use of the facility.

4. Teens - A major focus of many community center projects is on meeting the needs of teenagers in the community. There is a great debate among recreation providers throughout the country on how to best provide recreation programming for this age group. Some believe that dedicated teen space is required to meet their needs while others find that it is the activities and approach that is more important. Serving the needs of this age group will often require the use of many areas of the center at certain "teen" times of use instead of one dedicated space for teens.

5. Seniors - Currently senior programming occurs at the Creekside Community Center but it should be noted that Creekside is only attracting a portion of the senior market in Bloomington, which suggests the need for expanding opportunities and facilities beyond the current offerings. As the population of the United States and the service area continue to age, continuing to meet the needs of an older senior population will be essential. As has been noted, a more active and physically oriented senior is now demanding services to ensure their continued health. Social programs as well as weight training and cardiovascular conditioning have proven to be popular with this age group. Again, the fact that this market segment will usually utilize a facility during the slower use times of early to mid-day also is appealing.

6. Business/corporate – This market has a variety of needs from fitness/wellness and instruction, to recreation and social. The more amenities and services that can be offered at one location the more appeal there is to this market segment. The business community should be surveyed to determine their specific needs and expectations.

7. Special needs population - This is a secondary market, but with the A.D.A. requirements and the existence of a number of recreation components, the amenities will be present to develop programs for this population segment. Association with health care providers and/or other social service agencies will be necessary to fully reach this market.

8. Special interest groups - This is a market that needs to be explored to determine the use potential from a variety of groups. These could include school functions, nonprofit organizations and adult and youth sports teams. While the needs of these groups can be great, their demands on a center can often be incompatible with the overall mission of the facility. Care must be taken to ensure that a balance is achieved.

The City of Bloomington faces many challenges with Creekside Community Center. Although the City has been successful with converting and re-purposing an old school into a community center, it lacks the space and features found in most community centers today. When factoring in the senior population in Bloomington it is reasonable to question the effectiveness of the current community center in delivering senior programs as reflected by the relatively low penetration rate. This is not to imply or suggest the quality of programs currently offered are lacking or that Creekside Community Center is not an effective delivery system for the seniors currently using the center, but rather just a point that less than 15% of the senior population in Bloomington is using Creekside.

The Bloomington demographics suggest that the City has a much higher concentration of people over 55 than the national levels. The fact there is a private health club (Welcyon) that is marketed and designed for adults over 50 years old speaks to the aging population in Bloomington. However, as the senior population transitions out of Bloomington, the City will be faced with the potential housing turn-over challenge. Granted, many people are looking at the quality of education, affordable housing and strong infrastructure to determine where they live and the City of Bloomington is second to none with these attributes. However, quality of life also plays a role in determine where a family chooses to live. A vibrant community center contributes to the quality of life and in this regard, the City of Bloomington has fallen behind some of its neighboring communities such as Shakopee, Savage, Chaska, Eden Prairie and Eagan.

5. SPACE NEEDS

5.1 EXISTING DEMAND FOR PROGRAMS

The following section details specific demands or gaps in services discussed by stakeholders. Remarks are grouped by area of interest and components.

At Creekside:

The existing programming at Creekside is very robust as evidenced by over 180,000 visitors in 2014. The Center is a location for Bloomington Human Services, a division of the City that provides support to low income individuals and families, multicultural communities, youth, older adults and people with disabilities.

The Human Services Division contracts with nonprofit agencies to provide residents convenient access to human services at a local level. These include Loaves & Fishes, Optage Senior Dining, Fare for All, Senior Community Services and Martin Luther Care Center.

50+ Program

While Creekside is available to many organizations for events and rental, the 50+ Program is the largest daytime user and occupies the most square footage. This program is designed to keep older adults actively engaged in the community. The following programs are for the most part created and run by volunteers:

Cards:
Hearts
Bridge
Euchre
Cribbage
Club 500

Fitness and Recreation:
Bone Builders Exercise
Low Impact Exercise
Martial Arts/Self Defense
Gentle Yoga
Chair Yoga
Zumba Gold
Wii Bowling
Bocce
Billiards
Flower Club
Golf
Walking Club
Field Trips

Music:
Bloomingtones
Classic Country Music Jam
Crickets

Nutrition:
Noon Diner program
Buyers Club
Optage Home Delivered Meals

Health and Wellness:
Blood Pressure Checks
Dakim Brain Fitness Program
Foot Care
Health Insurance Counseling
Hearing Testing

Arts and Crafts:
Boutique
Ceramics
Freeform Clay
Crafts and Quilting
Lapidary
Woodshop
Wood Carvers
Leatherworkers
Oil Painting
Watercolor
Needleworkers

Education:
Writers Club
Movie Monday's
OLLI Educational Discussion Group
A Matter of Balance/Better Choices
Stress Management Class
Free Lending Library
Coffee Talks
Poetry Class
Bloomington Academy for Safe Elders (BASE)
Smart Driver program
Caregiver support group
Open Computer Lab
Advanced Computer User Group
iPad Tutoring
AARP Workshops for Families

Leadership:
Memorial Trust Fund
Evolve Leadership Class
50+ Leaders

While 50+ programming is robust at Creekside, enrollment in activities has fluctuated based on community interest. In addition, the lack of flexibility in the existing facility has limited programming and compromised offerings. Nonetheless, preserving the philosophy of the program – to provide a place for social interaction and allow for opportunities to contribute and give back to the community - should be maintained in a future community center.

In addition, the Core Team recognized the desire to reach a larger demographic and capture more seniors than currently participate in the existing programming. Through benchmarking, trends and market analysis, we have identified programs below that can expand their user base while remaining true to the mission of keeping older adults actively engaged in the community.

The seniors attending the stakeholder meetings were very vocal about wanting to continue senior programming activities. Seniors currently have dedicated daytime use of many rooms within Creekside Community Center. This dedicated use has limited the occupancy rate of some of the dedicated space to a range of 20% to 60%. The City could expand usage and programs if some of the dedicated senior spaces could be designed as multi-purpose space to serve a wider section of the community. Seniors are looking for program space within a community center and most of their needs could be met with the classroom/meeting room space, expanded fitness space and gymnasium space being proposed for a new community center. It appears that the highest demand for space by seniors tends to occur within typical core daytime hours. Spreading senior programs out over a longer period of time could improve space utilization within the proposed community center.

Gymnasium:

One of the most frequently heard comments during the community stakeholder process is the need for more gymnasium space. The School District staff reported that the demand and request for gym space in the Activity Centers by local sports associations exceeds what the School District can accommodate. As a result, many Bloomington based youth sport associations must travel outside of the City for access to indoor gym space. To compound this problem, there is no gymnasium space at the Community Center. A large gymnasium space with at least three full-sized basketball courts that can be used for a multitude of activities is recommended. The gym space should be a separate enclosed space with a multi-sport playing surface on one of the gymnasium spaces to accommodate a variety of programs including indoor soccer, in-line hockey, baseball batting cages, gymnastics, wrestling, pickleball, basketball and volleyball. This space can also be used as exhibit space and to supplement other community center demand for space and hosting events.

It should be noted that having a new gymnasium facility in Bloomington will not eliminate the need for Parks and Recreation and youth sports associations to have access to School District facilities. In fact, the current use of school facilities will likely continue at the current level even with a new gymnasium facility added to the community inventory of space.

Indoor Walking/Jogging Track:

Walking is rated as the top activities according to the NSGA (National Sporting Goods Association) and represents over 27,000 people in the primary service area. Having an opportunity to walk/jog in an indoor environment, especially during the harsh winters in Minnesota, is important in attracting a wider variety of customers to a Community Center. Walking is one of the most popular activities for seniors and access to a track would increase community center use by the general population.

Aquatics (Future Option):

Without doubt, a progressive and notable trend in aquatics continues to be the recreation pool concept. Incorporating water slides, current channels, fountains, zero depth entry and other water play features into a pool's design has proved to be extremely popular for the recreational user. The City of Bloomington does not have a public indoor leisure pool and this represents a gap in facilities for residents. However, a portion of the population can take advantage of the privately owned Waterpark of America. Recreation pools appeal to younger children (who are the largest segment of the population that swim) and to families. Creating a theme for the indoor recreation pool is important for enhancing the swimming experience and creating a unique marketing opportunity. These types of facilities are able to attract and draw larger crowds and people tend to come from a further distance and stay longer to utilize such pools. This all translates into the potential to sell more admissions and increase revenues. It is estimated conservatively that a recreation pool can generate up to 25% to 30% more revenue than a comparable conventional pool and the cost of operation, while being higher, may be offset through increased revenues. Of note is the fact that patrons seem willing to pay a higher user fee for a leisure pool than a conventional aquatic facility. However, that being said, building an indoor recreation pool would compete with the City's outdoor pool during the summer months and is the most expensive component to build and operate within a community center. Also, there are numerous indoor leisure pools in neighboring communities that are accessible within a short drive of Bloomington. Careful consideration should be given before selecting an aquatic component for the Community Center.

The School District has competitive pools that are meeting the competitive swim needs of the community and consequently a competitive lap pool is not recommended at this time. The recommendation to not include a competitive swim venue is also influenced by the fact that most competitive swimming pools require a significant subsidy to offset operating cost. The limited use and fee elasticity competitive swimmers are willing to pay are obstacles in recovering a greater percentage of operating cost through revenues.

Fitness:

Clearly the biggest missing ingredient of the existing Community Center is the lack of fitness equipment and programs. The Activity Centers at Jefferson and Kennedy High Schools provide an affordable alternative for the general public. Demographics indicate that almost 15% of Bloomington households have income of less than $25,000 per year. The proposed community center, especially if paired with Public Health services in the same building, would be in a unique position to positively influence health and wellness for this underserved segment of the Bloomington population.

Statistically, exercise walking, exercise with equipment and aerobic exercise all rank in the top fifteen activities/sports most popular in the U.S, according to the National Sporting Goods Association statistics. Exercise and fitness are one of the components that will drive membership, daily admission and participation. As a result, the fitness component has become the cornerstone for many community centers by virtue of generating revenue and participation. In addition, fitness activities appeal to a wide range of ages to help combat obesity along with improving the quality of one's life. Maintaining wellness and fitness is very important to the baby boomers within the senior population. Obesity is becoming an epidemic in the United States, especially for youth, and socio-economic conditions have contributed to a higher incidence of obesity in lower income population than the population as a whole. Youth fitness is one component that can help address this issue locally and will differentiate the proposed community center from other facilities. However, fitness also is the one component that will create the greatest concern from the private sector. The private sector will claim unfair competition but the reality is that

the private sector caters to a different market niche than a public center, which has more focus on community. Clearly the private fitness providers in Bloomington have a singular focus for adult fitness and do not want more competition in the market place. The private sector realizes the importance of the fitness market and tries to promote themselves as public service providers. The fee structure programming and operating practices employed by the private sector is significantly different than a community-based center. As a result, there is enough market and difference in the operating philosophy and practices for the private sector and public facility to operate in the same service area.

An area within the fitness component that can accommodate health screenings and testing along with a treatment area would supplement the fitness programs and use. The fitness component of a community center would generate the most revenue per square foot within the facility and consequently should not be undersized or underemphasized.

Group fitness space is another supplemental area required for reaching the fitness and wellness market. The demand for Yoga, Zumba, Pilates, Spinning and group exercise is growing. Interest and participation in fitness classes are on the rise nationally, recording a significant increase in participation over the past 10 years. Group fitness space was strongly supported in the community stakeholder meetings, especially by existing group exercise participants. Group fitness space has proved to be a popular amenity in centers around the country and it is not uncommon to have between 25-40 classes per week in these spaces.

Dome/Field House (Future Option):

Some interest was expressed for a field house to expand training opportunity for traditional outdoor sports like football, soccer, lacrosse, rugby, baseball and softball. Since most of this interest was generated from competitive sport organizations and high school sports teams, a field house component is not recommended at this time. This is a project better suited for a future phase and collaboration with the School District.

Meeting Room/Classroom/Multi-Purpose:

Multi-purpose meeting room space was supported through the stakeholder process. There were several different opinions as to what size the multi-purpose spaces should be. Multi-purpose space provides support for other activities in a center, class room opportunities, meetings and small receptions. A sufficient amount of square footage is needed for meetings and multi-purpose space. Typically in community centers, meeting room space does not generate enough revenue to be a self-supporting component and the City of Bloomington is no exception. These spaces are valuable as support spaces and the multi-use flexibility enables the facility to meet a wide variety of program needs. Including adequate storage space to enable flexibility is an important component to these rooms. The classrooms are needed to meet a wide range of programs that have a multi-generational appeal and help meet the enrichment and senior programming needs of the community.

Teen Center:

There is no existing Teen Center within Creekside Community Center. At one point the City converted one of the Community Center rooms into a teen area. Although appreciated by the organization that represents teens, the teen area in the Community Center ultimately failed because the center lacked the components that are interesting and appealing to teens. Clearly there is a gap in providing teen services in the community and to meet this need will require some dedicated space and different hours of operation from a traditional community center to be attractive to teens. The teen population could easily share rooms and equipment with other Community Center groups including the seniors.

Child Watch Area:

One key component to support the fitness element in the Community Center is a child watch area. Having the ability to drop off a pre-school or young child in the supervised area is very important for support of group exercise and general fitness opportunities. In most community center settings a child watch operation will only recover 40% to 60% of the cost to provide the child watch services. However, having access to child watch for parents will increase facility membership and program participation. Many facilities look at child watch as a membership service that supports programming and membership.

Indoor Playground/Birthday Party Room

A major focus on the programming of a typical community center focuses on young people. These spaces are designed to attract young people to the proposed community center and provide the spaces that differentiate the Bloomington facility from other service providers. An indoor themed playground introduces a concept for indoor recreation that has proven successful in the Twin Cities by providing a themed playground designed to attract elementary and pre-school aged children. A multi-purpose birthday party room is an opportunity to generate revenue and could experience significant use as seen in other metro community centers.

Additional City Services with Space Needs:

There are two City services that are in need of City investment due to inadequate and deteriorating facilities. The Public Health Division is in need of right-sized offices and clinic space for their clients. Motor Vehicle also requires right sized offices and waiting space for their clients.

One unique aspect of the needs in the city is the desire to provide several local government services in one location. The team discussed many advantages of including Public Health and Motor Vehicle under one roof as a convenience to residents. These services, along with social service programs such as Loaves & Fishes, welcome a diverse population to the center. Additionally, health and wellness programming available on a sliding fee makes these amenities accessible to all Bloomington residents. There are many studies, including one by the U.S. Centers for Disease Control and Prevention, which identify obesity as a major public concern. Further, those on a low socioeconomic status scale often have the highest rates of obesity and health related illness. A facility that promotes healthy lifestyles, through leisure and fitness activities, could lower healthcare cost, improve longevity, and be a great benefit to residents of Bloomington.

5.2 PROPOSED PROGRAM

The vision for a purpose-built community center is to accommodate existing programs that are thriving and create space for new programs that will attract and serve more residents. This list of spaces was informed by market analysis, community input, benchmarking peer facilities and the desire to offer more opportunities to Bloomington residents.

The proposed center should have a "family" orientation and meet the broad based leisure and health needs of the community. Multi-use, flexibility of space and versatility of operation are important and the facility should not be seen as just a senior center. The focus of the center's diverse market segments and activities should be a function of space utilization rather than space. Intergenerational use must be emphasized and the center needs to truly have something for everyone.

The ability to deal with the delicate balance between programming and drop-in needs will determine how accessible the facility will be perceived. Programs (leagues and classes) clash with drop-in users and can become very disruptive users. Care must be given to manage the balance between drop-in activities and programming needs.

The recommended spaces include the following:

Community Gathering

A key priority identified by the Core Team was to develop a community center that functions as a central hub for community gathering. This is reflected in the variety of program spaces that encourage multi-generational, multi-cultural and multi-economic users.

Multipurpose Space

The multipurpose space in the proposed center is large enough to hold 225 seats at round tables or 400 seats lecture style and could have hard surface floor for dancing, performance and card tournaments. The room would be optimally flexible so that the space could be configured to host lectures, church services, meals, or fitness activities and serve the groups currently utilizing the Minnesota Valley Room at Creekside Community Center. This space is recommended to be dividable into three separate areas for multiple program functions. Supporting spaces include general storage, AV control room and a full service kitchen.

Child Watch Area

This space requires about 1,640 square feet with a separate quiet room, activity room that includes an area for the children to play games and toys and child-sized restrooms. The childcare area should be adjacent to outdoor space and have direct access to the indoor playground. Ideally the childcare area is located near the lobby of the building with good visibility from the front desk or administrative area.

Indoor Playground

A themed area designed for children ages 1-10 featuring a fun land with creative and interactive play equipment including a complex matrix of tubes, spiral slides, climbing apparatus, interactive music, hollow logs, and multi-level play structure is recommended. This space should be approximately 2,000 square feet and would be a community attractor drawing visitors from further than the primary service area.

Multiuse rooms

Six multiuse rooms, flexible for a variety of programs, along with two meeting rooms available for rental and adjacent storage would be equipped for optimum flexibility and ease of use. The multiuse rooms would be large enough for groups of thirty. Specific uses, such as ceramics, woodworking, etc. could be determined with a statistically valid community survey in the next step of a Community Center project. The meeting rooms would be large enough for twelve and adjacent to the gymnasium or indoor playground for birthday party rental to maximize revenue generation.

Weight/Cardiovascular Area

Weight and cardio equipment are amenities that can be found elsewhere in Bloomington, however our team felt that a comprehensive community center that lacked such components would limit memberships and fail to meet minimum expectations of users. An area of at least 5,500 square feet that includes free weights, selectorized machines and cardiovascular equipment for youth and adult fitness, sport specific training, rehab/exercise and stretching is recommended.

Aerobic/Fitness/Dance Studios

Designated fitness spaces could extend offerings for senior-led wellness classes such as chair yoga, Zumba, etc., while also providing rooms for exercise classes geared for all ages. An area approximately 2,000 square feet that features a mirrored wall, dance bars mounted on the wall, free-floating impact floor, sound system, storage area and storage cubbies. One smaller fitness room of approximately 1,500 square feet is recommended to accommodate spinning classes, yoga and smaller classes not requiring the size of the main aerobic room. These rooms should have a free-floating wood floor and adjustable lighting to adjust/modify the environment for yoga and relaxation classes.

Running/Jogging/Walking Track

A ten-foot wide track that surrounds the gymnasium and goes through other parts of the facility could be used for walking or jogging. This component was the highest priority by many stakeholders sighting that winter use would be a primary draw. The track component is approximately 6,000 square feet.

Gymnasium Facilities

The Core Team expressed a strong desire for gymnasium space, available for use by athletic associations and the public. Three basketball courts are proposed for a new facility, with two having hardwood floor surface for athletic events and the third having a multi-purpose synthetic floor surface for more flexible programming. Meeting rooms could be adjacent to the gymnasium, allowing for an attractive amenity for community members looking for rentable space. A space that is approximately 18,000 square feet and divisible into three gym areas (each with a 50' by 84' basketball court) by a drop curtain is recommended. This area would allow for adequate space between courts and at ends to accommodate player benches and spectator seating. The main gymnasium space could be set up for a variety of activities including youth/adult basketball, youth/adult volleyball and potential exhibit space. Built-in seating at each end should be included.

Optional Considerations

Public Health

A unique aspect of a future community center in Bloomington, the addition of Public Health within the center offers many advantages including a welcome environment for a diverse population, community awareness of health and wellness programming, and a facility that promotes healthy lifestyles for the residents of Bloomington.

Senior Community Services Offices

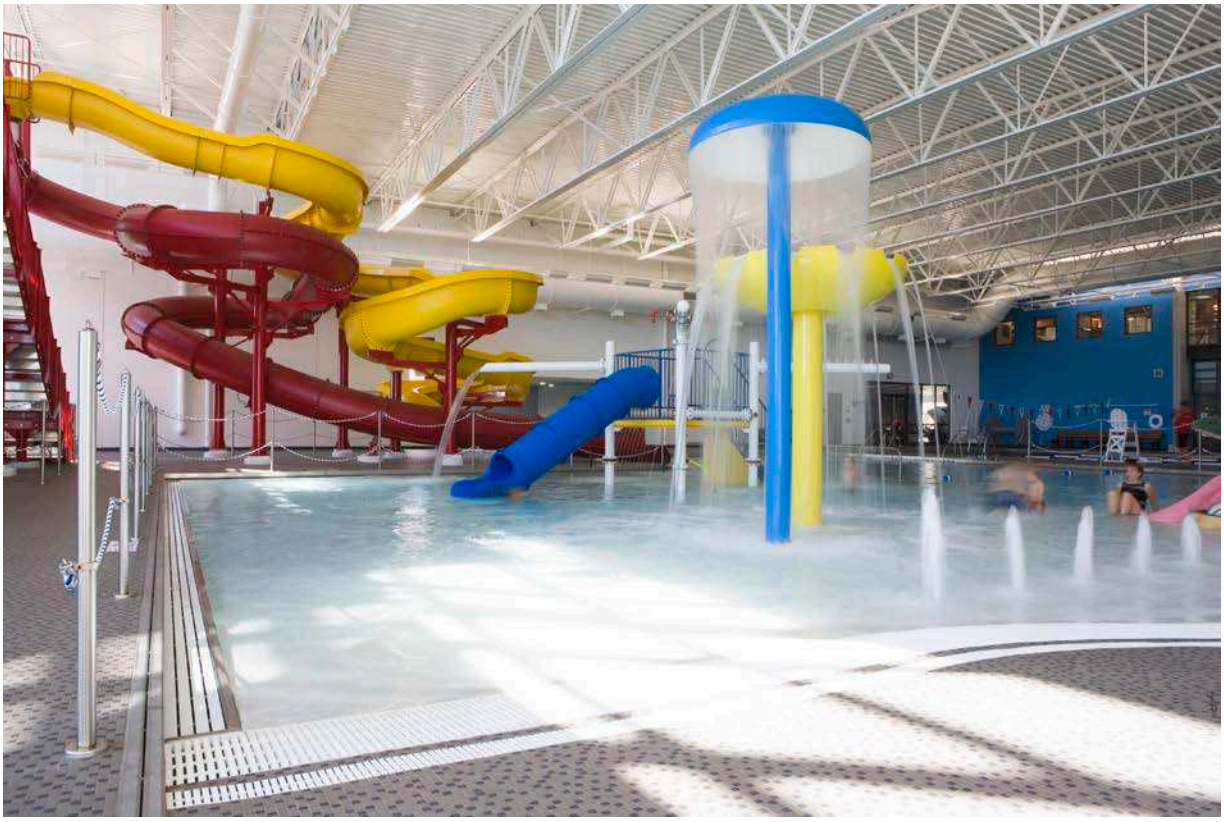
Offices available for Senior Community Services would allow for continued programming similar to those currently offered at Creekside Community Center.

Motor Vehicle

Office and customer service space for Motor Vehicle would be a convenience to residents and offer an opportunity to showcase services of Public Health as well as recreation and fitness activities available in the proposed community center.

Aquatics

Indoor aquatic program has long been on the wish list for the community. Competitive swimming needs are being meet by the School District, but recreational swimming in the community is lacking. An indoor aquatic program has potential to bring more members, interest, value and use. However, this is the most expensive component to construct and operate in a community center. A leisure pool has intergenerational appeal and could attract larger crowds from a further distance.



Site Amenities (Future Options)

The Task Force identified a number of site related programs and improvements to ensure the community center could capitalize on the unique programming of a new community gathering space.

Bocce Ball

Outdoor bocce ball courts for all ages would allow for the community to enjoy both the community center and the site.

Splash Pad

A draw for younger families, a splash pad would be a nice addition to the outdoor recreation opportunities in the community.

Community Garden Space

A designated community garden space would be an ideal location for an expansion of community education courses, reinforce the center's message of community health and wellness, and provide a beautiful space for the community to gather outside.

Picnic Space

Picnic space would serve as an outdoor extension of the multipurpose space and provide diners with views and access to the new site amenities and the center.

Domed Field House

It was noted through stakeholder meetings, and at subsequent meetings, that there is a strong desire for a domed field house in Bloomington. Currently, athletic groups have to pay surrounding communities for use of their turf during the winter months.

Bloomington Community Center Needs Assessment

Phase 1

AREA DESCRIPTION	2015 PROGRAM					NOTES
	NO. OF SPACES	NO. OF USERS	ASF/ ROOM	ASF TOTAL	SUBTOTAL	
Common Spaces					**12,945**	21%
Commons Gathering	1		1,000	1,000		informal community gathering; comfort seating, fireplace, display space
Front Desk	1		250	250		information, cashier, card scanning
Coffee Shop	1		700	700		cold food cases, servery
Child Watch	1		1,640	1,640		includes two restrooms
Indoor Playground	1		2,000	2,000		
Multipurpose Space	1		3,835	3,835		225 seats at rounds, 400 seats lecture style; hard flr, AV, music, dance, cards
Multipurpose Stage	1		1,000	1,000		
Multipurpose Storage	1		800	800		table, chair, linen storage, emergency cots
Full Service Kitchen	1		1,200	1,200		
Catering Kitchen	1		400	400		warming and serving area
Personal Needs Room	1		120	120		include a sink and counter
Recreation					**7,150**	12%
Multiuse rooms	6	30	975	5,850		flexible for a variety of programs, (specific use to be determined)
Meeting Rooms/Rental	2	12	500	1,000		adjacent to gymnasium or indoor playground; movable partitions; casework; sink
Meeting Rooms/Rental Storage	1		300	300		
Fitness					**18,400**	30%
Cardio Equipment Room	1		3,000	3,000		
Free Weights	1		1,000	1,000		
Circuit Weights	1		1,600	1,600		
Run/Jog/Walk Track	1		6,000	6,000		sq ft indicated is an allowance
Yoga/Stretch Studio	1		1,500	1,500		
Dance/Aerobics Studio	1		2,000	2,000		
Fitness Storage	1		300	300		
Locker Rooms	3		900	2,700		family, men & women's locker rooms (about 100 lockers in each men and women)
Laundry	1		300	300		

Bloomington Community Center Needs Assessment

AREA DESCRIPTION	2015 PROGRAM					NOTES
	NO. OF SPACES	NO. OF USERS	ASF/ ROOM	ASF TOTAL	SUBTOTAL	
Gymnasium					**18,800**	31%
Gymnasium	3		6,000	18,000		three basketball courts with fixed seating at ends
Gym Storage	1		800	800		
Community Center Offices & Program Support					**2,750**	4%
Office Suite				1,500		
Conference Room	1	20	500	500		
Workroom/Kitchenette	1		350	350		copy, mail, refrigerator, sink
File Room	1		400	400		
Building Support					**1,520**	2%
Loading Dock	1		800	800		
Vending Area	1		120	120		
Large Item General Storage	1		600	600		
ASF SUBTOTAL				61,565	**61,565**	100%
GSF		**65 % efficient**			**94,715**	utilities, restrooms, corridors, vertical circulation, shafts, etc.

Exterior Spaces		
Phase 1 estimated parking spots	421	225 sq ft/stall to estimate parking spots required
EXTERIOR SUBTOTAL	0	

Note: Estimated site acreage required for above program, surface parking, stormwater area, etc. is approximately 11 acres.

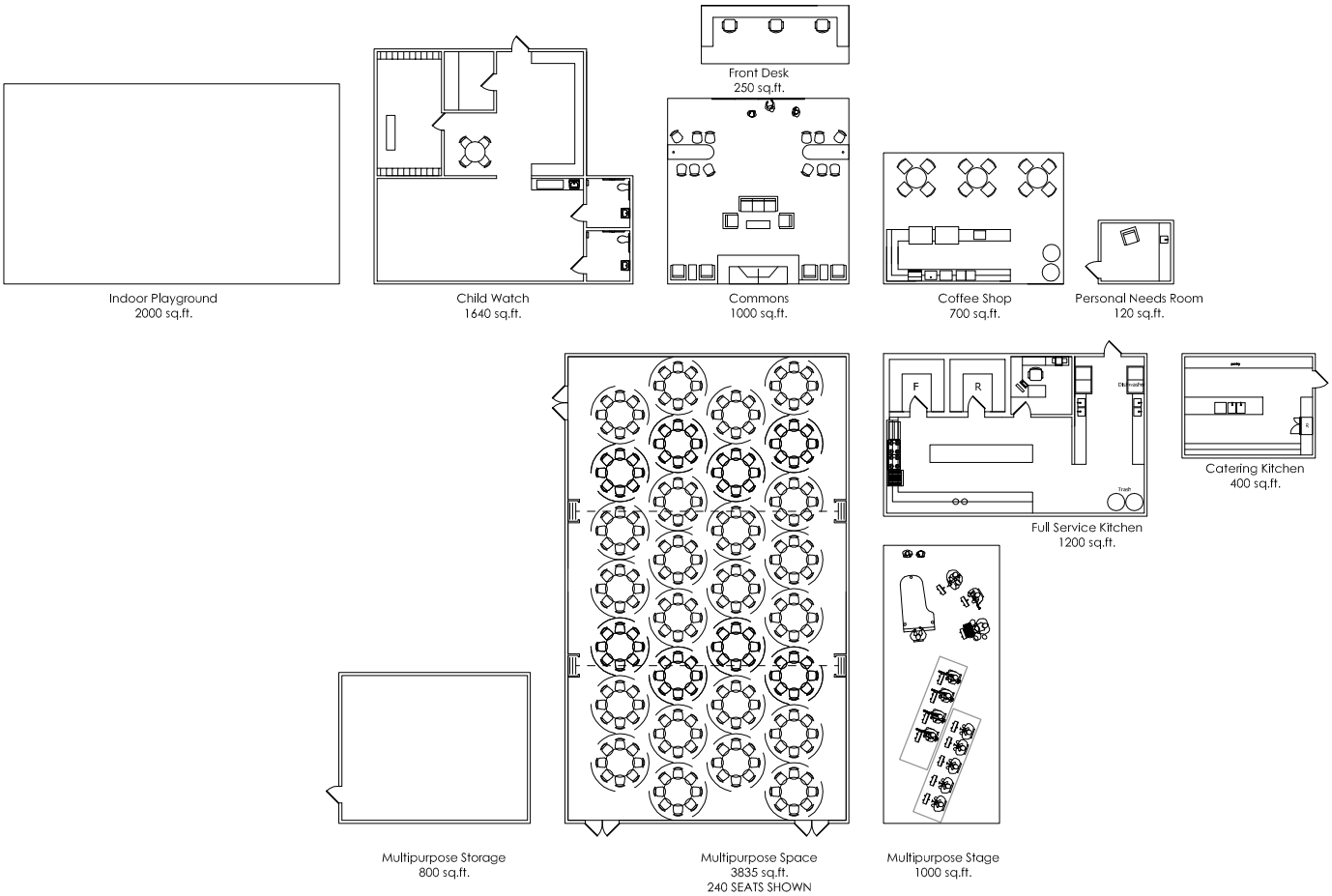
Bloomington Community Center Needs Assessment

AREA DESCRIPTION	2015 PROGRAM					NOTES
	NO. OF SPACES	NO. OF USERS	ASF/ ROOM	ASF TOTAL	SUBTOTAL	
Future: Option 1						
Public Health (currently 9,403 sf)					**13,878**	
Reception/Cashier	1		200	200		
Waiting Room	2		650	1,300		
Counseling Room	8		150	1,200		
Exam Room	2		300	600		
Height & Weight Room	2		100	200		
Mother's Room	1		120	120		
Restrooms	2		64	128		
Lab/Vaccine Storage	1		100	100		refrigerator and freezer
Lab	2		200	400		
Personal Needs Room	1		100	100		
Resource Room	1		100	100		
Secure Records	1		100	100		
Storage	4		200	800		dedicated storage rooms
Offices	9	1	120	1,080		
Cubicles	45	1	96	4,320		
Conference Room-small	3	10	240	720		
Conference Room-large	2	20	600	1,200		
Workroom	2		120	240		mail, copiers, paper supplies
Staff Kitchen	1		350	350		kitchenette including seating
Car seat storage	1		120	120		room for 2 pallets
Senior Community Services Suite	1		500	500		three offices, waiting room
ASF SUBTOTAL				13,878	13,878	
GSF		**65 % efficient**			**21,351**	utilities, restrooms, corridors, vertical circulation, shafts, etc.

Bloomington Community Center Needs Assessment

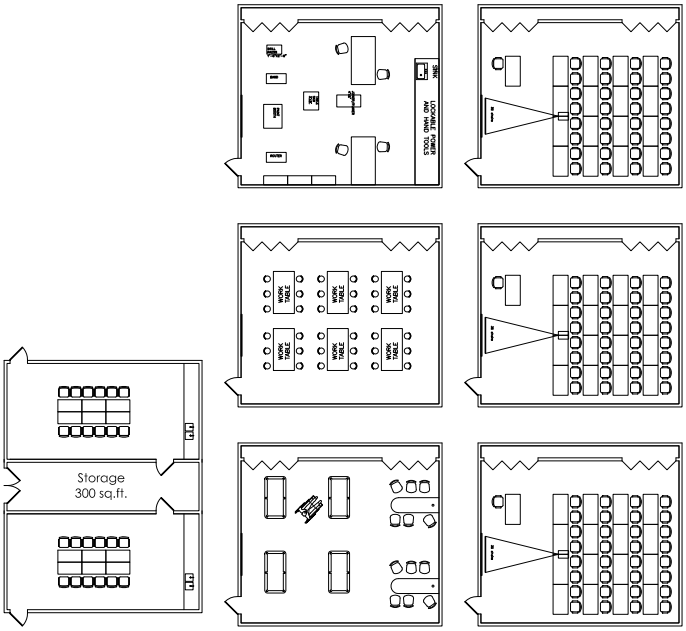
AREA DESCRIPTION	2015 PROGRAM					NOTES
	NO. OF SPACES	NO. OF USERS	ASF/ ROOM	ASF TOTAL	SUBTOTAL	
Future: Option 2						
Aquatics					**20,500**	
Indoor Pools	1		15,000	15,000		flexible for water aerobics, assisted exercise, family recreation, lap pool
Pool Mechanical Room	1		800	800		
Pool Chemical Room	1		200	200		
Aquatics Program Office	1		200	200		
Aquatics Viewing Area / Concessions	1		800	800		
Aquatics Storage	1		800	800		
Aquatic Locker Rooms	3		900	2,700		family, men & women's locker rooms (about 100 lockers per room)
ASF SUBTOTAL				20,500	20,500	
GSF		**65 % efficient**			**31,538**	utilities, restrooms, corridors, vertical circulation, shafts, etc.
Future: Option 3						
Motor Vehicle (currently about 2,700 sf)					**2,120**	
Offices	4		150	600		
Meeting Room	1		200	200		
Secure Storage	1		120	120		
Waiting Room	1		1,000	1,000		
Front Desk	1		200	200		
ASF SUBTOTAL				2,120	**2,120**	
GSF		**65 % efficient**			**3,262**	utilities, restrooms, corridors, vertical circulation, shafts, etc.
Future Exterior Spaces						
Future estimated parking spots						225 sq ft/stall to estimate parking spots required
Splash Pad	1		2,500	2,500		
Bocce Ball	4		855	3,420		
Community Garden Plots	50		400	20,000		
Picnic Space	1		900	900		
Domed Field House	1		80,000	80,000		co-locate with school district facilities
EXTERIOR SUBTOTAL				106,820		

Note: Estimated site acreage required for program including future options, surface parking, stormwater area, etc. is approximately 16 acres.



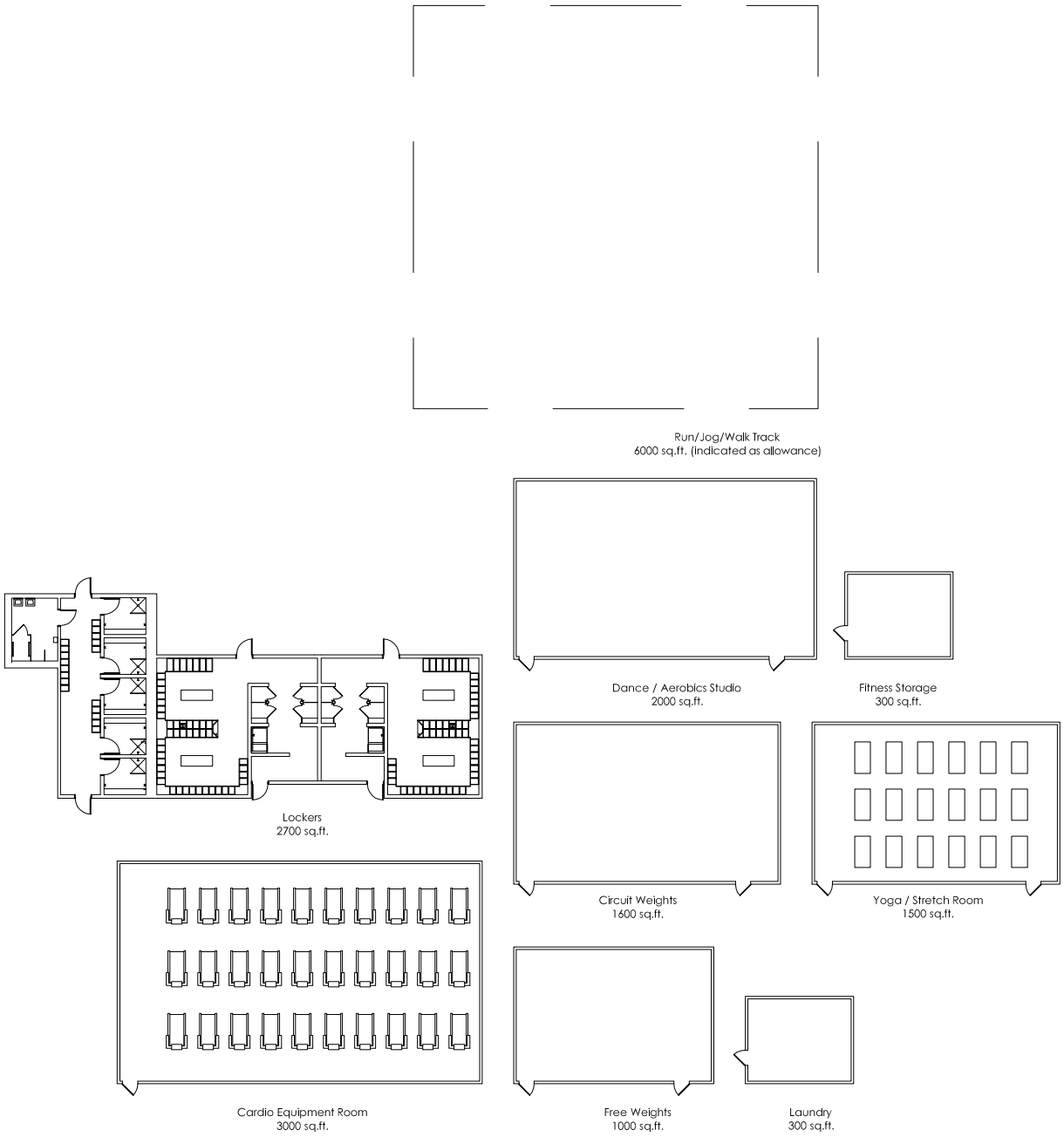
COMMON SPACES

32'



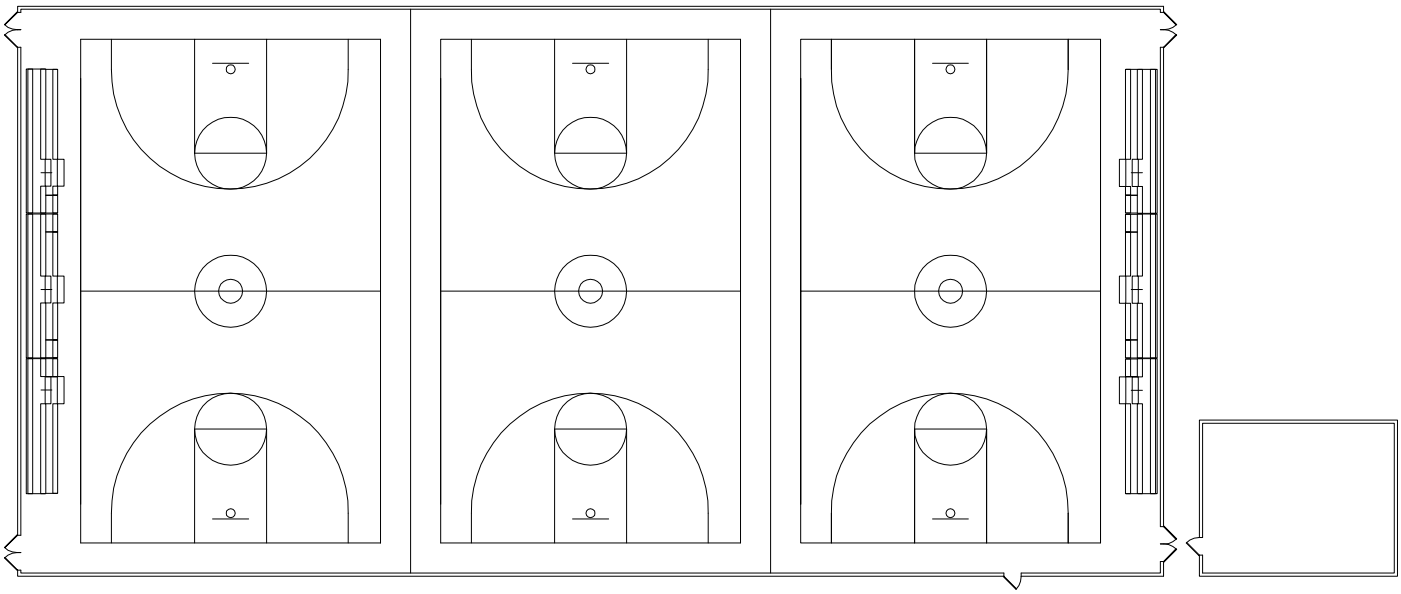
RECREATION SPACES

32’


Run/Jog/Walk Track
6000 sq.ft. (indicated as allowance)
Dance / Aerobics Studio
2000 sq.ft.
Fitness Storage
300 sq.ft.
Lockers
2700 sq.ft.
Circuit Weights
1600 sq.ft.
Yoga / Stretch Room
1500 sq.ft.
Cardio Equipment Room
3000 sq.ft.
Free Weights
1000 sq.ft.
Laundry
300 sq.ft.

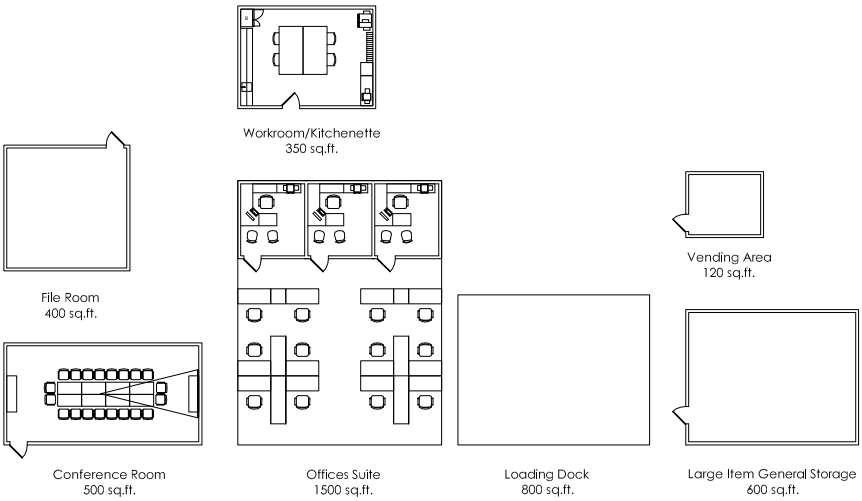
FITNESS

32'



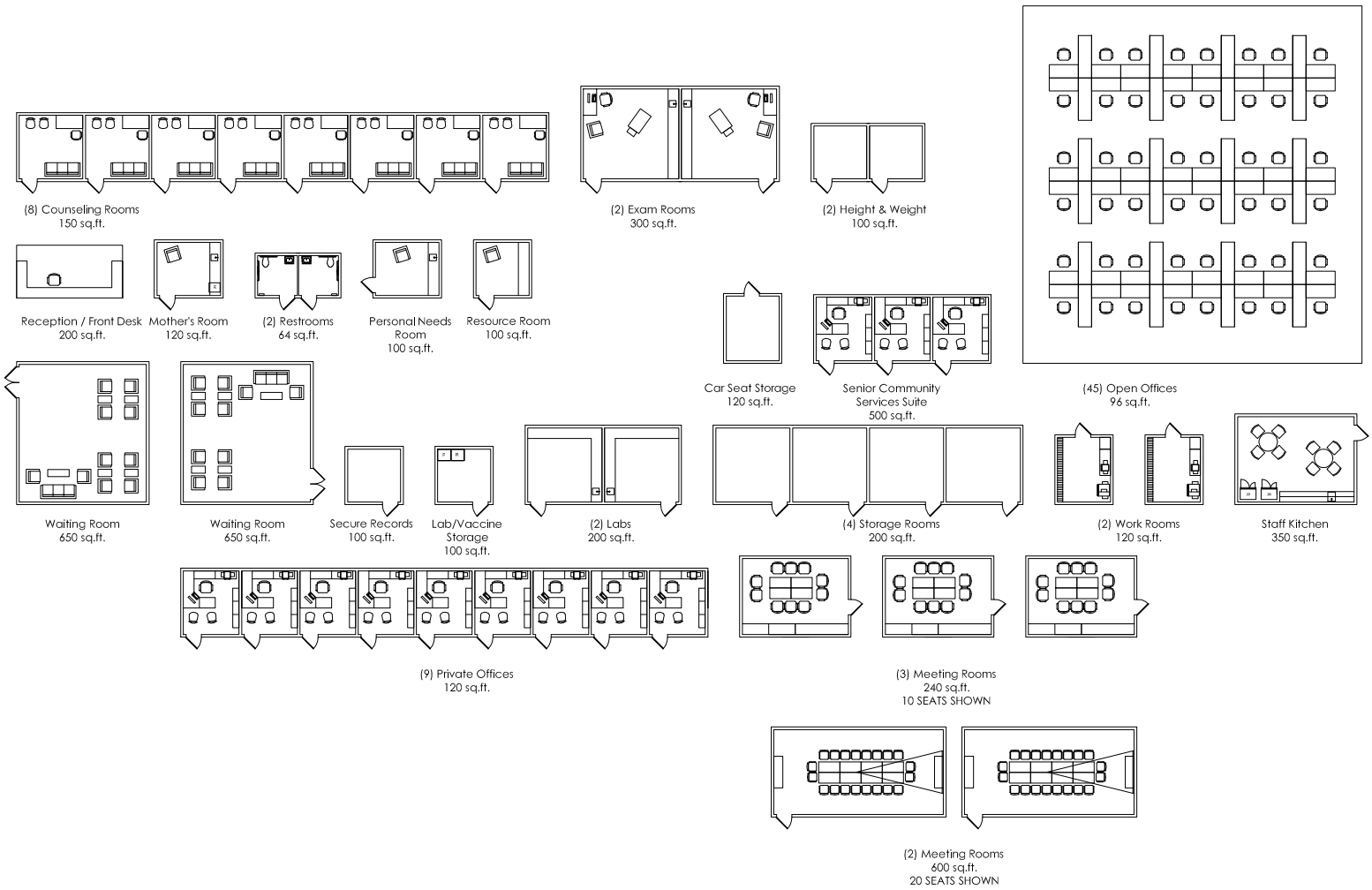
GYMNASIUM

32'



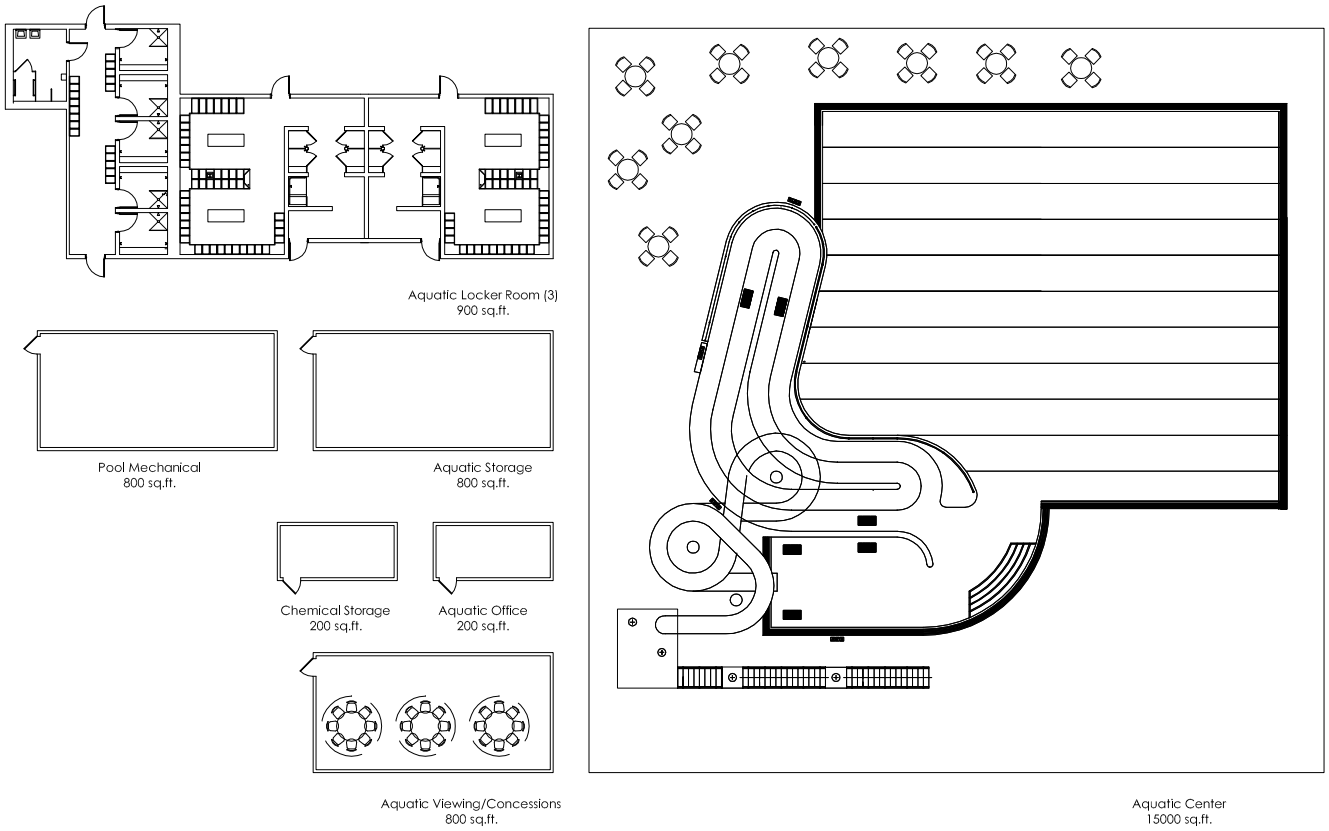
COMMUNITY CENTER OFFICES, PROGRAM SUPPORT & BUILDING SUPPORT

32'



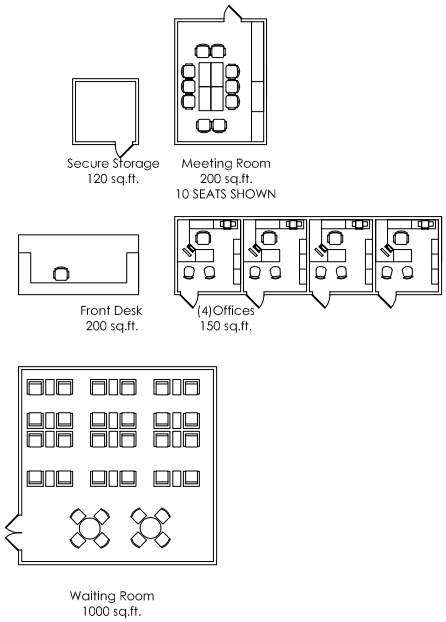
FUTURE: OPTION 1 PUBLIC HEALTH

32'



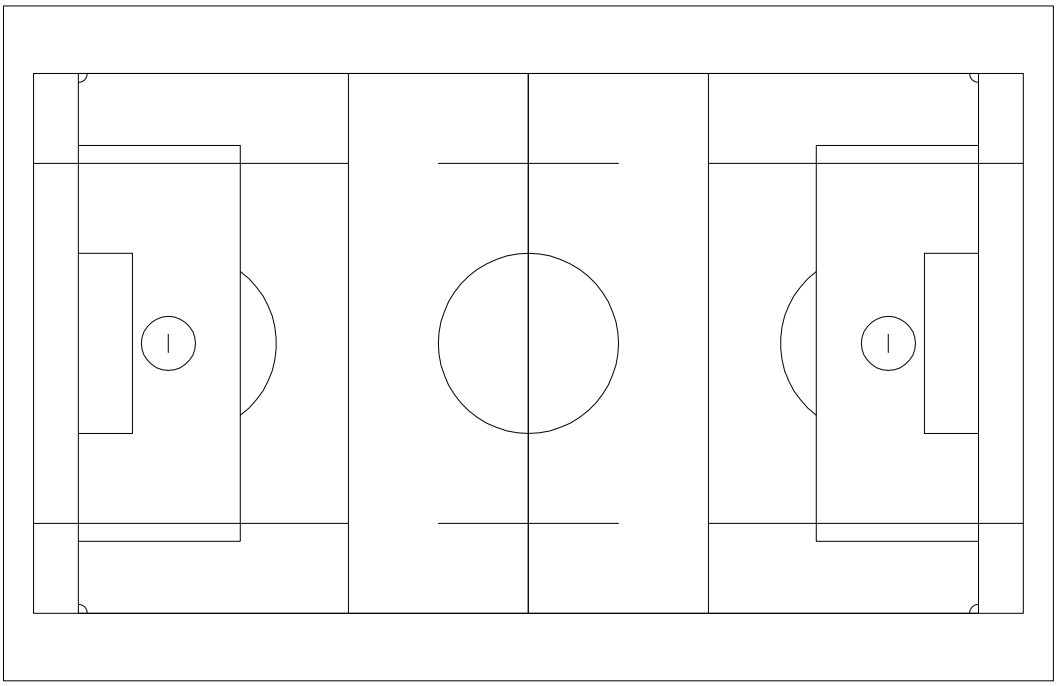
FUTURE : OPTION TWO AQUATICS

32'

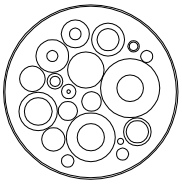


FUTURE: OPTION THREE MOTOR VEHICLES

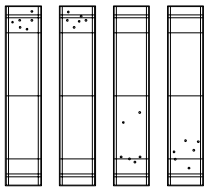
32'



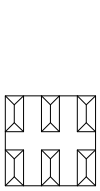
Indoor Dome
80000 sq.ft.



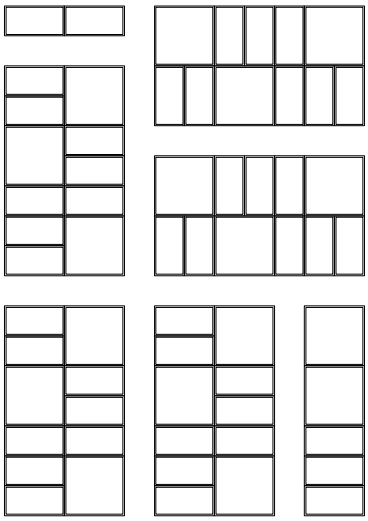
Splash Pad
2500 sq.ft.



Bocce Ball
3420 sq.ft.



Picnic Shelters
900 sq.ft.



Community Garden Plots
20000 sq.ft.

FUTURE EXTERIOR SPACES

32'

Bloomington Community Center

Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Needs Assessment Study

Primary Project Qty: 94,715 GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Direct Construction Costs	New Community Center		
	%	$/SF	**94,715 GSF**
			`
Site work (Allowance)	4%	$11	$1,000,000
Demolition	0%	$0	$0
Foundations	6%	$15	$1,420,725
Structure	11%	$28	$2,646,841
Enclosure	4%	$10	$949,944
Roofing	5%	$12	$1,151,580
Interiors	26%	$66	$6,282,130
Building Equipment / Furnishings	2%	$4	$379,715
Conveying	0%	$0	$0
Mechanical	24%	$60	$5,730,257
Electrical	18%	$46	$4,328,058
Total Direct Costs	100%	$252	**$23,889,251**
General Req./General Conditions	6%	$15	$1,433,355
Contractor Fee, Bond & Insurances	8%	$21	$2,025,808
Design/Construction Contingency	11%	$29	$2,734,841
Total Construction Cost		$318	**$30,083,256**
Const. Escalation to Midpoint - Mar. 1, 2016 - 6%			$1,804,995
Total Construction Cost w/Escal.		$337	**$31,888,251**
Owner Soft Costs @ 30% (Allowance)			$9,566,475
(A/E Fees, FF&E, Site Survey, Geotechnical, Testing, Builders Risk Insr., Security, Telephone, IT/Data Head End Equip., Way Finding Signage, Artwork & Special Accessories)			
Total Project Cost		$438	**$41,454,726**

Bloomington Community Center

Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Needs Assessment Study

Primary Project Qty: 94,715 GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Future Options

1. Option #1 - Public Health	**$4,800,000**
2. Option #2 - Aquatics	**$11,150,000**
3. Option #3 - Motor Vehicle	**$880,000**

Exterior Spaces

1. Splash Pads - 2,500 SF	**$50,000**
2. Bocce Ball - 3,420 SF	**$10,000**
3. Community Garden Plots - 20,000 SF	**$50,000**
4. Picnic Space - 900 SF	**$25,000**
5. Domed Field House - 80,000 SF	**$2,360,000**

Clarifications/Qualifications

1. This estimate is for budget purposes only.
2. No hazardous material removal is included in the above costs.
3. No off hour work or overtime work figured in this estimate.
4. New buildings on a greenfield site in Bloomington, MN.
5. No phasing is included.

Bloomington Community Center
Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Needs Assessment Study

Primary Project Qty: 94,715 GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Description		Quantity	Unit	Total $	$/Unit
Site work	Site work	**1**	Lsum	**$1,000,000**	**$1,000,000.00**
Demolition	None Required	**0**	Sqft	**$0**	**$0.00**
Foundation	Concrete Footings, Found. Wall, S.O.G. Excavation / Backfill of Ftgs.	**94,715**	Bldg. SF	**$1,420,725**	**$15.00**
Structure	Structural Steel Frame (10 lbs/sf)	**474**	Tons	**$1,989,015**	**$4,200.00**
	Canopy Structural Steel (15 lbs/sf)	**8**	Tons	**$31,500**	**$4,200.00**
	Spray Fireproofing	**94,715**	Sqft	**$284,145**	**$3.00**
	Metal Roof Deck w/10% Lap @ Canopy	**1,100**	Sqft	**$3,575**	**$3.25**
	Metal Roof Deck w/10% Lap	**104,187**	Sqft	**$338,606**	**$3.25**
Enclosure	Structural Stud Back-up System, Rigid Insul., Moisture Barrier	**14,678**	Sqft Wall	**$161,461**	**$11.00**
	Face brick - 45% of Encl.. SF	**6,850**	Brick Sqft	**$205,496**	**$30.00**
	Stone Panels - 20% of Encl. SF	**2,936**	Stone Sqft	**$132,104**	**$45.00**
	Metal Panels - 10% of Encl. SF	**1,957**	Mtl. Pnl. Sqft	**$97,855**	**$50.00**
	Al. Windows / Storefront - 25% of Encl. SF	**4,893**	Glass Sqft	**$318,029**	**$65.00**
	Canopy Finishes	**1,000**	Sqft	**$35,000**	**$35.00**
Roof	TPO Roof, Wood Blocking, Flashing and Sheet Metal, Access Door	**94,715**	Roof Sqft	**$1,136,580**	**$12.00**
	Canopy Roofing	**1,000**	Roof Sqft	**$15,000**	**$15.00**
Interior	**Walls, Doors, Finishes, Specialties, Etc.**				
	Common Spaces	**12,945**	Nsf	**$1,219,180**	**$94.18**
	Recreation	**7,150**	Nsf	**$328,250**	**$45.91**
	Fitness	**18,400**	Nsf	**$940,500**	**$51.11**
	Gymnasium	**18,800**	Nsf	**$1,468,000**	**$78.09**
	Community Center Offices & Program Support	**2,750**	Nsf	**$122,250**	**$44.45**
	Building Support	**1,520**		**$49,200**	**$32.37**
	Non-Assignable Space (Bldg. envelope figured above)	**33,150**	Nsf	**$2,154,750**	**$65.00**
Building Equip. & Furnishings	Window Blinds, Floor Mats,Etc.	**94,715**	Window SF	**$94,715**	**$1.00**
	Play Ground Equipment	**1**	Lsum	**$25,000**	**$25,000.00**
	Catering Kitchen	**1**	Lsum	**$10,000**	**$10,000.00**
	Kitchen Equipment	**1**	Lsum	**$250,000**	**$250,000.00**
Conveying	Passenger Elevators - (None Required)	**NA**	Stop	**NA**	**NA**
Mechanical	Plumbing	**94,715**	Bldg. SF	**$663,005**	**$7.00**
	Fire Protection	**94,715**	Bldg. SF	**$331,502**	**$3.50**
	HVAC	**94,715**	Bldg. SF	**$4,735,750**	**$50.00**
Electrical	Temporary Power & Lighting	**94,715**	Bldg. SF	**$47,357**	**$0.50**
	Interior Lighting Fixtures/Controls	**94,715**	Bldg. SF	**$757,720**	**$8.00**
	Emergency Switchgear/ATS	**500**	KW	**$175,000**	**$350.00**
	UPS	**94,715**	Bldg. SF	**$61,565**	**$0.65**
	Switchgear	**94,715**	Bldg. SF	**$520,932**	**$5.50**
	Normal LV Feeders	**94,715**	Bldg. SF	**$260,466**	**$2.75**
	Emergency Low Voltage Feeders	**94,715**	Bldg. SF	**$23,679**	**$0.25**
	Lighting Branch	**94,715**	Bldg. SF	**$426,217**	**$4.50**
	Receptacle Branch	**94,715**	Bldg. SF	**$520,932**	**$5.50**
	Grounding	**94,715**	Bldg. SF	**$28,414**	**$0.30**
	Cable Tray	**94,715**	Bldg. SF	**$94,715**	**$1.00**
	Motor Wiring	**94,715**	Bldg. SF	**$75,772**	**$0.80**
	Owner Equipment Connections	**94,715**	Bldg. SF	**$236,787**	**$2.50**
	Kitchen Wiring	**94,715**	Bldg. SF	**$28,414**	**$0.30**
	Voice & Data	**94,715**	Bldg. SF	**$568,290**	**$6.00**
	Fire Alarm System	**94,715**	Bldg. SF	**$284,145**	**$3.00**
	Card Readers	**94,715**	Bldg. SF	**$71,036**	**$0.75**
	Intercom System	**94,715**	Bldg. SF	**$23,842**	**$0.25**
	CCTV System	**94,715**	Bldg. SF	**$75,772**	**$0.80**
	Audio Visual System	**94,715**	Bldg. SF	**$46,999**	**$0.50**
General Conditions	(Contractor O.H. & Equipment)	**6.00**	Pct	**$1,433,355**	
Special Provisions	(Contractors Fees, Bond & Insurances)	**8.00**	Pct	**$2,025,808**	
ESTIMATE TOTALS				**$27,348,414**	**$288.74**

Note:

1. The costs above are figured in today's dollars (April 2015).
2. There is no escalation included in the above costs.

Bloomington Community Center
Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Needs Assessment Study

Primary Project Qty: GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Description		Quantity	Unit	Total $	$/Unit
Interior	**Walls, Doors, Finishes, Specialties, Etc.**				
	Common Spaces				
	Common Gathering	**1,000**	Nsf	**$45,000**	**$45.00**
	Front Desk	**250**	Nsf	**$18,750**	**$75.00**
	Coffee Shop	**700**	Nsf	**$70,000**	**$100.00**
	Child Watch	**1,640**	Nsf	**$65,600**	**$40.00**
	Indoor Playground	**2,000**	Nsf	**$150,000**	**$75.00**
	Multipurpose Space	**3,835**	Nsf	**$375,830**	**$98.00**
	Multipurpose Stage	**1,000**	Nsf	**$150,000**	**$150.00**
	Multipurpose Storage	**800**	Nsf	**$24,000**	**$30.00**
	Full Service Kitchen	**1,200**	Nsf	**$300,000**	**$250.00**
	Catering Kitchen	**400**	Nsf	**$20,000**	**$50.00**
	Personal Needs Room	**120**	Nsf	**$5,400**	**$45.00**
	Recreation				
	Multiuse Rooms	**5,850**	Nsf	**$263,250**	**$45.00**
	Meeting Rooms / Rental	**1,000**	Nsf	**$50,000**	**$50.00**
	Meeting Rooms / Rental Storage	**300**	Nsf	**$15,000**	**$50.00**
	Fitness Space				
	Cardio Equipment Room	**3,000**	Nsf	**$105,000**	**$35.00**
	Free Weights	**1,000**	Nsf	**$35,000**	**$35.00**
	Circuit Weights	**1,600**	Nsf	**$56,000**	**$35.00**
	Run / Jog / Walk Track	**6,000**	Nsf	**$180,000**	**$30.00**
	Yoga / Stretch Studio	**1,500**	Nsf	**$52,500**	**$35.00**
	Dance / Aerobic Studio	**2,000**	Nsf	**$80,000**	**$40.00**
	Fitness Storage	**300**	Nsf	**$10,500**	**$35.00**
	Locker Rooms	**2,700**	Nsf	**$405,000**	**$150.00**
	Laundry	**300**	Nsf	**$16,500**	**$55.00**
	Gymnasium				
	Gymnasium	**18,000**	Nsf	**$1,440,000**	**$80.00**
	Storage	**800**	Nsf	**$28,000**	**$35.00**
	Community Services Office				
	Office Suite	**1,500**	Nsf	**$67,500**	**$45.00**
	Conference Room	**500**	Nsf	**$25,000**	**$50.00**
	Workroom / Kitchenette	**350**	Nsf	**$15,750**	**$45.00**
	File Room	**400**	Nsf	**$14,000**	**$35.00**
	Building Support				
	Loading Dock	**800**	Nsf	**$24,000**	**$30.00**
	Vending Area	**120**	Nsf	**$4,200**	**$35.00**
	Large Item General Storage	**600**	Nsf	**$21,000**	**$35.00**
	General Circulation				
	Mechanical and Circulation space	**33,150**	Nsf	**$2,154,750**	**$65.00**
ESTIMATE TOTALS		**94,715**		**$6,287,530**	**$66.38**

Note:

1. The costs above are figured in today's dollars (April 2015).
2. There is no escalation included in the above costs.

Bloomington Community Center
Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Option #1 - Public Health

Primary Project Qty: 21,351 GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Description		Quantity	Unit	Total $	$/Unit
Site work	Site work	**1**	Lsum	**See Site Work**	**See Site Work**
Demolition	None Required	**0**	Sqft	**$0**	**$0.00**
Foundation	Concrete Footings, Found. Wall, S.O.G. Excavation / Backfill of Ftgs.	**21,351**	Bldg. SF	**$277,563**	**$13.00**
Structure	Structural Steel Frame (10 lbs/sf)	**85**	Tons	**$341,616**	**$4,000.00**
	Spray Fireproofing	**21,351**	Sqft	**$64,053**	**$3.00**
	Metal Roof Deck w/10% Lap	**23,486**	Sqft	**$76,330**	**$3.25**
Enclosure	Structural Stud Back-up System, Rigid Insul., Moisture Barrier	**7,014**	Sqft Wall	**$77,154**	**$11.00**
	Face brick - 45% of Encl.. SF	**3,273**	Brick Sqft	**$98,196**	**$30.00**
	Stone Panels - 20% of Encl. SF	**1,403**	Stone Sqft	**$63,126**	**$45.00**
	Metal Panels - 10% of Encl. SF	**935**	Mtl. Pnl. Sqft	**$46,760**	**$50.00**
	Al. Windows / Storefront - 25% of Encl. SF	**2,338**	Glass Sqft	**$151,970**	**$65.00**
Roof	TPO Roof, Wood Blocking, Flashing and Sheet Metal, Access Door	**21,351**	Roof Sqft	**$256,212**	**$12.00**
Interior	**Walls, Doors, Finishes, Specialties, Etc.**				
	Reception / Cashier	**200**	Nsf	**$20,000**	**$100.00**
	Waiting Room	**1,300**	Nsf	**$97,500**	**$75.00**
	Counseling Room	**1,200**	Nsf	**$48,000**	**$40.00**
	Exam Room	**600**	Nsf	**$27,000**	**$45.00**
	Height and Weight Room	**200**	Nsf	**$8,000**	**$40.00**
	Mother's Room	**120**	Nsf	**$4,800**	**$40.00**
	Restrooms	**128**	Nsf	**$22,400**	**$175.00**
	Lab/Vaccine Storage	**100**	Nsf	**$4,500**	**$45.00**
	Lab	**400**	Nsf	**$50,000**	**$125.00**
	Personal Needs Room	**100**	Nsf	**$4,000**	**$40.00**
	Resource Room	**100**	Nsf	**$4,000**	**$40.00**
	Secure Records	**100**	Nsf	**$4,000**	**$40.00**
	Storage	**800**	Nsf	**$28,000**	**$35.00**
	Offices	**1,080**	Nsf	**$43,200**	**$40.00**
	Cubicals	**4,320**	Nsf	**$108,000**	**$25.00**
	Conference Room - Small	**720**	Nsf	**$32,400**	**$45.00**
	Conference Room - Large	**1,200**	Nsf	**$60,000**	**$50.00**
	Workroom	**240**	Nsf	**$9,600**	**$40.00**
	Staff Kitchen	**350**	Nsf	**$17,500**	**$50.00**
	Car Seat Storage	**120**	Nsf	**$4,200**	**$35.00**
	Senior Community Services Suite	**500**	Nsf	**$22,500**	**$45.00**
	Non-Assignable Space (Bldg. envelope figured above)	**7,473**	Nsf	**$485,745**	**$65.00**
Building Equip. & Furnishings	Window Blinds, Floor Mats,Etc.	**21,351**	Window SF	**$21,351**	**$1.00**
Conveying	Passenger Elevators - (None Required)	**NA**	Stop	**NA**	**NA**
Mechanical	Plumbing	**21,351**	Bldg. SF	**$106,755**	**$5.00**
	Fire Protection	**21,351**	Bldg. SF	**$64,053**	**$3.00**
	HVAC	**21,351**	Bldg. SF	**$854,040**	**$40.00**
Electrical	Interior Lighting Fixtures/Controls	**21,351**	Bldg. SF	**$106,755**	**$5.00**
	Lighting Branch	**21,351**	Bldg. SF	**$42,702**	**$2.00**
	Receptacle/Branch	**21,351**	Bldg. SF	**$117,431**	**$5.50**
	Owner Equipment Connections	**21,351**	Bldg. SF	**$25,621**	**$1.20**
	Voice & Data	**21,351**	Bldg. SF	**$128,106**	**$6.00**
	Fire Alarm System	**21,351**	Bldg. SF	**$74,729**	**$3.50**
	Card Readers	**21,351**	Bldg. SF	**$16,013**	**$0.75**
	Intercom System	**21,351**	Bldg. SF	**$13,878**	**$0.65**
	CCTV System	**21,351**	Bldg. SF	**$17,081**	**$0.80**
	Audio Visual System	**21,351**	Bldg. SF	**$10,595**	**$0.50**
General Conditions	(Contractor O.H. & Equipment)	**6.00**	Pct	**$249,446**	
Special Provisions	(Contractors Fees, Bond & Insurances)	**8.00**	Pct	**$352,550**	
ESTIMATE TOTALS				**$4,759,430**	**$222.91**

Note:

1. The costs above are figured in today's dollars (April 2015).
2. There is no escalation included in the above costs.

Bloomington Community Center
Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Option #2 - Aquatics

Primary Project Qty: 31,538 GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Description		Quantity	Unit	Total $	$/Unit
Site work	Site work	**1**	Lsum	**See Site Work**	**See Site Work**
Demolition	None Required	**0**	Sqft	**$0**	**$0.00**
Foundation	Concrete Footings, Found. Wall, S.O.G. Excavation / Backfill of Ftgs.	**31,538**	Bldg. SF	**$473,070**	**$15.00**
Structure	Structural Steel Frame (10 lbs/sf)	**158**	Tons	**$662,298**	**$4,200.00**
	Spray Fireproofing	**31,538**	Sqft	**$94,614**	**$3.00**
	Metal Roof Deck w/10% Lap	**34,692**	Sqft	**$112,748**	**$3.25**
Enclosure	Structural Stud Back-up System, Rigid Insul., Moisture Barrier	**8,525**	Sqft Wall	**$93,770**	**$11.00**
	Face brick - 45% of Encl.. SF	**3,978**	Brick Sqft	**$119,343**	**$30.00**
	Stone Panels - 20% of Encl. SF	**1,705**	Stone Sqft	**$76,721**	**$45.00**
	Metal Panels - 10% of Encl. SF	**1,137**	Mtl. Pnl. Sqft	**$56,830**	**$50.00**
	Al. Windows / Storefront - 25% of Encl. SF	**2,842**	Glass Sqft	**$184,698**	**$65.00**
Roof	TPO Roof, Wood Blocking, Flashing and Sheet Metal, Access Door	**31,538**	Roof Sqft	**$378,456**	**$12.00**
Interior	**Walls, Doors, Finishes, Specialties, Etc.**				
	Indoor Pools	**15,000**	Nsf	**$2,250,000**	**$150.00**
	Pool Mech. Rooms	**800**	Nsf	**$28,000**	**$35.00**
	Pool Chemical room	**200**	Nsf	**$7,000**	**$35.00**
	Aquatics Program Office	**200**	Nsf	**$8,000**	**$40.00**
	Aquatics Viewing Area / Concessions	**800**	Nsf	**$40,000**	**$50.00**
	Aquatics Storage	**800**	Nsf	**$28,000**	**$35.00**
	Aquatics Locker Room	**2,700**	Nsf	**$216,000**	**$80.00**
	Non-Assignable Space (Bldg. envelope figured above)	**11,038**	Nsf	**$717,470**	**$65.00**
Building Equip. & Furnishings	Window Blinds, Floor Mats,Etc.	**31,538**	Window SF	**$31,538**	**$1.00**
	Pool Equipment	**1**	Lsum	**$1,500,000**	**$1,500,000.00**
Conveying	Passenger Elevators - (None Required)	**NA**	Stop	**NA**	**NA**
Mechanical	Plumbing	**31,538**	Bldg. SF	**$252,304**	**$8.00**
	Fire Protection	**31,538**	Bldg. SF	**$110,383**	**$3.50**
	HVAC	**31,538**	Bldg. SF	**$1,419,210**	**$45.00**
Electrical	Interior Lighting Fixtures/Controls	**31,538**	Bldg. SF	**$189,228**	**$6.00**
	Lighting Branch	**31,538**	Bldg. SF	**$110,383**	**$3.50**
	Receptacle/Branch	**31,538**	Bldg. SF	**$173,459**	**$5.50**
	Owner Equipment Connections	**31,538**	Bldg. SF	**$78,845**	**$2.50**
	Voice & Data	**31,538**	Bldg. SF	**$189,228**	**$6.00**
	Fire Alarm System	**31,538**	Bldg. SF	**$94,614**	**$3.00**
	Intercom System	**31,538**	Bldg. SF	**$7,939**	**$0.25**
	CCTV System	**31,538**	Bldg. SF	**$25,230**	**$0.80**
General Conditions	(Contractor O.H. & Equipment)	**6.00**	Pct	**$583,763**	
Special Provisions	(Contractors Fees, Bond & Insurances)	**8.00**	Pct	**$825,051**	
ESTIMATE TOTALS				**$11,138,192**	**$353.17**

Note:

1. The costs above are figured in today's dollars (April 2015).
2. There is no escalation included in the above costs.

Bloomington Community Center
Bloomington, MN
Program Budget Estimate Forecast

Architecture | Engineering | Planning

Option #3 - Motor Vehicle

Primary Project Qty: 3,262 GSF
HGA Comm. # : 2064-002-00

Date: 20-Apr-15

Description		Quantity	Unit	Total $	$/Unit
Site work	Site work	**1**	Lsum	**See Site Work**	**See Site Work**
Demolition	None Required	**0**	Sqft	**$0**	**$0.00**
Foundation	Concrete Footings, Found. Wall, S.O.G. Excavation / Backfill of Ftgs.	**3,262**	Bldg. SF	**$45,668**	**$14.00**
Structure	Structural Steel Frame (10 lbs/sf)	**13**	Tons	**$52,192**	**$4,000.00**
	Spray Fireproofing	**3,262**	Sqft	**$9,786**	**$3.00**
	Metal Roof Deck w/10% Lap	**3,588**	Sqft	**$11,662**	**$3.25**
Enclosure	Structural Stud Back-up System, Rigid Insul., Moisture Barrier (20'-0" H)	**2,513**	Sqft Wall	**$27,640**	**$11.00**
	Face brick - 45% of Encl.. SF	**1,599**	Brick Sqft	**$47,975**	**$30.00**
	Stone Panels - 20% of Encl. SF	**685**	Stone Sqft	**$30,841**	**$45.00**
	Metal Panels - 10% of Encl. SF	**457**	Mtl. Pnl. Sqft	**$22,845**	**$50.00**
	Al. Windows / Storefront - 25% of Encl. SF	**1,142**	Glass Sqft	**$74,246**	**$65.00**
Roof	TPO Roof, Wood Blocking, Flashing and Sheet Metal, Access Door	**3,262**	Roof Sqft	**$39,144**	**$12.00**
Interior	**Walls, Doors, Finishes, Specialties, Etc.**				
	Office	**600**	Nsf	**$24,000**	**$40.00**
	Meeting Room	**200**	Nsf	**$10,000**	**$50.00**
	Secure Storage	**120**	Nsf	**$4,800**	**$40.00**
	Waiting Room	**1,000**	Nsf	**$65,000**	**$65.00**
	Front Desk	**200**	Nsf	**$15,000**	**$75.00**
	Non-Assignable Space (Bldg. envelope figured above)	**1,142**	Nsf	**$74,230**	**$65.00**
Building Equip. & Furnishings	Window Blinds, Floor Mats,Etc.	**3,262**	Window SF	**$3,262**	**$1.00**
Conveying	Passenger Elevators - (None Required)	**NA**	Stop	**NA**	**NA**
Mechanical	Plumbing	**3,262**	Bldg. SF	**$0**	**$0.00**
	Fire Protection	**3,262**	Bldg. SF	**$11,417**	**$3.50**
	HVAC	**3,262**	Bldg. SF	**$130,480**	**$40.00**
Electrical	Receptacle/Branch	**3,262**	Bldg. SF	**$13,048**	**$4.00**
	Interior Lighting Fixtures/Controls	**3,262**	Bldg. SF	**$16,310**	**$5.00**
	Lighting Branch	**3,262**	Bldg. SF	**$6,524**	**$2.00**
	Voice & Data	**3,262**	Bldg. SF	**$19,572**	**$6.00**
	Fire Alarm System	**3,262**	Bldg. SF	**$9,786**	**$3.00**
	Audio Visual System	**3,262**	Bldg. SF	**$1,619**	**$0.50**
General Conditions	(Contractor O.H. & Equipment)	**6.00**	Pct	**$46,023**	
Special Provisions	(Contractors Fees, Bond & Insurances)	**8.00**	Pct	**$65,046**	
ESTIMATE TOTALS				**$878,114**	**$269.20**

Note:

1. The costs above are figured in today's dollars (April 2015).
2. There is no escalation included in the above costs.

7. OPERATIONS ANALYSIS

Operations

The operations analysis represents a conservative approach to estimating expenses and revenues for a proposed community center and was completed based on the best information available and a basic understanding of the project. Fees and charges utilized for this study reflect a philosophy designed to meet a reasonable cost recovery rate and future operations cost and are subject to review, change, and approval by the project committee. There is no guarantee that the expense and revenue projections outlined in the operations analysis will be met as there are many variables that affect such estimates that either cannot be accurately measured or are subject to change during the actual budgetary process.

Expenditures

Expenditures have been formulated on the costs that were designated by Ballard*King and Associates to be included in the operating budget for the facility. The figures are based on the size of the center, the specific components of the facility, and the hours of operation. All expenses were calculated to the high side and the actual cost may be less based on the final design, operational philosophy, and programming considerations adopted by the City.

Proposed Community Center – A community center with 3 gymnasium, indoor play structure, child watch, multi-purpose space, full-service kitchen, catering kitchen, class rooms (6), meeting rooms (2), fitness area with cardio and weight machines, fitness studios, dance studio, track and support space. Approximately 94,715 square feet.

Category	Facility Budget
Personnel	
Full-time[8]	$ 773,230
Part-time[9]	$ 503,811
Total	$1,277,041

[8] Line item detail and listing of full-time positions can be found on page 64.
[9] Line item detail and listing of part-time positions can be found on page 65.

Operation Cost Model cont.

Category	Facility Budget
Equipment Maintenance	$ 8,500
Mobile Devices	$ 6,500
Mileage	$ 500
Training and Education	$ 3,500
IS System Maintenance	$ 62,000
IS Replacement	$ 30,000
Web Access	$ 1,500
Space and Occupancy	$253,500
Building Replacement[10]	$350,000
Postage	$ 5,000
Telephone	$ 12,500
Printing	$ 9,000
Office supplies	$ 12,500
Merch. for resale	$ 3,000
Recreation Supplies	$ 20,000
Other	$ 2,500
Total	$798,500
Grand Total	**$2,075,541**

[10] Based on 17,500,000 construction cost amortized on a straight line method over 50 years

Staffing levels:

Positions	Facility Budget
Full-Time	
Community Center Coordinator[11]	$ 93,000
Fitness Supervisor	$ 62,400
Sports Supervisor	$ 62,400
Facility Coordinator (evenings/weekends)	$ 34,944
Office Assistant[12]	$ 44,900
Event Coordinator	$ 41,600
Maintenance Worker[13] (2)	$ 91,770
Custodian (2)	$ 74,547
Building Coordinators (3)	$ 89,232
Salaries	$594,793
Benefits (30% of salaries)	$178,437
Total Full-Time Personnel	$773,230

Note: Pay rates were determined based on the market conditions in Bloomington. The positions listed are necessary to ensure adequate staffing and provide for a full-time staff member presence during all open hours of the facility. The wage scales for both the full-time and part-time staff positions reflect estimated wages for 2016.

[11] Position is currently funded through the City
[12] In addition to the existing position that is funded through the City
[13] In addition to the existing position funded through the City

Positions	Hours/Wk	Facility Budget
Part-Time[14]		
Front Desk ($16.25/hr)	228 hrs/wk	$ 188,955
Gym Attendant (36 wks) ($10.65/hr)	95 hrs/wk	$ 36,423
Gym Attendant (15 wks) ($10.65/hr)	112 hrs/wk	$ 17,892
Child Watch Worker ($10.65/hr)	100 hrs/wk	$ 54,315
Fitness Attendant ($10.65/hr)	58 hrs/wk	$ 31,502
Playground Attendant (36 wks) (10.65$/hr)	63 hrs/wk	$ 24,154
Playground Attendant (15wks) ($10.65/hr)	73 hrs/wk	$ 11,662
Building Attendants ($13.35/hr) ($16.80/hr)	78/hrs/wk	$ 53,106
Program Instructors[15]		
Fitness		$ 36,000
General		$ 14,400
Sports		Contract
Aquatics		$ 21,738
Salaries		$ 468,009
Benefits (7.65% FICA)		$ 35,802
Total Part-Time Salaries		$ 503,811

[14] A detailed schedule by position begins on page 70.
[15] Some programs and classes will be on a contractual basis with the center, where the facility will take a percentage of the revenue collected for the program. These programs have not been calculated in this budget at this time.

Revenues

The following revenue projections were formulated from information on the specifics of the project and the demographics of the service area as well as comparing them to national statistics, other similar facilities and the competition for recreation services in the area. Actual figures will vary based on the size and make-up of the components selected during final design, market stratification, philosophy of operation, fees and charges policy, and priority of use. All revenues were calculated conservatively as a result.

Revenue Projection Model:

Category	Facility Budget
Fees[16]	
Daily Admissions	$ 154,800
Annual Passes	$ 156,180
Rentals	$ 145,960
Total	$ 456,940
Programs[17]	
General	$ 44,640
Fitness	$ 92,160
Sports	$ 32,800
Total	$169,600
Other	
Merchandise for Resale	$ 7,500
Special events	$ 5,000
Vending	$ 4,000
Babysitting	$ 21,750
Birthday Parties	$ 45,000
Total	$ 83,250
Grand Total	**$709,790**

[16] Detailed breakdown on fees can be found on page 76.
[17] Detailed breakdown on program fees can be found beginning on page 79.

Future years: Expenditures – Revenue Comparison: Operation expenditures are expected to increase by approximately 3% a year through the first 3 to 5 years of operation. Revenue growth is expected to increase by 4% to 8% a year through the first three years and then level off with only a slight growth (3% or less) the next two years. Expenses for the first year of operation should be slightly lower than projected with the facility being under warranty and new. Revenue growth in the first three years is attributed to increased market penetration and in the remaining years to continued population growth. In most recreation facilities the first three years show tremendous growth from increasing the market share of patrons who use such facilities, but at the end of this time period revenue growth begins to flatten out. It is not uncommon to see the amount of tax support to balance the community center budget increase as the facility ages.

Hours of Operation: The projected hours of operation of the community center are as follows:

Monday – Friday	5:30am to 9:30pm.
Saturday	6:00am to 9:00pm.
Sunday	Noon-8:00pm

Hours per week: 103. Hours usually vary some with the season (longer hours in the winter, shorter during the summer), by programming needs, use patterns and special events. While actual hours will vary, this model was used to produce the Operations analysis.

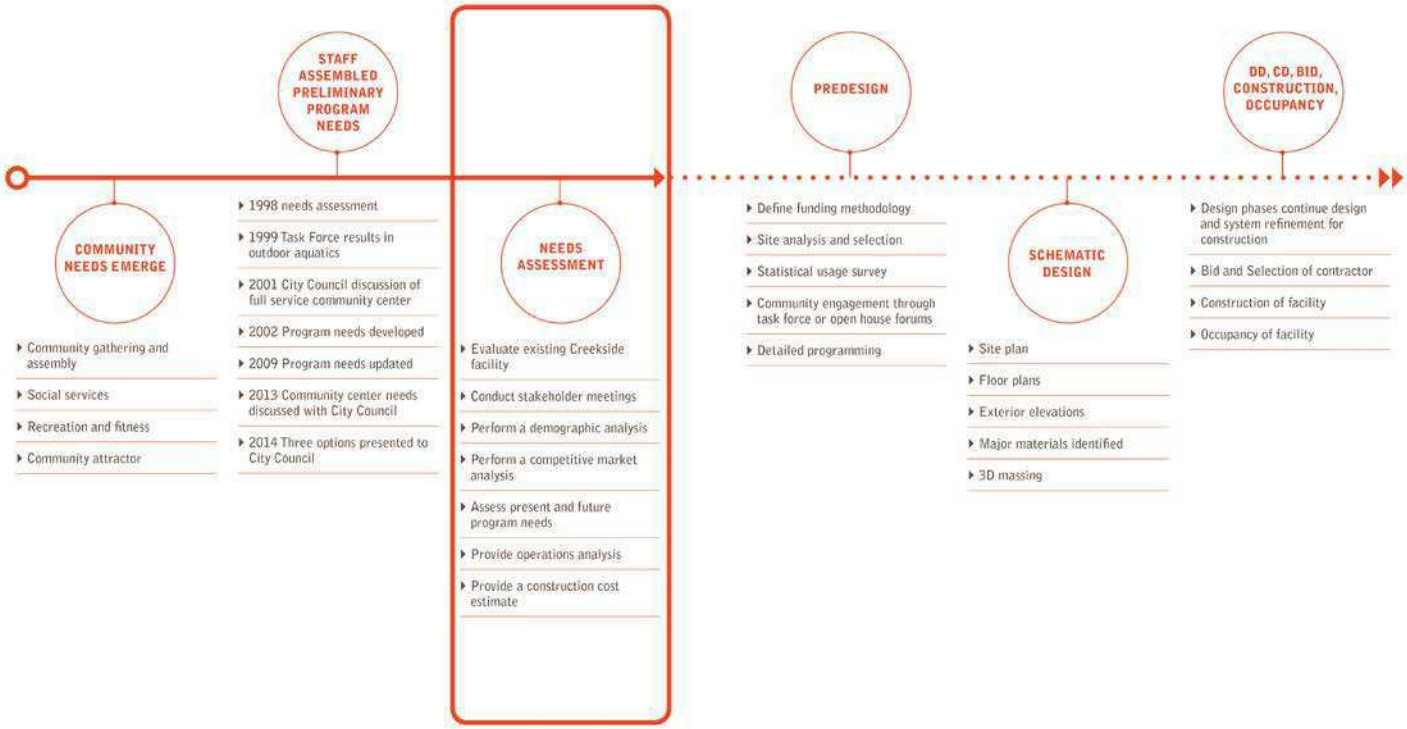
Fees and Attendance

Projected Fee Schedule: Revenue projections will be calculated from this fee model. The monthly rate listed is the cost of an annual pass broken down into twelve equal payments and does not include any handling fees. It should be noted that monthly bank draft convenience for customers would encourage more annual pass sales. However, there are bank fees and a substantial amount of staff time spent managing the bank draft membership base and consideration should be given to pass on some form of a handling fee for bank draft customers.

Category	Daily	Annual
Adult	$ 8	$216
Youth	$ 6	$ 84
Senior	$ 6	$120
Family	NA	$360

The fee schedule above was developed as the criteria for estimating revenues and accounts for the fitness side of the facility. Actual fees are subject to review and approval by the City of Bloomington.

8. NEXT STEPS



This Needs Assessment has identified a desire for more public gathering spaces and better facilities to increase the desirability of the city to current and future residents. Several next steps could be performed as part of a Predesign process before the issue of a Request for Proposals for design services of a community center project. The completion of Predesign is another opportunity for the city to decide if next steps are warranted.

Define Funding Methodology

The City should explore and establish preferred direction to fund the community center project. Possible options include bonding, public/private grants, naming rights, partnership potential and program association fundraising.

Statistical Usage Survey

A statistically valid community survey could be used to prioritize space needs, identify dedicated spaces, determine willingness to pay for services and assess how often residents would utilize a facility.

Community Engagement

With the framework of desired spaces outlined in this Needs Assessment, a detailed community engagement process could be utilized to prioritize wants and build excitement about the project. A few of many engagement opportunities could be a resident task force or open house forums.

Detailed Programming

Once spaces have been prioritized and project budget defined a detailed program should be created. This list of spaces should be validated by specific stakeholders making sure unique and shared uses are identified and support spaces are more than adequate for flexible and long term usability.

Site Analysis and Selection

Once several sites are identified a technical analysis should be performed to select the most suitable site. Analysis of key characteristics such as zoning, topography, access, views, solar orientation, general storm water requirements and site costs will inform recommendation.

The result from a Predesign phase will be a clearly defined project scope that will provide the City with specific detail, including construction budget, project size and schedule, to assess if a project is viable. From there architectural and engineering design services, including schematic design, design development and construction documents, could be requested with bidding, construction and occupancy following.

Attachment B

Community Center Task Force

March 30, 2016

Task Force Members

Group	Representative	Alternate
City Council	Jon Oleson	Dwayne Lowman
Advisory Board of Health	Joshua Korthouse	Cindy McKenzie
Human Rights Commission	Dennis Kane	Jared Leese
Parks, Arts and Recreation Commission	Lenny Schmitz	Jim McCarthy
Community	John Stanley MaryAnne London	Chuck Walter
Business	Maureen Scallen-Failor	Mark Thorson
School District	Maureen Bartolotta	Anne Marie Terpstra
Creekside Senior Program	Mary Anne Josephson Dan Cripe	Michelle La Beau Lyle Abeln
Diverse Community	John Schatzlein	Leo Espinoza
Youth Athletic Organization	Tammy Galvin	Charles Woldum
Youth	Olivia Haaland Jake Martin	Savannah Salato

City Staff

Lorinda Pearson	Human Services Manager, City of Bloomington
Randy Quale	Parks and Recreation Manager, City of Bloomington
Diann Kirby	Community Services Director, City of Bloomington

Facilitators

Irina Fursman	*Huelife*
Eric Schoon	Senior Utility Service Specialist, City of Bloomington
Brent Massmann	Senior Utility Operator, City of Bloomington
Barb Wolff	Office Supervisor, City of Bloomington

Attachment C

Community Center Task Force
April 4, 2016
5:00 – 6:30 p.m.
Haeg Conference Room
2nd Floor, Bloomington Civic Plaza
1800 W. Old Shakopee Road, Bloomington, MN

Call To Order:
City Manager Jamie Verbrugge called the first meeting of the Community Center Task Force to order at 5:00 p.m. in the Haeg Conference Room at Bloomington Civic Plaza.

Task Force Members Present: 15
Maureen Bartolotta
Dan Cripe
Tammy Galvin
Olivia Haaland
MaryAnne Josephson
Dennis Kane
Diann Kirby
MaryAnne London
Jake Martin
Jon Oleson
Maureen Scallen-Failor
John Schatzlein
Lenny Schmitz
John Stanley
Jim Urie (alternate for Randy Quale)

Task Force Members Absent: 3
Joshua Korthouse
Lorinda Pearson
Randy Quale

Other Staff Present: 1
Alison Warren, Office Support Specialist, Parks and Recreation Division (to take minutes)

Facilitators Present: 4
Irina Fursman, Hue*life*
Eric Schoon, Senior Utility Service Specialist, City of Bloomington
Brent Massmann, Senior Utility Operator, City of Bloomington
Barb Wolff, Office Supervisor, City of Bloomington

Members of the Public Present: 6

Welcome and Introductions/Agenda Review – 5:00 p.m.

City Manager Verbrugge thanked those serving on the Task Force. He noted that there has been significant conversation about the future of a potential Community Center and many people are excited about it. Verbrugge referenced a recent Star Tribune that talked about the Bloomington housing market, stating that the article raises good questions about what makes a community attractive including a central location for all to gather. Verbrugge stated that this is an important time in our community and that he and the City Council are looking forward to the task force process.

City Manager Verbrugge then introduced Irina Fursman, Certified ToP (Technology of Participation) Facilitator with Hue*life*. He stated that a professional facilitator was brought in to lead the discussion in order to best develop feedback. I. Fursman's role is to guide the Task Force through discussion while going through the process of exploring the potential Community Center. I. Fursman stated that staff and facilitators have worked to make the environment conducive to coming to a consensus regarding feedback to bring forward to the City Council.

City Manager Verbrugge reiterated the importance of understanding that the City Council has the final say in regards to the Community Center. He also noted that the Task Force is only the first portion of the public engagement process. Verbrugge again expressed his gratitude for their future work on the issue.

I. Fursman stated that the first meeting will set the stage for the remaining meetings. This includes getting to know each other, coming up with ideas on the norms and expectations for the Task Force, as well as learning what might be helpful to each member including diving into learning styles and personality approaches.

The Task Force made introductions:

- Eric Schoon is serving as a facilitator for the Community Center Task Force.
- Brent Massmann is serving as a facilitator for the Community Center Task Force.
- Barb Wolff is serving as a facilitator for the Community Center Task Force.
- Alison Warren is serving as the secretary for the Community Center Task Force.
- Diann Kirby is serving as a member of City staff (Community Services Director).
- Maureen Bartolotta is serving as a representative of the School District.
- Olivia Haaland is serving as a youth representative.
- Jon Oleson is serving as a City Council representative.
- John Schatzlein is serving as a representative of Bloomington's diverse community.
- Dan Cripe is serving as a representative of the Creekside Senior Program.
- Maureen Scallen-Failor is serving as a business community representative.
- Lenny Schmitz is serving as representative of the Parks, Arts and Recreation Commission.
- MaryAnne London is serving as a community representative.
- John Stanley is serving as a community representative
- Jake Martin is serving as a youth representative.
- Michelle La Beau and Mary Anne Josephson are serving as representatives of the Creekside Senior Program.
- Tammy Galvin is serving as a youth athletic organization representative.

- Dennis Kane is serving as a representative of the Human Rights Commission.
- Jim Urie is serving as an alternate staff member in place of Randy Quale who was absent.

I. Fursman asked Task Force members to think about one thing they would like the Task Force to accomplish by the end of the process and write it down on a piece of paper. The following responses were received:

- Tweak and improve the needs assessment to improve it and broaden its scope
- Cohesive center(s) which can serve the community now and next 20 years
- Quality recommendation which meets needs of all Bloomington residents today and into the future
- A transparent process which will bring a recommendation to the City Council on the viability of a community center in the city of Bloomington
- Consensus on need for and elements necessary to create a viable community gathering place
- That the community center meets the needs of a diverse citizenship and exposes all to multiple experiences
- Outline a plan to build Bloomington's sense of community
- Produce community center plan that residents and business will be proud to use and support
- Present fully flushed out plan of City Council that serves all constituents
- Good discussions = good decisions
- Determine potential future of new community center
- The positives/negatives and what would be best for Bloomington
- Create a community center that is interesting to all ages
- Identify a community center concept that reflects the needs of the Bloomington community
- All-inclusive maintaining current human services programs

D. Kirby went over the logistics of the Task Force's meetings: Minutes of all Task Force meetings will be posted on the City of Bloomington website on the Community Center Task Force webpage; notice that per the signage upon entering the conference room, photos may be taken of attendees; free Wi-Fi is available throughout Civic Plaza; and that since this is an open meeting, media may be present at any time.

D. Kirby described the contents of the binders provided to each Task Force member. Each binder has dividers for all planned meetings. The first tab for the April 6, 2016 meeting contains an agenda for the April 6, 2016 meeting, the list of Community Center Task Force representatives and alternates, Task Force contact information, a community center needs assessment PowerPoint presentation, the Community Center Task Force charge, the community center needs assessment report issued by HGA in April 2015 and a meeting evaluation form.

Bartolotta read the purpose of the meeting and Kane read the outcomes for the April 6 meeting.

Project Background Review – 5:30 p.m.
D. Kirby provided a presentation regarding community center needs assessment that was prepared by HGA Architects and Engineers. Phase 1 of the needs assessment reviewed the current Creekside building. The analysis of Creekside included current programming and estimated construction costs to make updates to the building. Creekside was built as an elementary school in the early 1960s. When the school was closed due to declining enrollments, the building was leased to the City in 1975 and purchased the following year. Little in the way of major improvements have been made to the building over the years. Creekside is heavily used with nearly 180,000 people visiting annually. It provides a thriving senior program run by volunteers. HGA determined that construction costs to make needed upgrades to Creekside would total $4.3 million. This would include a new HVAC system, energy-efficient windows and doors, additional restrooms, a new electrical distribution panel and a new parking lot and curbs.

When analyzing the market area, HGA found that there are alternate service providers in the area including a number of fitness facilities and other recreation centers.

After reviewing the data and input from stakeholders, HGA determined that Bloomington could benefit from gathering place that was comfortable and welcoming as well as multi-economical, multi-generational and multi-cultural. They recommended a community center that maintained social and recreation opportunities and expanded fitness components. This would include a large multipurpose room, gymnasiums, a running/walking track, and multi-use classrooms for programming. The building recommended by HGA totaled approximately 94,000 square feet. Other potential that were discussed but ultimately not included in the final recommendation were an indoor aquatic facility, motor vehicle offices, public health facilities and a domed athletic field. HGA estimated the cost to construct a 94,000 square foot facility at $41.5 million. This estimate did not include potential site acquisition costs.

HGA presented their needs assessment report to the City Council in April 2015. The City Council decided in summer 2015 to follow up by creating a Community Center Task Force. Appointments to the Task Force were completed in January 2016. The Task Force is scheduled to make a recommendation to the City Council at the September study meeting.

Task Force Project Charge Review (Charter Intro) – 5:45 p.m.
The Task Force reviewed the Task Force charge and the topic that they will be providing feedback on including:

- Community needs and wants for a community/recreation center
- Space considerations for a new community center
- Potential partnerships, both public and private
- Satellite community centers or a stand-alone approach
- Potential site alternatives
- Fiscal implications of a new community center

The Task Force broke into small groups to respond to two questions: What is our shared understanding about the purpose of our work? What are some suggestions for the norms or protocols for the meetings of the Task Force? The small group responses were:

- Purpose: meeting the needs of the community now and in the future, being fiscally responsible (strong rationale of why?), revenue generation, community attractor for visitors and new residents, businesses
- Norms/Protocols: agree to disagree, patience, respect ideas, be flexible, be professional, build trust, everyone has an opportunity to speak and to be heard, work collectively toward a new, best representation as part of a whole
  (J. Urie, D. Kane, T. Galvin)

- Purpose: overall view of needs of the community, diverse views, provide outcomes, determine what we are deciding, task force work – 6 items
- Norms/Protocols: provide lots of ideas, pick a topic of discussion and focus on one thing at a time, equal time for all areas, accept a certain amount of HGA's assessment even if you don't agree with it, "heavy lifting", get into the work and be passionate
  (M. Josephson, J. Martin, J. Stanley)

- Purpose: provide a recommendation to City Council, be part of a transparent process, represent defined user groups, define the future as well as current needs
- Norms/Protocols: respect!!, keep things moving (facilitator), provide clear and concise delivery of ideas, be sure all voices are heard, leave personal agendas at home
  (M. London, L. Schmitz, M. Scallen-Failor, D. Cripe)

- Purpose: large project in concept, to meet all the desires of the community, keep current aspects and add youth activities, continue the vision of engagement, provide an opportunity for intermingling of generations
- Norms/Protocols: respect input, take time to reflect (e.g., outside of meetings), it's easier to hear ideas in small groups, balance the difference between rushing and dragging the meetings
  (M. Bartolotta, O. Haaland, J. Oleson, J. Schatzlein)

Adjournment – 6:30 p.m.
The meeting closed at 6:35 p.m. I. Fursman requested that Task Force members complete meeting evaluation forms found in the Community Center Task Force Binders. She stated the next meeting of the Task Force is May 3, 2016.

Community Center Task Force
May 3, 2016
5:30 – 8:00 p.m.
Room 105
Creekside Community Center
1800 W. Old Shakopee Road, Bloomington, MN

Call To Order:
Irina Fursman called the second meeting of the Community Center Task Force to order at 5:30 p.m. in Room 105 at Creekside Community Center.

Task Force Members Present: 16
Maureen Bartolotta
Dan Cripe
Olivia Haaland
Mary Anne Josephson
Dennis Kane
Diann Kirby
MaryAnne London
Jake Martin
Jon Oleson
Lorinda Pearson
Maureen Scallen-Failor
Lenny Schmitz
John Stanley
Randy Quale
Charles Woldum (alternate for Tammy Galvin)

Task Force Members Absent: 3
Tammy Galvin
Joshua Korthouse
John Schatzlein

Other Staff Present: 1
Alison Warren, Office Support Specialist, Parks and Recreation Division (to take minutes)

Facilitators Present: 4
Irina Fursman, Hue*life*
Eric Schoon, Senior Utility Service Specialist, City of Bloomington
Brent Massmann, Senior Utility Operator, City of Bloomington
Barb Wolff, Office Supervisor, City of Bloomington

Members of the Public Present: 2 - Dwayne Lowman and Sandra Goldsby

Welcome and Introductions/Agenda Review – 5:30 p.m.

I. Fursman welcomed Task Force members and guests to the second meeting of the Community Center Task Force at Creekside Community Center. She requested that the members introduce themselves, share their position on the Task Force and what they observed about the Creekside building. The introductions were as follows:

- Eric Schoon is serving as a facilitator
- Brent Massmann is serving as a facilitator
- Barb Wolff is serving as a facilitator
- Diann Kirby is serving as a member of City staff (Community Services Director).
- Maureen Bartolotta is serving as a representative of the School District.
- Olivia Haaland is serving as a representative of youth in Bloomington.
- Jon Oleson is serving as a representative of the City Council.
- Dan Cripe is serving as a representative of the Creekside Senior Program.
- Maureen Scallen-Failor is serving as a representative of the business community.
- Lenny Schmitz is serving as representative of the Parks, Arts and Recreation Commission.
- MaryAnne London is serving as a representative of the community.
- John Stanley is serving as a representative of the community.
- Jake Martin is serving as a representative of youth in Bloomington.
- Mary Anne Josephson is serving as a representative of the Creekside Senior Program.
- Charles Woldum is serving as an alternate representative of the youth athletic organizations in place of Tammy Galvin who was absent.
- Dennis Kane is serving as a representative of the Human Rights Commission.
- Randy Quale is serving as a member of City staff (Parks and Recreation Manager).
- Lorinda Pearson is serving as a member of City staff (Human Services Manager).

D. Kirby reviewed the contents of the meeting materials which included the agenda for the May 3, 2016 meeting; the minutes from the April 4, 2016 meeting; a map of the Creekside community center; a 2016 Creekside community center facility facts sheet; a revised Community Center Task Force charge; the Community Center Task Force expectations; the Community Center Task Force meeting process; a revised Community Center Task Force representatives and alternates list; revised Community Center Task Force contact information; a schedule for the community center tours on May 10, 2016; the evaluation summary from the April 4, 2016 meeting and the evaluation form for the May 3, 2016 meeting.

I. Fursman reminded Task Force members of the charge given to the task force by the City Council which is "to study the 2015 community center needs assessment report and provide feedback to the City Council on the potential future of a new community center." I. Fursman stated that the agenda for today's meeting was to align expectations and reach agreement about protocols, understand the process and framework for the task force and review and reflect on the Creekside building assessment and market analysis sections of the HGA needs assessment.

I. Fursman presented the plan for the evening. She noted that the evening would consist of working in small groups to share what task force members learned about the building assessment and market analysis that was included in the HGA needs assessment. Each group would then

identify what was clear and unclear, and what the focus of more research should be in order to provide a quality recommendation to the City Council.

Agree on Expectations and Protocols – 6:00 p.m.

I. Fursman asked the task force to review the expectations that the task force had produced at the previous meeting. R. Quale read bullet points under the "principles" header. D. Kane inquired about the second bullet point, "the positives/negatives and what would be best for Bloomington," noting that it didn't quite make sense. J. Oleson clarified the bullet point by stating that both the positives and negatives about a new community center would need to be taken into consideration when determining what would be best for Bloomington.

J. Martin read the bullet points under the "process" header. After reviewing the bullet points, M.A. Josephson stated that the last bullet point seemed overwhelming and questioned its inclusion. D. Cripe added that he didn't feel it was a realistic expectation. J. Oleson suggested rewording the phrase to say "consider the needs of all people" instead of "meet the needs of all people." The task force agreed on the change.

L. Schmitz read the bullets points under the "plan" header. He disagreed with the bullet point that stated "present a fully flushed out plan," explaining that he did not feel this was part of the charge that was given to the task force by the City Council. D. Cripe disagreed, stating that he felt the consideration of space allocation would be part of the task force's duties.

M. Bartolotta said she thought the bullet point "outline a plan to build Bloomington's sense of community" did not fit within the charge, noting that this was something that would happen after actual construction. M. Scallen-Failor stated that she believed that only two of the bullets under the "plan" header reflected the charge and that the others could be discarded. She also noted that there was no mention within the expectations of the financial implications of a new community center. L. Schmitz suggested changing the end of the bullet point "produce a community center plan that residents and businesses will be proud to use" to "proud to support," noting that the task force was not creating a specific plan, but rather a recommendation.

M. London questioned why the task force wouldn't follow the exact charge that it was given. I. Fursman stated that this is an exercise to make sure that the all of the task force is on the same page before getting too far into the process. J. Oleson noted that he would like to leave the section regarding diversity within the expectations, saying that it was important to acknowledge. D. Kane suggested that the final bullet regarding diversity should be moved into the "principles" section.

I. Fursman brought the discussion to a conclusion by suggesting the following three bullet points be included in the "plan" section: "Determine potential future of a new community center," "produce a community center plan that residents and businesses will be proud to support," and "identify a community center concept that reflects the needs of the Bloomington community." In addition to the remaining three points, the task force decided to add a fourth point, "understand the financial implications of the recommendation."

Next, I. Fursman asked the group to break into four groups and review the protocols for the task force. After the small group discussions, each group presented what they felt were the most important pieces under each heading and if there were any recommendations for chagnes. The following responses were received.

Preparation: Solicit and share information with your stakeholder/constituent groups and get feedback to bring back to the task force
Interaction: This grouping should be titled "interactions and engagement" – it determines how we work as a group
Engagement: Perhaps title this grouping "facilitation process" as it better describes the process, recommended removing the last bullet as didn't correlate with that grouping.
(D. Kane, L. Schmitz, L. Pearson, C. Woldum)

Preparation: Do your homework and come prepared
Interaction: Respect others throughout the process; be patient, professional and flexible
Engagement: Provide adequate time for each stakeholder to convey their ideas in small groups.
(D. Cripe, D. Kirby, M. Josephson, M. Scallen-Failor)

Preparation: Amend "accept the professional HGA assessment" to remove "if you don't agree with it."
Interaction: Delete the bullet point that states "leave personal agendas at home" and reword the bullet point that states "agree to disagree" to "contribute toward building consensus."
Engagement: The word "efficient" sums it all up
(J. Martin, M.A. London, J. Oleson, M. Bartolotta)

M. Scallen-Failor questioned the deletion of the bullet point that stated "leave personal agendas at home." She noted that she has a group to represent but also has her own personal opinions and suggested leaving the bullet point so that each person can adequately represent their own sector. J. Oleson said that some personal agendas may also match what the group that each member is representing feels. He stated that there is a responsibility to represent your group professionally. L. Schmitz noted that some members, such as a youth task force member, needs to take into consideration their personal agendas in order to best represent their sector.

Preparation: Do your homework and be prepared, utilize HGA as a framework for the process, stay on topic, group think is a good thing, work towards consensus for our recommendations
Interaction: Respect, listen to others
Engagement: Provide equal time when necessary, but be aware that there may be certain aspects that justify additional time.
(R. Quale, J. Stanley, O. Haaland)

Fursman stated that the facilitators will work on merging these ideas together and present a new list of protocols at the next meeting.

Break – 6:50 p.m.
The task force took a break from 6:50 until 7:00 p.m.

Introduction of the Overall Process/Review Needs Assessment Executive Summary/Mission – 7:00 p.m.

I. Fursman shared the meeting approach and overall philosophy that the task force will be following over the eight meetings. She noted that all people see and process things differently. She also said that group processes can be tiring because there are so many people with many different points of views.

I. Fursman highlighted the four stages of decision-making while working in groups. The first stage is objective in which people can gather as much information as possible and gain many different perspectives. Part of this stage is to accept that there are different points of view and realizing that all of them could be right.

The next stage is reflective. During this stage, group members will explore reactions and emotions that are associated with the facts that they have learned. For example, at the beginning of the meeting I. Fursman asked people to share their reaction to the Creekside Community Center building and each person had a different reaction or emotion associated with it. She noted that the first two stages, objective and reflective, are very personal and that not much can be done to change these phases.

The third stage is interpretive. The purpose of this stage is to come together as a group and determine what choices are available, leaving personal ideas and agendas aside.

The final stage is decisional, where a group comes together and makes a final decision taking into consideration all of the previous stages.

I. Fursman stated that this process will be repeated many times throughout the task force meetings. She referenced the meeting framework that was given as a handout to the members, noting that the meetings have been broken down into each level or stage. I. Fursman added that many people like to get to the decision-making level right away, but with this process the task force will come to a final decision at the eighth and final meeting.

Small Group Discussions – Identify Areas of Clarity and Concern – 7:05 p.m.

Next, I. Fursman asked the group to focus on the building assessment and market analysis chapters of the HGA Community Center Needs Assessment. Task force members divided themselves into four groups based upon their interest and expertise. I. Fursman asked task force members to discuss in their small groups what was clear and what was unclear within their assigned chapter.

Market Analysis Chapter:
Clear: Opportunities already exist in private entities or school facilities that serve various needs; the City is missing community gathering places; there are changing needs due to changing demographics; there is a need for an attraction for new/younger families; the city already has an established identity and is a credible resource for the community
Unclear: There is a disconnect between the recommendation and actual needs assessment; the competition/market share – what is the saturation point of facilities and needs; what are the Bloomington specific needs; what works in other communities from a fiscal standpoint
(D. Kane, D. Cripe, C. Woldum, L. Schmitz)

Clear: There are unique income/age demographics in our community; 6 out of 10 homes are aged 55+; age 25 and younger are falling below the national average in Bloomington
Unclear: How long are people staying in Bloomington? Are we looking to meet current or future needs or be an attractor for younger families?
(R. Quale, M. London, O. Haaland, M. Bartolotta, J. Stanley)

Existing Creekside Building Assessment Chapter:
Clear: There is a need for the space to be flexible and multi-purpose; there are currently code requirements/safety issues; cost lot of money to upgrade and maintain; not meeting the needs of the community
Unclear: If we keep the existing building what programs and activities can be added after the upgrades are complete; what is the ongoing cost of the current building for upkeep, operations and maintenance and what is its efficiency; is it worth it to spend $4 million on upgrades to existing building or invest this in a new community center
(L. Pearson, J. Oleson, J. Martin)

Clear: Lot of structural deficiencies at the current facility; doesn't meet needs of community; doesn't have flexibility to meet the needs; high cost to get to the facility to meet minimum standards
Unclear: Space deficiencies in the photos of Creekside activities are unclear; not really clear on how unsafe or safe the facility is, what is the life span of critical infrastructure (e.g., HVAC)
(D. Lowman, M. Scallen-Failor, M.A. Josephson, D. Kirby)

Closing Reflection and Evaluation – 7:45 p.m.
I. Fursman said that the questions that were gathered during the meeting will be incorporated into future meetings. She asked task force members to continue thinking about these questions throughout the coming weeks.

Adjournment – 8:00 p.m.
The meeting closed at 8:02 p.m. I. Fursman requested that task force members complete the meeting evaluation form found in the Community Center Task Force binders. She stated the next meeting of the Task Force is June 1 and reminded members of the upcoming community center tours on May 10.

Community Center Task Force
June 7, 2016
5:30 – 8:00 p.m.
Room 105
Creekside Community Center
1800 W. Old Shakopee Road, Bloomington, MN

Call To Order:
Irina Frusman called the second meeting of the Community Center Task Force to order at 5:30 p.m. in Room 105 at Creekside Community Center.

Task Force Members Present: 14
Maureen Bartollota
Dan Cripe
Sandra Goldsby (alternate for Lorinda Pearson)
Mary Anne Josephson
Dennis Kane
Diann Kirby
MaryAnne London
Jake Martin
Joshua Korthouse
Jon Oleson
Lenny Schmitz
John Schatzlein
John Stanley
Randy Quale

Task Force Members Absent: 4
Tammy Galvin
Olivia Haland
Lorinda Pearson
Maureen Scallen-Failor

Other Staff Present: 1
Alison Warren, Office Support Specialist, Parks and Recreation Division (to take minutes)

Facilitators Present: 4
Irina Fursman, Hue*life*
Eric Schoon, Senior Utility Service Specialist, City of Bloomington
Brent Massmann, Senior Utility Operator, City of Bloomington
Barb Wolff, Office Supervisor, City of Bloomington

Members of the Public Present: 1 – Dwayne Lowman

Welcome and Introductions/Agenda Review – 5:30 p.m.

Irina welcomed the Task Force members and guests to the second meeting of the Community Center Task Force. She requested that members introduce themselves and share their position on the Task Force:

- Eric Schoon is serving as a facilitator
- Brent Massmann is serving as a facilitator
- Barb Wolff is serving as a facilitator
- Diann Kirby is serving as a member of City staff (Community Services Director).
- Joshua Korthouse is serving as a representative of the Advisory Board of Health.
- Maureen Bartolotta is serving as a representative of the School District.
- Jon Oleson is serving as a representative of the City Council.
- Dan Cripe is serving as a representative of the Creekside Senior Program.
- Lenny Schmitz is serving as representative of the Parks, Arts and Recreation Commission.
- MaryAnne London is serving as a representative of the community.
- John Stanley is serving as a representative of the community.
- Jake Martin is serving as a representative of youth in Bloomington.
- Mary Anne Josephson is serving as a representative of the Creekside Senior Program.
- John Schatzlein is serving as a representative of the diverse community.
- Dennis Kane is serving as a representative of the Human Rights Commission.
- Randy Quale is serving as a member of the City staff (Parks and Recreation Manager).
- Sandra Goldsby is serving as an alternate City staff member in place of Lorinda Pearson.

D. Kirby reviewed the contents of the meeting materials which included the agenda for June 7, 2016 meeting; the minutes from the May 3, 2016 meeting; a revised Community Center Task Force Charge; a listing of the Areas of Clarity and Concern from the May 3 meeting; fact sheet for the Eagan, Eden Prairie and Maple Grove community centers; community center questions and answers; the Creekside Community Center Facility Condition and Energy Use Analysis; the evaluation summary from the May 3, 2016 meeting and the evaluation form for the June 7, 2016 meeting.

D. Cripe inquired about question #7 on the community center questions and answers document, stating that he didn't feel that the response answered the question. He noted that although the response states what is included in a typical community center, it doesn't describe what exactly works and what does not. I. Fursman suggested that the Task Force may need to discuss what a working amenity really is, adding that just because something is making money, that doesn't necessarily mean that it is working. She recommended discussing this topic at a future meeting.

L. Schmitz requested a breakdown of what the operating budget of Creekside Community Center, to be able to better compare it with the information that was provided on the community centers that the Task Force toured.

I. Fursman reminded Task Force members of the charge given to the task force by the City Council which is "to study the 2015 community center needs assessment report and provide feedback to the City Council on the potential future of a new community center." I. Fursman stated that today's meeting is to reflect and share on the learnings from the community center tours as well as identify areas of agreement around Bloomington's community needs in relation to a community center.

I. Fursman presented to the Task Force the plan for the evening. She stated that they would be working in small groups for the majority of the evening, first reflecting on the community center tours that were conducted and then discussing community needs.

Community Center Tour Video and Reflection – 5:45 p.m.

The Task Force watched a video that briefly reviewed the community centers that were toured on May 10. Following the video, I. Fursman asked each table to discuss the insights that they discovered while on the tours or while reviewing the information, as well as any questions that arose after the tours were conducted. The following responses were received:

Insights: Use a sense of caution when it comes to partnerships; encourage sponsorships or donations; need space flexibility and the ability to reconfigure spaces, especially seasonally; be "plan-ful" with the design in order to create a seamless plan for expansion; strongly consider location that is easily accessible and includes outdoor space and connections to walking trails

Questions: What is really wanted in a community center in Bloomington? What kind of space is available to build this type of facility in Bloomington? What areas within the community center generate the most use? What areas generate the most revenue? What areas generate the least use? What areas cost the most to operate?
(J. Korthouse, D. Kirby, M. Bartolotta, J. Schatzlein)

Insights: Storage space is important; accessibility and appropriate flow throughout the building should be strongly considered; plan for flexible uses including complementary uses, not conflicting or competing; have the ability to partition off or lock down certain areas of the building for events.

Questions: Member-based vs. program-based fees? What is the best model of operation? How do we find out about the unique needs of Bloomington? What are the pros and cons of a private partnership? What is the time frame for the community center project? What are potential revenue sources? Will the facility be focused on banquet rentals or programs? Who might be willing to donate as a sponsor? Will the current users continue to use the facility if the operations include fee based activities and usage?
(R. Quale, J. Oleson, M. Josephson)

Insights: Match current demographics to the amenities that would be offered; community centers do not make money; they are a place to build community.

Questions: What are the age and income breakdowns of other community centers compared to Bloomington? How much of the fees are going toward the total cost of operations and how else are the operations funded? Are the membership fees listed for the community centers monthly fees or annual fees? What is the definition of a community center vs. an activity center? What is the funding source for a community center?
(J. Martin, S. Goldsby, L. Schmitz, J. Stanley)

Insights: Common themes include pools, gym space, fitness, meeting rooms, banquet rooms and lack of senior space; a community center needs to address all ages, for example, an indoor playground that meets the needs of children and their parents.

Questions: What were the existing amenities in each community when they decided to build a community center and how did they factor in the decision-making process of the current amenities? What are the existing alternative amenities such as the high school activity centers and is a need still unmet? How will the community center generate income? Is the Bloomington Art Center at capacity and is there a need for additional space? Should the community center include a food aspect such as a café or coffee shop?
(M. London, D. Kane, D. Cripe)

Break – 6:55 p.m.
The task force took a break from 6:55 until 7:05 p.m.

Space Needs Discussion (Identify Areas of Clarity and Concern) – 7:05 p.m.

The Task Force separated into two groups to discuss the question, "What are the community needs we are trying to address in Bloomington?" Each group brainstormed ideas individually and then in pairs. The ideas were then shared with the larger group and common themes/categories were identified. The following themes were created using the individual ideas listed below:

Dedicated Physical Space
- Fitness
- Gym
- Cardio
- Swimming and aquatics
- Daycare
- Teen Center

Flexible Public Spaces
- Flexible meeting space
- Meeting rooms
- Classroom spaces
- Dining and kitchen spaces
- Café/gathering space
- Stage

Dedicated Multi-generational Programming and Services
- Activities indoors and out for all ages
- Intergenerational center to include seniors, teens and more
- 50+ programs
- City services including human services and all income levels

(M. London, D. Kane, D. Cripe, J. Martin, S. Goldsby, L. Schmitz, J. Stanley)

Various fitness/programs
- Aerobics/fitness
- Walking/jogging track
- Fitness center

Gym Space
- Gymnasiums
- Gym space

Indoor Pool Space
- Aquatics
- Aquatic Facility

Large Space for Community Gathering

- Large multi-use space
- Banquet/large meeting space
- Community gathering space
- Flexible/reserve-able space
- Space for meetings, weddings, events

Serving Seniors

- Senior center and programs
- Senior programming
- Senior programs

Serving Youth of Varied Ages

- Children's play area
- Youth center and programs
- Tots and teens gathering spaces

Community and Health Services

- Community services
- Public health services
- Public health
- HOME help services

Community Attraction/Adding Value to Community/Building Community

- Building a sense of community
- Attractive outside space
- Public use of space
- Add value to the community
- Easily accessible location
- Attractive to families
- Serving different generations

(R. Quale, J. Oleson, M. Josephson, J. Korthouse, D. Kirby, M. Bartolotta, J. Schatzlein)

Adjournment – 8:00 p.m.

The meeting closed at 8:02 p.m. I. Fursman requested that Task Force members complete meeting evaluation forms found in the Community Center Task Force Binders. She stated the next meeting of the Task Force is June 22.

Community Center Task Force
June 22, 2016
5:30 – 8:00 p.m.
Haeg Conference Room
Bloomington Civic Plaza
1800 W. Old Shakopee Road, Bloomington, MN

Call To Order:
Irina Frusman called the second meeting of the Community Center Task Force to order at 5:30 p.m. in the Haeg Conference Room at Civic Plaza.

Task Force Members Present: 14
Maureen Bartolotta
Dan Cripe
MaryAnne Josephson
Dennis Kane
Diann Kirby
MaryAnne London
Joshua Korthouse
Jon Oleson
Lorinda Pearson
Maureen Scallen-Failor
Lenny Schmitz
John Schatzlein
John Stanley
Randy Quale

Task Force Members Absent: 3
Tammy Galvin
Olivia Haaland
Jake Martin

Other Staff Present: 1
Alison Warren, Office Support Specialist, Parks and Recreation Division (to take minutes)

Facilitators Present: 3
Irina Fursman, Hue*life*
Eric Schoon, Senior Utility Service Specialist, City of Bloomington
Brent Massmann, Senior Utility Operator, City of Bloomington

Members of the Public Present: 0

Welcome and Introductions/Agenda Review – 5:30 p.m.

I. Fursman welcomed the Task Force members and guests to the fourth meeting for the Community Center Task Force. She requested that the members re-introduce themselves at their tables.

D. Kirby reviewed the contents of the meeting materials which included the agenda for June 22, 2016 meeting; the minutes from the June 7, 2016 meeting; an updated Community Center Questions and Answers Listing; a Bloomington Community Amenities Map; a listing of the Bloomington Schools Pool Locations; the Bloomington High School Community Center Poll Results; the evaluation summary from the June 7, 2016 meeting and the evaluation form for the June 22, 2016 meeting.

I. Fursman reviewed the past three meetings with the Task Force. During the first meeting, the Task Force examined the charge that was given by City Council and agreed upon protocols. At the second meeting, the Task Force discussed what was clear and unclear in the HGA Community Center Assessment report. At the previous meeting, the Task Force reflected on the community center tours as well as started to discuss community center needs in Bloomington. M. Bartolotta then read the outcomes for the day which included, "Reach group consensus around community needs for a community center" and "Identify criteria for a successful community center."

Review and Reflection of Community Center Questions and Answers and Map of Bloomington Amenities– 5:45 p.m.

Small groups were asked to talk about the following questions regarding the Community Center Questions and Answers Listing that was in their packets:

- What questions or responses resonated with you?
- What is becoming clearer?
- What needs more clarity?
- What ideas emerge?

After discussing the questions, I. Fursman asked each small group to report back to the full Task Force the following: "What insights or learnings would you like to capture or share with the group during your discussion?" The following responses were received:

- Creekside is a financial drain on the community and is not meeting the needs and will not meet the needs in the future; Creekside is no longer an option for a community center
- Where is a good location for the community center that benefits the whole community and where is there land available?
- We need to meet the needs of the community for today and in the future – what are those needs and what are the goals and objectives of a community center?
- How would a partnership with the business community work and how does a community center meet the needs of the business community?
- What are the funding sources for the community center? Some ideas could include sponsorships, individual or corporate naming right and user fees – but which are the best?

(M. London, L. Schmitz, M. Bartolotta, J. Oleson, M. Scallen-Failor)

- There is a lack of flexibility with Creekside and it has lots of issues that would be costly to upgrade – it's not an option to keep it
- Need more clarity on how to integrate needs of seniors and youth together
- Maybe a separate senior center might be needed and the potential cost of a separate building or maybe a separate wing for senior programs

- Need more information for comparative purposes such as median age, income and other demographics
- Where in Bloomington will a community center be located?
- Is there a low cost option for the senior program? They like that the current facility is low cost and want to maintain it and keep it that way – how do we do that and still bring in revenues and operate the facility?

(J. Stanley, D. Kirby, D. Cripe, M. Josephson)

- While reviewing the questions and answers, the questions related to Creekside (Questions #1-6, 13) are irrelevant at this point as Creekside is no longer an option
- True community centers build and draw the community
- The community center needs to be built for current and future needs/wants
- Be "planful" about all the programs, services and activities that can be built into a space, balance revenue and service the community
- What location would be utilized for the community center?
- Even high school kids see value in the programs that are offered in a community center
- Work with transportation providers to get people to the community center easily

(R. Quale, D. Kane, L. Pearson, J. Schatzlein, J. Korthouse)

I. Fursman stated that the additional questions that repeatedly were reported, such as site options and funding sources will be discussed at future meetings.

Break – 6:25 p.m.
The task force took a break from 6:25 until 6:35 p.m.

Finalize Community Center Needs – 6:15 p.m.

I. Fursman asked the group to review the responses that were gathered in small groups at the last meeting regarding the question, "What are the community needs we are trying to address in Bloomington?"

L. Schmitz stated that his group looked at what components would be necessary for the community center, not the details of the programs that would be involved, as their group thought that those details should be developed by City staff. The first category was dedicated physical spaces. L. Schmitz described this category as places that are hard to move and need to be more permanent such as cardio equipment, a daycare or an aquatics facility. The next category that the group came up with was flexible public spaces. Amenities in this category consisted of items such as a stage, café, classrooms and others. L. Schmitz stated these amenities could easily accommodate different programming needs. L. Schmitz said the last category, dedicated multi-generational programming/services, covered the needs of activities for all ages, indoor and outdoor space, City services and others.

D. Kirby asked the group if they could describe in more detail the difference between dedicated and flexible spaces. L. Schmitz stated that a pool is a very defined single purpose space, while there are other spaces such as classrooms that could have multiple uses.
R. Quale then presented for the next group, stating that his group focused on the types of use and tried to tie facilities into those uses. The categories that the group came up included serving

seniors, providing community health services, serving as a community attractor, building a community focal point, gym space, indoor aquatics space, and serving youth of varied ages.

J. Korthouse stated that he saw many similarities in the two groups, and that the common theme was to provide many services under one roof to be as efficient as possible. M. London inquired if the idea of integrated or dedicated space for senior programming was brought up. R. Quale responded that there dialogue about providing some unique spaces as well as generic spaces that could be flexible, as long as storage needs were accommodated.

I. Fursman then asked the group to identify similar needs and move them into larger categories. She also asked the group to focus on the needs of the community, posing as an example the question, "Why is a pool needed?" J. Stanley stated that without a pool, there is no community center, noting that most other large city community centers have pools as an important part of the facilities. He also stated that although the schools provide the physical amenity of a pool, they have limited availability and don't necessarily provide recreational amenities for tots. L. Schmitz agreed that a recreational pool with water slides and play features and other amenities would serve as an attractor for families and others. J. Schatzlein asked if staff could request attendance numbers for Edinborough Park in Edina, noting that this facility includes many of the amenities that were mentioned such as an indoor play area and a pool.

The group developed another category based on this discussion: "Creating a family attractor and retaining young families." I. Fursman asked the group what else could fit into this category. Scallen-Failor suggested that a gymnasium could be added to this category.

J. Korthouse stated that the aquatic facility could also retain others such as seniors, noting that they do not want to use the middle school facilities either. L. Pearson also mentioned grandparents would want to use an indoor facility with their grandchildren. J. Stanley suggested changing the name of the category to "attracting and retaining all ages and families" to more inclusive. After further discussion, it was determined that an aquatic facility can also meet the need of "providing a year round, indoor space." Schatzlein also suggested adding the indoor play area to both categories.

L. Schmitz suggested the next category of "serving Creekside users." J. Korthouse stated that it would be good to accommodate all of the services and programs that are exciting and well used at Creekside. M. Josephson noted the potential of expanding programs at a new facility.

J. Schatzlein stated that he was having a hard time grasping what residents under the age of forty would be looking for in a community center, noting that not many of the task force members belonged to that age group. J. Stanley noted that the high school survey could provide some of that information. J. Schatzlein stated that the subset of those under the age of eighteen was the least represented, but the group that that the city wants to keep growing. After further discussion regarding inclusiveness of all ages, the category of attracting a diverse and ever changing demographic was added to the board. Health and wellness and access to transportation were also needs that were briefly discussed. Scallen-Failor mentioned although access to transit may seem important, other facilities such as the Eden Prairie and Eagan community centers were not located on transit lines.

The group unanimously agreed that a category for community gathering spaces, both large and small was a need in Bloomington. M. Josephson highlighted that needs for serving 200-250

people or more for specific senior programming that is already conducted at Creekside as well as serving the need for a space for the Loaves and Fishes program.

I. Fursman asked the group about fitness programs. L. Schmitz stated that his group talked about the amount of competition for fitness centers mentioning the high school activity centers as well as a number of private entities. M. London opined that the community center does not need large and expensive fitness equipment like elliptical and treadmills. She stated that other low cost options like free weights, stretching bands, yoga mats and other similar items would be more valuable and could be used in a flexible space. This flexible space could also be used for classes such as yoga or other aerobics that are not currently being met by the community. L. Pearson noted that Community Education does offer a lot of fitness classes, but was unsure if they were at capacity. M. London stated that Community Education classes were spread out at school locations around the community.

J. Oleson noted that he kept coming back to the idea of a "one stop shop" when thinking about a community center. He stated that it could be a different place for different people; for example, a child could go to a play area while the parent was working out, or a senior could have a meal, work out and find health information all in the same place. J. Korthouse built on this idea, saying that providing motor vehicle licensing services could bring in more traffic and give more visibility to the community center. L. Schmitz questioned the idea of including City services such as motor vehicle, noting that if the service model was fee-based, it would be hard to have the free services available unless there were separate entrances. L. Schmitz also shared his concern that with a limited budget and limited space, that the community would fall short in offering new amenities to the community just because the current facilities such as the public health building have been ignored for so long. He said that just because it would be convenient to include a new motor vehicle building as a part of the community center doesn't mean that it is the best choice. D. Kane noted that when City services was discussed in the past, it was current City services that were offered at Creekside, not necessarily new offerings such as motor vehicle or public health. After this discussion, the idea for a "one stop shop" was left on the board.

The last category that was added was "community image." Following the addition of the final category, discussion regarding diversity arose. It was requested that staff provide more information on identifying the diverse cultures within Bloomington.

The final categories that were determined by the Task Force are below:

- One Stop Shop
- Low Cost Fitness Programs
- Attracting and Retaining All Ages, Families and Diverse Community
- Year Round/Indoor Space
- Serve Creekside Users
- Community Gathering Spaces
- Community Image

I. Fursman stated that the next steps in the process will be determining the evaluation criteria for a successful community center.

Adjournment – 8:00 p.m.

The meeting closed at 7:49 p.m. I. Fursman requested that Task Force members complete meeting evaluation forms found in the Community Center Task Force Binders. She stated the next meeting of the Task Force is July 19.

D. Kirby asked the group about potential conflicts with the August 2 meeting and members' involvement in their National Night Out. It was decided that the August 2 meeting would be cancelled and reschedule for a later date. A new listing of the remaining meetings will be provided with the July 19 meeting materials.

Community Center Task Force
July 19, 2016
5:30 – 8:00 p.m.
Room 110
Creekside Community Center
9801 Penn Ave S, Bloomington, MN

Call To Order:
Irina Frusman called the fifth meeting of the Community Center Task Force to order at 5:30 p.m. in Room 110 at the Creekside Community Center.

Task Force Members Present: 17
Maureen Bartolotta
Dan Cripe
Olivia Haaland
MaryAnne Josephson
Jared Leese (alternate for Dennis Kane)
Diann Kirby
Joshua Korthouse
MaryAnne London
Dwayne Lowman
Jake Martin
Jon Oleson
Lorinda Pearson
Maureen Scallen-Failor
Lenny Schmitz
John Schatzlein
John Stanley
Randy Quale

Task Force Members Absent: 2
Tammy Galvin
Dennis Kane

Other Staff Present: 1
Alison Warren, Office Support Specialist, Parks and Recreation Division (to take minutes)

Facilitators Present: 2
Irina Fursman, Hue*life*
Brent Massmann, Senior Utility Operator, City of Bloomington

Members of the Public Present: 0

Welcome and Introductions/Agenda Review – 5:30 p.m.

I. Fursman welcomed Task Force members to the fifth meeting of the Community Center Task Force. She requested that the members re-introduce themselves to the group. She then reminded the Task Force of the dates of the final two meetings: August 16, 2016 and August 23, 2016, both at Creekside Community Center.

I. Fursman reviewed the purpose statement for the Community Task Force. She also walked through the results of the last meeting in which the Task Force collectively determined the needs that should be addressed by a community center.

D. Kirby reviewed the contents of the meeting materials which included the agenda for the July 19 meeting; the minutes from the June 22, 2016 meeting; an updated Community Center Questions and Answers Listing; an updated Community Amenities Map; an listing of the Needs Addressed by Community Center from the June 22 meeting; a listing of the Metro Area Community Centers; Bloomington Racial Distribution Maps; School District Enrollment Reports from October 2015; 2016 Citizen Survey Results Regarding Recreation by Demographics; City-owned Public Property Map; Potential Community Center Sites PowerPoint; the evaluation summary from the June 22, 2016 meeting and the evaluation form for the July 19, 2016 meeting.

Review and Reflection of Community Center Questions and Answers– 5:40 p.m.

Fursman asked the Task Force to discuss within their small groups the following questions:

1. What is something new that you have learned by reviewing the new information or by talking with others that the rest of the group needs to know?
2. What gives you a sense of hope or excitement and what concerns do you still have for the community center?
3. What new insights do you have about a community center concept?
4. What should we be considering tonight as we explore the concept, criteria and sites for a community center?

The following responses were received:

1. Learned that Bloomington household income is low compared to other cities; it wasn't clear whether or not Somali was included in the school enrollment statistics; there is no cookie cutter community center style – there are different models that fit different communities
2. Excited about so many potential sites; the fact that the process is moving forward after so long and a lot of time and years of talking about a community center; priority areas have been identified
3. New insights include the possibility that finding a site will be difficult; getting all needs met in one facility may be challenging
4. Consider development versus open space versus eminent domain – which is the best option; issues when looking at sites such as bus routes or transportation – bus route maps would be helpful to the Task Force; explore the idea about a campus with other city buildings to create a one stop shop
   (R. Quale, L. Pearson, M. London)

1. Learned that the Bloomington median age is high and the household income is relatively low; the significant increase in student diversity and students living in poverty over the past few years; there is a need for the diverse community and those under 40 to have input
2. Excited about the chatter in Bloomington about this Task Force; concerned about the lack of diverse participation; concerned about potential sites; the challenge of all the various community groups fitting into one facility
3. New insights about the community center include awareness in the community about the Task Force
4. Consider transportation availability, centralized access and parking availability
   (J. Martin, M. Bartolotta, J. Schatzlein)

1. Learned about school enrollment trends; location options; there appears to be public support for a community center; lots of information and insight from the citizen survey data
2. Excited about discussing a community center at all; seeing the group come to consensus on certain areas including the idea that Creekside is no longer a viable option; many groups understand the mission; concern over other City buildings that need investment and balancing those needs with a community center; the community doesn't seem to be 100% behind the idea of a community center yet with concerns about cost; we may not be able to afford everything in a community center
3. New insights about what a standard community center is and that there isn't necessarily a one model fits all – each center has to meet each community's needs; creating a sense of community is important
4. Consider that site maybe a limiting factor on what can be built; we can't have everything; we may need to look at other possibilities; cost will drive site amenities; prioritize criteria in terms of amenity selection
   (J. Stanley, L. Schmitz, M. Scallen-Failor, D. Kirby)

1. Learned that 40% of people are staying in Bloomington for more than 20 years; Bloomington has an older median age compared to other suburbs; the city's older housing market is not cookie cutter; there are a rapidly changing demographics
2. Excited that everyone is on the same page and moving forward; the cost seems manageable; want to keep an eye on future needs as well as current ones; a community center can establishment of new relationship between the age groups; concerned about negativity regarding cost of a community center
3. New insights about expanding what we have at Creekside instead of just replacing; excitement over involvement of creative placemaking and other new ideas; opportunity to catch up to other communities
4. Consider the big picture for now; be creative before worrying about cost; think about ways to creatively attract people to our future community center; flexible work space
   (M. Josephson, J. Korthouse, O. Haaland, J. Leese)

Community Center Concept Discussion - 6:10 p.m.

I. Fursman then asked the group to review the seven community needs that were previously identified and determine the one that stands out as a core element of the community center. M. Bartolotta suggested that serving Creekside users was a core element because a new community

center should include the current users. M. London stated that attracting and retaining families and the diverse community would be a core element. L. Schmitz agreed, adding that while it was important to serve the existing users, it was important to think about future generations. J. Korthouse suggested that serving Creekside users could be in the same category with attracting and retaining all ages, as that would incorporate the current users.

L. Schmitz stated that having community gathering spaces is also important because it creates the sense of community that people are looking for. Bartolotta agreed, adding that having more community gathering spaces was brought up frequently at a recent town hall meeting. J. Leese suggested that being easily accessible is important. O. Haaland stated that if it's not accessible for everyone then it would not be a community center.

M. Scallen-Failor suggested that the Task Force also needs to consider accessibility in term of ADA standards and beyond, not just transportation. She stated that although the ADA code spells out minimum needs, the community center should go above and beyond those standards to provide the service to people of all abilities. J. Schatzlein shared his experience working with U.S. Bank Stadium and the inclusive technology that is included in the facility. J. Stanley suggested that a fitness component is also a very important part of a community center.

The group determined that the three most important categories are:

- Attracting and retaining all ages including families, the diverse community and Creekside users
- Providing a year round facility with indoor and outdoor spaces
- Providing community gathering spaces that create a sense of community

Fursman asked the Task Force to choose one of the three categories that they would like to focus on in a small group.

Break – 7:00 p.m.

The task force took a break from 7:00 p.m. until 7:10 p.m.

Review Community Center Sites and Parameters – 7:10 p.m.

D. Kirby presented potential site options for a community center. When looking at sites, she stated that staff considered the following parameters suggested by the Task Force:

- At least 8 to 10 acres
- Low or no cost
- Central location
- Access to transit
- Access to trails
- Additional space for expansion, trails, parks, etc.

D. Kirby stated that both public properties and private properties were considered. In regard to privately owned properties, she said that the use of eminent domain is limited and that the City Council may not be inclined to use it for a community center. There are also potential limitations posed by City Code and zoning restrictions as well as the cost for purchasing land. Buying residential or commercial property could displace residents or business as well as eliminate

property tax dollars. D. Kirby noted the considerations of utilizing City-owned properties included zoning restrictions, site characteristics and compatibility with the surrounding neighborhood.

D. Kirby shared seven potential sites in alphabetical order. The first location was Bryant Park. This 12.69-acre site is located east of I-35W. The park has many highly-used amenities including tennis courts, hockey rinks, playground equipment, park buildings and softball diamonds. D. Kirby stated that some of the drawbacks of the site included no access to transit and limited access to an arterial street.

The next site was the current Creekside Community Center location and the adjoining Creekside Park. This site is one of the smallest options at 8.77 acres but it is centrally located, has access to buses, is highly visible and fits the campus approach that the Task Force had previously discussed. Schatzlein also noted that it has great access to trails. The Task Force inquired about the ownership of the storm water pond and the ability to use that land as part of the site.

Harrison Park was the next site that D. Kirby presented. This 10.91-acre site location is centrally located and has great access to trails. R. Quale stated that this land has a significant slope and there are questions regarding code.

The former Hyland Greens driving range was also discussed. This property is nearly 10 acres but is the least central of any of the options. M. Josephson stated that the shape of this site is a little odd, and questioned the ability to build a community center within the given space. L. Schmitz said that this site could have some creative opportunities such as including the clubhouse within the community center.

The next site, the former Lincoln High School building, was the only privately-owned site that was presented. The site is 21.44 acres, centrally located and next to a park and Lincoln Stadium. D. Kirby said the site was large enough to provide room for future expansion. M. London questioned if the community center would utilize the existing building or if it would be demolished. D. Kirby said the building was built in the 1960's and would likely need to be demolished. M. London noted that this would add more cost. J. Martin suggested that the current parking lots could be preserved to save money.

Penn and American was the next site that was presented. D. Kirby stated that the City currently owns 3 of the 4 parcels on the corner of American Boulevard and Knox Ave. These parcels total 9.12 acres. The property sits near several transit lines and is highly visible. Schatzlein stated that there is no trail access. M. Josephson noted the high-density traffic in the area.

The last site shown to the Task Force was Tarnhill Park. This 17.15-acre site has access to trails, is on an arterial road and is next to bus routes. The drawback is that it is not centrally located. R. Quale described the potential building site as a natural area with prairie grasses and some wetland. He noted that there are residential properties on three sides of this site. J. Oleson stated that at first he was not attracted to this site, but with the large acreage he thought it could be an attractive, natural setting similar to Woodlake in Richfield.

D. Kirby then asked the Task Force to share their thoughts about the potential options. J. Stanley stated that any of the sites that are not centrally located would probably not get support from the public. J. Oleson asked where the center of the Bloomington is based on population, not

geography. The Task Force requested a map, if possible, of Bloomington's population distribution.

J. Stanley inquired about the Valley View Fields location north of 90th Street. D. Kirby said the property in question is owned by the School District. L. Schmitz then asked if there were any properties owned by the School District that may be options for a community center site. He provided the example of the Pond property near the Kennedy Activity Center.

M. London suggested that the Creekside site would be best because it would not require displacement and current users are already accustomed to that location. She also noted that it is close to Civic Plaza. M. Josephson inquired about the size of the current Creekside site. R. Quale said that the current building and parking lot is 4.6 acres.

Criteria Conversation – 7:50 p.m.

The next item on the agenda was to discuss community center criteria. I. Fursman asked the group if they wanted to stay later to discuss this topic or if they wanted to defer to the next meeting. The Task Force agreed to move this item to the next meeting. I Fursman informed the group that they could be getting homework in their next packet related to this topic. She said that questions would be sent to the Task Force regarding criteria for a community center. Also at the next meeting, information on funding will be discussed.

Adjournment – 8:00 p.m.

The meeting closed at 7:53 p.m. I. Fursman requested that Task Force members complete meeting evaluation forms found in the Community Center Task Force Binders. She stated the next meeting of the Task Force is August 16, 2016.

Community Center Task Force
August 16, 2016
5:30 – 8:00 p.m.
Haeg Conference Room
Bloomington Civic Plaza
1800 West Old Shakopee Road, Bloomington, MN

Call To Order:
Irina Frusman called the sixth meeting of the Community Center Task Force to order at 5:30 p.m. in the Haeg Conference Room at Bloomington Civic Plaza.

Task Force Members Present: 16 members and 1 alternate
Maureen Bartolotta
Dan Cripe
Olivia Haaland
MaryAnne Josephson
Dennis Kane
Diann Kirby
Joshua Korthouse
MaryAnne London
Dwayne Lowman (alternate)
Jake Martin
Jon Oleson
Lorinda Pearson
Maureen Scallen-Failor
Lenny Schmitz
John Schatzlein
John Stanley
Randy Quale

Task Force Members Absent: 1

Other Staff Present: 2
Alison Warren, Office Support Specialist, Parks and Recreation Division (to take minutes)
Lori Economy-Scholler, Chief Financial Office, City of Bloomington

Facilitators Present: 3
Irina Fursman, Hue*life*
Brent Massmann, Senior Utility Operator, City of Bloomington
Eric Schoon, Senior Utility Service Specialist, City of Bloomington

Members of the Public Present: 0

Welcome and Introductions/Agenda Review – 5:30 p.m.

I. Fursman welcomed the Task Force members and guests to the sixth meeting of the Community Center Task Force. She reviewed the purpose statement for the Community Task Force, reminding the members that the Task Force was asked to provide broad recommendations to the City Council and not necessarily a detailed plan. I. Fursman then reviewed the past meeting and the three core pillars that the Task Force agreed upon: 1) attracting and retaining all ages, families and the diverse community; 2) providing a space for community gathering; and 3) a year-round facility.

Fursman then reviewed the plan for the meeting which included further discussion of the criteria for a successful community center, review of the financial implications of a community center and examination of the site options.

Next, I. Fursman asked the Task Force if there were any concerns that members felt needed to be shared. M. Josephson stated that she felt that exercise could be a large part of the community center recommendation, leaving the seniors behind. D. Cripe agreed with Josephson, saying that he thought that the space proposed by HGA did not have enough room for the current programs at Creekside much less any expansion of programs.

L. Schmitz stated that the purpose of the Task Force wasn't to determine a specific design but to recommend a plan for the current Creekside building and whether or not to build a new community center. J. Oleson agreed with Schmitz, adding that the group did not have enough time to get into all of the details. He noted that the recommendation needed to communicate support for seniors and adequate space for programs that currently exist.

J. Schatzlein shared his concern about the lack of people under the age of 45 that are participating on the Task Force, as well as the lack of representation from other ethnic groups. He suggested reaching out to other groups to gain more information. J. Oleson suggested convening focus groups throughout the community.

Identify Criteria for Success – 6:00 p.m.

Fursman asked the Task Force to separate into groups based upon the core pillar that they selected at the last meeting. She asked them to answer the following questions regarding their core pillar:

- What do you see in a successful community center?
- What do you feel while you are in a successful community center?
- What ideas do you have that make you feel successful?
- What are the criteria to accomplish this success?

The group provided their responses to these questions later in the meeting.

Break – 6:45 p.m.

The task force took a break from 6:45 p.m. until 6:55 p.m.

Review Financial Implications – 6:55 p.m.

The City's Chief Financial Officer Lori Economy-Scholler discussed the financial implications of a community center. The models she presented utilized the HGA community center cost estimates and show the financial impact for the years 2019 and 2021. The financial models created were with and without an aquatics facility as a part of the community center.

J. Oleson pointed out that the calculations did not take into account any potential partnerships or sponsorships that could help offset costs. He reminded the group to consider the return on investment, including things that may not have monetary value such as quality of life or increased economic development in the area. L. Schmitz referenced a research study that spoke about how well-maintained parks, open spaces and community amenities can drive up nearby property values.

Report Back on Identifying Criteria for Success – 7:10 p.m.

The Task Force revisited the previous exercise of identifying criteria for success. Each group shared their responses to the final question – What are the criteria to accomplish success?

- Be more proactive than reactive
- Balance of indoor/outdoor activities
- Ability to expand, grow or transform
- Space with flexibility
- Right fit of activities with other private facilities
- Partnerships – School District, Hennepin County, others
- Do what successful community centers are doing for current and future users

(R. Quale, D. Kirby, D. Lowman, J. Martin)

- Connect to existing amenities
- Dynamic, evolving, long term solution that is plan-ful and has flexible use
- Preferred all on one site
- Consider partnerships and sponsors

(L. Schmitz, M. Josephson, D. Cripe, L Pearson, D. Schatzlein, J. Korthouse, D. Kane, J. Oleson)

- Meet or exceed usage for seniors
- Has to be inclusive spaces
- Identify and meet the needs of the others in the community – dome, arts, etc.

(M. Bartolotta, M. London, M. Scallen-Failor, O. Haaland, J. Stanley)

Analyze Site Alternatives – 7:20 p.m.

I. Fursman reviewed the eight potential site alternatives – Tarnhill Park, Penn American, former Lincoln High School, Hyland Greens' former driving range, Harrison Park, Girard Lake Park, Creekside Center and Park and Bryant Park. J. Korthouse inquired why Girard Lake Park was added. R. Quale responded that a Task Force member had suggested this site and it was added since it met the size criteria.

Fursman asked each Task Force member to select a site that they were most interested in exploring. She noted that some members could be working alone on a site, and some sites might

not be selected. After the groups were formed, I. Fursman asked each group to answer the following questions:

- What does this site bring as an asset?
- What gaps does this site have?
- What are the positive benefits of choosing this site?
- What are the negative consequences of choosing this site?

After answering the questions, Fursman asked the group to continue by answering the following three questions:

- What needs to be done for this site to meet all criteria and ensure that all needs are met?
- What are some options or ideas for partnerships?
- What are some funding options?

The following responses were received:

Girard Lake Park *(O. Haaland, L. Schmitz, J. Korthouse)*

- Assets – Large site, centrally located, lots of natural amenities, easy access, highly visible, on a major arterial road
- Gaps – Potential for a new intersection on France Avenue
- Benefits – No cost site, transit access, trail access, room to expand/grow, no displacement of residents or recreational features, ability to connect to existing community
- Consequences – Possible environmental impact, possible disruption to neighborhood
- Needs to be done – Nothing-choose Girard Lake Park
- Partnerships – Any business nearby, lots of options
- Funding options – donations, naming rights, partnerships

Former Lincoln High School *(M. Bartolotta, J. Martin, J. Oleson)*

- Assets – Large site, library nearby, centrally located, bus lines, lots of parking lots around
- Gaps – Access to bus routes, cost of demolition and purchase of property
- Benefits – No loss of continuity of Creekside during construction, football field on site, opportunity to explore uses of the field in conjunction with the community center such as a dome
- Consequences – Might displace some ISD 271 programs, is the site even available?
- Needs to be done – Determine if a trade with the School District is feasible, calculate demolition estimates
- Partnerships – School District, General Dynamics, local businesses
- Funding options – Partnerships

Tarnhill Park *(M. London, M. Josephson, M. Scallen-Failor, R. Quale)*

- Assets – Undeveloped and City-owned, adjacent to existing park, easy access off of 98th Street, on the bus lines, near trails, near Hyland Park, large site – 17 acres
- Gaps – Not necessarily centrally located
- Benefits – Could renovate existing park to tie into the community center, no homes are displaced, no loss on the tax roll, near the community college

- Consequences – Impacts on the neighborhood, increased traffic, determine if there are any wetland mitigations needed, reworking of 98th Street
- Needs to be done – Determine wetland mitigation needed, 98th Street modifications
- Partnerships – Normandale Community College, Bethany, Normandale Village businesses
- Funding options – Partnerships

Harrison Park *(D. Cripe, D. Lowman, L. Pearson, J. Schatzlein)*

- Assets – Arterial streets for access, City-owned property, potential for expansions, lots of green space, on bus routes, close to City buildings, close to Moir Park and trails
- Gaps – Shape of the space, topography of the land
- Benefits – Overflow parking available, most centrally located option, could spur development in the area
- Consequences – Loss of access to the park, loss of trees
- Needs to be done – Enhance public transit, ensure access to the park remains available
- Partnerships – St. Luke's Church, surrounding apartments
- Funding options – Taxes, partnerships, sponsorships

Creekside Center and Park *(D. Kane, J. Stanley, D. Kirby)*

- Assets – Centrally located population-wise and geographically, well-known location, close to other City amenities, bus access, no cost of land, no trees harmed
- Gaps – Not expandable
- Benefits – Expanded programs, brand identity already in place, gets rid of an existing old building and revitalizes the area
- Consequences – Potential disruption of programing during construction, increased traffic, parking issues in the neighborhood, infrastructure in the area
- Needs to be done – Land deal exchange or partnership with Presbyterian Homes, site design that allows for continuation of programs while under construction
- Partnerships – Presbyterian Homes potentially for parking
- Funding options – Shared cost of new parking, partnerships/sponsorships

Fursman noted that three sites had not been chosen – the former Hyland Greens driving range, Penn American and Bryant Park. She asked the Task Force if there was any interest in working on any of the sites. J. Oleson offered to explore Bryant Park before the next meeting.

Fursman asked the group to review the recommendation template in their meeting packet and start thinking about what to include in the report. She stated that the Task Force will draft the recommendations together at their next meeting.

Adjournment – 8:10 p.m.

The meeting closed at 8:10 p.m. I. Fursman requested that Task Force members complete the meeting evaluation forms found in the Community Center Task Force binders. She stated the next meeting of the Task Force is August 23 at Creekside Community Center.

CITY OF
BLOOMINGTON
MINNESOTA

Community Center Task Force Charge

Revised 6.7.2016

Sponsoring Group	City of Bloomington.
Background and Purpose	The Bloomington City Council created the Community Center Task Force to study the potential future of a new community center. The current Creekside Community Center occupies a former elementary school built in 1960 at the corner of Penn Avenue South and West 98th Street. The facility serves a wide variety of programming and activities, with approximately 180,000 annual users. While the facility itself has been well-maintained, it suffers from serviceability, flexibility and thermal issues typical of buildings constructed in its era. In addition, there are recurring issues with overcrowding, lack of adequate storage and limited opportunities for expansion of present functions and addition of new ones. In 2015, Hammel, Green and Abrahamson, Inc. (HGA) completed a community center needs assessment at the direction of the City Council. Following an analysis of existing demands for services and demographics of the competitive market, the firm produced recommendations for desired programming needs in a community center facility. The needs assessment report described the community's wants and desires for a multi-use community center that expands programming opportunities for Bloomington residents. HGA's report also provided cost metrics for construction and operation of a community center to help inform the City as it determined the potential value of a new facility. In August 2015, the City Council directed that a task force be appointed to study the potential future of a new community center. The Task Force is charged examining the issue and providing the City Council with a framework for helping them to make decisions regarding the potential future of a new community center.

	The Community Center Task Force will review and study the 2015 community center needs assessment prepared by HGA and provide feedback to the City Council. This includes examining an analysis of the existing Creekside Community Center building; studying market analysis data and community center facility trends; considering space needs for existing and future programs and services; reviewing proposed programming and space allocations for a new community center; studying cost estimates and budget considerations for a new community center; examining potential site alternatives; and providing feedback to the City Council. The City's vision is to build and renew the community by providing services, promoting renewal and guiding growth in an even more sustainable, fiscally sound manner. While the City Council maintains decision-making authority, the findings and input of the community-based Task Force is expected to factor into the City's future planning and decision-making processes regarding a potential community center. By definition, this Task Force is a time-specific, project-specific group that will work to a focused outcome.
Task Force Work	The task force will provide feedback on the following subjects regarding a community center: 1. Community needs and wants for a community/recreation center 2. Space considerations for a new community center 3. Potential partnerships, both public and private 4. Satellite community centers or a stand-alone approach 5. Potential site alternatives 6. Fiscal implications of a new community center Topics of discussion could include, among other things: the current state and usage of the Creekside Community Center; recreational and public gathering spaces currently offered by the community; community center facility trends; space needs for existing and future programs and services; construction and operations cost estimates; and budget considerations for a potential community center. To promote transparency, Task Force meetings will be open to observers who are not members of the task force.

Task Force Composition and Time Line	The Task Force consists of 17 individuals, with approximately 80 percent being community members and 20 percent staff. Employee members were appointed by the City Manager. Community representatives of the Task Force were selected by the City Council and reflect the general Bloomington community, the School District, the Bloomington business community, the Creekside Senior Program, youth athletic organizations and members of Bloomington's diverse community as well as the City Council and its advisory boards and commissions. Alternate representatives were also appointed by the City Council. Task Force members will be expected to: listen to the ideas of others; express their points of view while working toward consensus; and contribute to the development of feedback that will be presented to the City Council. City Council Appointments of Task Force representatives: October 19, 2015 and January 25, 2016 First Task Force meeting: April 4, 2016 Report to the City Council: September 2016
Commitment of Task Force Members	Minimum of 2-5 hours per month for meetings; additional time for meeting preparation and electronic communication outside of meetings. Members must: • Commit to attending a minimum of 75% of the scheduled Task Force meetings between April and August 2016. • Prepare for meetings (e.g., review meeting materials, respond to requests for input, etc.) • Have e-mail access. Meetings will generally take place from 5:30-8:00 p.m. on the following dates: • April 4, 2016 • May 3, 2016 • June 7, 2016 • June 22, 2016 • July 19, 2016 • August 2, 2016 • August 16, 2016 • August 23, 2016 Meetings will be held in the Haeg Conference Room at Bloomington Civic Plaza, 1800 W. Old Shakopee Road or Creekside Community Center, 9801 Penn Ave. S.
Resources Provided	City staff and outside resources (as necessary) will provide information and administrative support for meetings.

Completion Date	In September 2016, the Task Force will present its findings and feedback to the City Council. At that time, the Task Force will dissolve unless otherwise directed by the City Council to remain intact for future work.
Protocols	**Participant Preparation*: Solicit, share and include input from others when preparing for meetings*** • Solicit and share info with stakeholder groups • Do your homework – be willing to do the "heavy lifting" • Get into the work and be passionate about it • Provide lots of ideas • Take time to reflect both inside and outside the meetings • Accept the professional HGA assessment • Provide clear and concise delivery of ideas • Work collectively toward a new, best representation as part of a whole **Meeting Interaction and Engagement:** ***Respect others through the process, be patient, professional and flexible*** • Respect input and ideas • Listen to others • Build trust • Contribute towards building consensus • Make sure that everyone has an opportunity to speak and to be heard • Stay on topic **Efficient Facilitation Process:** ***Provide adequate and equal time, balance small and large group work*** • Provide equal time for all areas • Keep the meetings moving – balance the difference between rushing and dragging the meetings • Pick a topic of discussion and focus on one thing at a time

Community Center Task Force

May 3, 2016

(as stated by Task Force participants at the April 4, 2016 meeting)

Expectations

PRINCIPLES

- Cohesive center(s) which can serve the community now and next 20 years
- The positives/negatives and what would be best for Bloomington
- Consensus on need for and elements necessary to create a viable community gathering place

PROCESS

- A transparent process which will bring a recommendation to the City Council on the viability of a community center in the city of Bloomington
- Good discussions = good decisions
- Quality recommendation which meets needs of all Bloomington residents today and into the future

PLAN

- Determine potential future of new community center
- Outline a plan to build Bloomington's sense of community
- Produce community center plan that residents and businesses will be proud to use and support
- Present fully flushed out plan to City Council that serves all constituents
- Create a community center that is interesting to all ages
- Identify a community center concept that reflects the needs of the Bloomington community
- All-inclusive maintaining current human services programs
- That the community center meets the needs of a diverse citizenship and exposes all to multiple experiences

Eagan Community Center
1501 Central Parkway
Eagan, MN 55121
www.cityofeagan.com/index.php/community-center

City Population: 65,453

Year Built: 2003

Cost: $15,000,000* (Includes $9 million for community center and $6 million to build Central Park)

Funding: Bond referendum

Annual Operating Budget:

2014 Actual Expenses:	$2,320,264
2014 Actual Revenues:	$1,426,756
Net gain/loss:	-$893,508

Size: 70,000 sq. ft.

Amenities:
- Gymnasium
- Fitness Center
- Walking/Running Track
- Banquet Facilities
- Indoor Playground
- Meeting Rooms
- Senior Center
- Coffee Shop

Annual Visits: 300,000

Community Center Fitness Memberships: 1,712 (2014)

Rates/Fees:

MEMBERSHIPS (Includes unlimited access to all Group Fitness classes, cardio and weight room equipment, basketball courts and indoor track):
- Eagan Resident: $35
- Corporate Membership: $35
- Additional Resident and Corporate Memberships: $30
- Non-Resident of Eagan: $40

Activity Use Fees:

FITNESS CENTER GUEST PASS (Full access to club and group fitness classes):
- One Day Pass: $10

- One Week Pass: $30

TRACK ONLY WALKING PASS:
- One Day Pass: $2
- One Week Pass: $5
- 30 Day Pass: $20

GROUP FITNESS PASS
- 10 Classes: $75

FITNESS SERVICES
- Fitness Assessment: $20
- Body Composition Analysis: $5
- Posture Alignment Assessment: $40

Eden Prairie Community Center
16700 Valley View Road
Eden Prairie, MN 55346
www.edenprairie.org/community/community-center

City Population: 62,603

Year Built: Expanded in 2008

Cost: 2008 - $15,962,815 (General facility expansion - $12,425,185; 3rd ice rink - $3,537,630);
2016 - $21 million (aquatics center expansion)

Funding: Revenue bonds, park fees and capital improvement funds, general obligation tax abatement bonds, donations

Annual Operating Budget:

2015 Actual Expenses:	$4,031,290
2015 Actual Revenues:	$3,648,608
Net gain/loss:	-$383,282

Size: 175,000 sq. ft.

Amenities:
- Gymnasium
- Fitness Center
- Walking/Running Track
- Indoor Playground
- Meeting Rooms
- 3 Ice Rinks
- Lap Pool, Diving Pool, Water Slide

Annual Visits: 800,000

Community Center Memberships: 4,000

Rates/Fees:

MEMBERSHIPS:
- Individual Youth:
  Resident $32, Non-resident $48
- Individual Adult:
  Resident $40, Non-resident $48

Resident – Any individual living or working full-time in the City of Eden Prairie

Youth – Any individual 18 years of age and younger

Adult – Any individual 19 years of age and older

Dual – Any two adults or adult and youth residing at the same address

Dual Plus One – Any two adults plus one youth or one adult and two youth residing at the same address

Household – Any two adults and up to four youth residing at the same address

Senior – Any individual 62 years of age and older

Senior Dual – Any one senior (62 or older) and one additional member (55 or older) residing at the same address

A one-time fee of $10 is assessed when changing membership categories. An $8 fee is assessed in the event of a membership suspension.

- Dual:
  Resident $70, Non-resident $84

- Dual Plus One:
  Resident $84, Non-resident $99

- Household:
  Resident $97, Non-resident $115

- Senior:
  Resident $32, Non-resident $48

- Senior Dual:
  Resident $54, Non-resident $84

- One-time Registration Fee:
  Resident $29, Non-resident $29

Activity Use Fees:

DAILY FULL-USE FEE (Includes fitness floor, group fitness classes, swimming, skating, gymnasium and Prairie Play Zone):

- Non-member: $10
- Specialty Fitness Classes: $20

RACQUETBALL:

- Per Person/Per Hour Peak Times: $8.50
- Per Person/Per Hour Non-Peak Times: $5.50

WALLYBALL:

- 90 Minutes: $28 per court

SWIMMING, SKATING, GYM, PRAIRIE PLAY ZONE*

- Adults (18+): $6
- Youths (5–17): $5.50
- Tots (12 months–4 years): $4.50
- Babies (under 12 months): Free
- Family (up to four individuals): $17.50
- Skate Rental: $3
- Skate Sharpening: $4

*Prairie Play Zone guardians older than 16 years of age admitted free. All children on family memberships receive free Prairie Play Zone admission.

PLAYCARE*

- Members: $3.50/hour
- Non-members: $4.50/hour
- 20-Hour Punch Card (members): $50
- 20-hour Punch Card (non-members): $60

*Ages 6 months through 7 years; 2-hour maximum

FIT KIDS CLUB*

- Members: Free
- Non-members: $5.50

*Ages 6–11; 2-hour maximum; guardian must remain in building.

Maple Grove Community Center
12591 Weaver Lake Road
Maple Grove, MN 55369
www.maplegrovemn.gov/community-center/

City Population: 65,415

Year Built: 1996

Cost: $21.7 million (Community center built in 1996 for $14.9 million; 2nd ice rink added in 2008 for $6.8 million)

Funding: Long-range capital funding

Annual Operating Budget:

2014 Actual Expenses:	$3,923,424
2014 Actual Revenues:	$2,571,706
Net gain/loss:	-$1,351,721

Size: 162,000 sq. ft.

Amenities:
- Gymnasium
- Basketball Courts
- Two Ice Rinks
- Banquet Facilities
- Indoor Playground
- Teen Center
- Concessions
- Senior Center
- Indoor Lap Pool & Outdoor Leisure Pool

Annual Visits: 824,000

Community Center Memberships: 1,000

Rates/Fees: See next page.

MAPLE GROVE COMMMUNITY CENTER

ADMISSION FEES

Resident rates applied with proof of Drivers license or MN State ID.

	Regular Rate Non-Resident	Resident
POOL		
Under age 1 free		
Single	$7.00	$6.00
Family	$25.00	$22.00
Daycare Rates***	$3.75	$3.75
MERSC** Single	$5.00	$5.00
MERSC** Family	$19.00	$19.00
Groups 25+ *	$5.00	$5.00
10 Coupons/Book	$55.00	$55.00

	Regular Rate Non-Resident	Resident
INDOOR PLAYGROUND		
Under age 1 free		
Youth (ages 1 - 12)	$5.50	$4.50
Daycare Rates***	$3.25	$3.25
MERSC**	$3.50	$3.50
Groups 10+*	$3.75	$3.75
10 Coupons/Book	$40.00	$40.00

	Regular Rate Non-Resident	Resident
GYMNASIUM		
Under age 1 free		
Tots (Parent Tot Time)^	$3.00	$2.50
Single	$7.00	$4.00
MERSC**	$3.00	$3.00
Groups 25+*	$2.50	$2.50
10 Coupons/Book	$35.00	$35.00

^Parents free during parent tot time only

	Regular Rate Non-Resident	Resident
ICE SKATING		
Under age 4 free		
Weekend Open Skate	$6.00	$5.00
Dead Ice	$7.00	$7.00
Low Test Freestyle	$6.50	$6.50
Open Adult Hockey	$6.50	$6.50
MERSC**	$4.00	$4.00
Groups 25+*	$3.75	$3.75
10 Coupons/Book	$45.00	$45.00

	Regular Rate Non-Resident	Resident
ALL BUILDING - Daily		
Under age 1 free		
Single	$10.00	$9.00
Family	$33.00	$28.00
MERSC** Single	$8.00	$8.00
MERSC** Family	$24.00	$24.00
Groups 25+*	$8.00	$8.00
10 Coupons/Book	$80.00	$80.00

MEMBERSHIPS

	Regular Rate Non-Resident	Resident
Pool Membership		
Youth / Sr.	$160.00	$135.00
Adult	$185.00	$160.00
Family	$375.00	$325.00
All Building Membership		
Youth / Sr.	$195.00	$175.00
Adult	$235.00	$195.00
Family	$475.00	$375.00
MERSC**	$315.00	$315.00

PAYMENT TYPES ACCEPTED

- Cash
- Checks written out to "MGPR"
- VISA, Mastercard or Discover
- The name of the person using the credit card for a transaction must match the name on the credit card.

DISCOUNT OFFERS:

* GROUP RATES are given only when the group is scheduled through the Rental Coordinator.

** MERSC - employee must show company ID and be listed on the MERSC company listing.
Note: A spouse of a MERSC employee can not receive the MERSC Discount without the person that is the MERSC employee being present.

*** DAYCARE Rates - must show current Daycare License & Drivers License. Valid Mon-Friday.
The Daycare rate is not valid on school release days or in the summer.

Bloomington Community Amenities

Attachment G

Southdale YMCA
7355 York Ave S, Edina
Pool, cardio, weights, group fitness, child watch, gym and track

Snap Fitness
8009 34th Ave S
Cardio, weights

Life Time Fitness
5250 W 84th St
Pool, cardio, weights, group fitness, yoga, child watch, gym and track

Anytime Fitness
8599 Lyndale Ave S
Cardio, weights

Anytime Fitness
5107 W 98th St
Cardio, weights

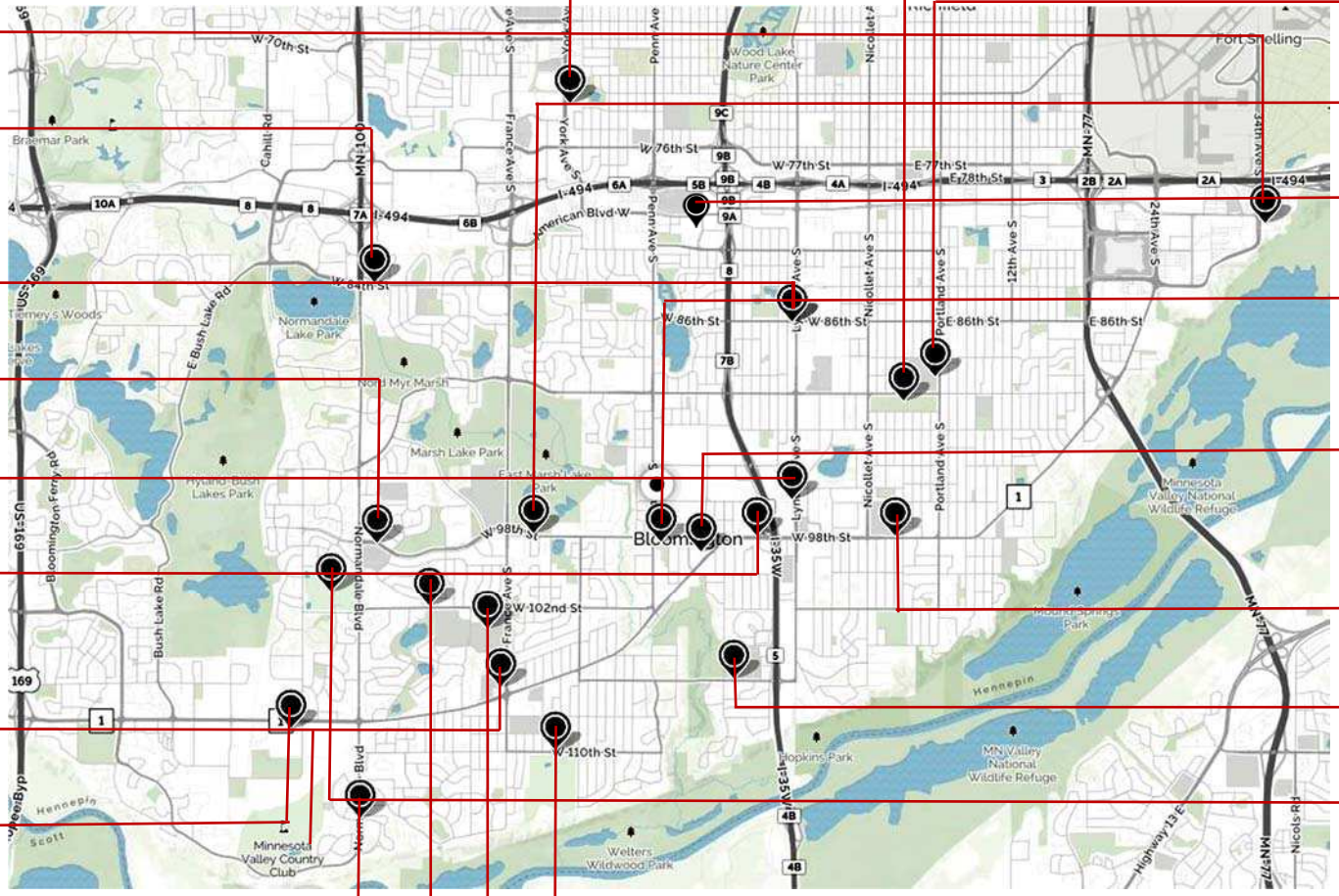
Snap Fitness
9505 Lyndale Ave S
Cardio, weights

Life Time Fitness
1001 W 98th St
Pool, cardio, weights, group fitness, yoga, child watch, gym and track

Planet Fitness
10606 France Ave S
Cardio, weights

Snap Fitness
10800 Nesbitt Ave S
Cardio, weights

Minnesota Masonic Heritage Center
11411 E 98th St
Auditorium, meeting rooms, banquet facilities



Bloomington Family Aquatic Center
301 E 90th St
Outdoor pool

Valley View Middle School
8900 Portland Ave S
Pool; room, stage and gym rentals

Bloomington Ice Garden
3600 W 98th St
Hockey, figure skating, public skating

The Yoga Pioneers
9801 Penn Ave S
Yoga classes

Creekside Community Center
9801 Penn Ave S
Human Services programs and activities; senior programs, dining programs, room rentals

Bloomington Center for the Arts
1800 W Old Shakopee Rd
Two theaters, rehearsal hall, dance, art classrooms and art galleries

Kennedy HS Activity Center
150 E 98th St
Gyms, running track, weights

Oak Grove Middle School
1300 W 106th St
Pool; room, stage and gym rentals

Hyland Greens Golf Course
10100 Normandale Blvd
Golf, FootGolf, driving range

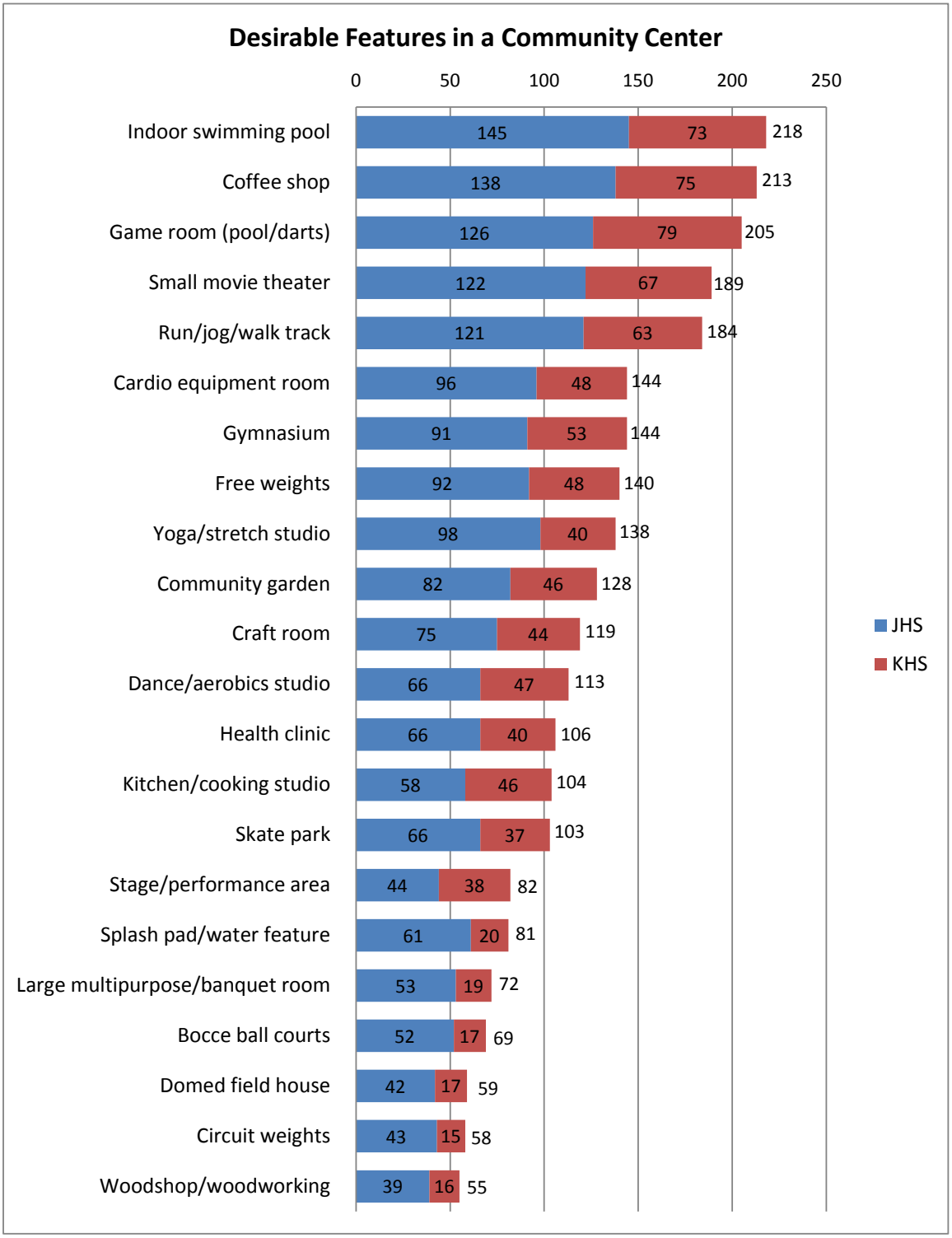
Olson Middle School
4551 W 102nd St
Pool; room, stage and gym rentals

Jefferson HS Activity Center
4001 w 102nd St
Gyms, running track, weights and dance floor

Dwan Golf Course
3301 W 110th St
Golf

Bloomington High School Student Community Center Survey

Students attending Diversity Day activities at Bloomington Kennedy and Jefferson high schools had the opportunity to complete a short, informal survey regarding features they would like to see in a new community center. The survey was available to all students who visited the Bloomington Human Services Division's Diversity Day booth. The poll contained a fixed set of responses from which the students could choose; respondents could select as many community center features as they desired. A total of 337 students responded. Students from Kennedy High School (red - 118 respondents) were surveyed on May 3, 2016. Students from Jefferson High School (blue - 219 respondents) were polled on May 6, 2016.



CITY OF
BLOOMINGTON
MINNESOTA

Community Center Questions and Answers

Updated August 23, 2016

Community Center Task Force

This document captures questions raised during Community Center Task Force meetings and provides answers from various sources. The questions are organized into two categories: Fact-seeking questions and future discussion questions. Answers to the fact-seeking questions can be found below. They are grouped by major categories of interest. The future discussion questions are included at the end of the document and will be addressed as part of the task force process.

Fact-Seeking Questions

Creekside Community Center Building Assessment

Q1 If we keep the existing Creekside building as a community center, what programs or activities can be added after upgrades are complete?

The "upgrades" listed in the 2015 HGA Needs Assessment are related to long-term maintenance needs. These include a new sprinkler system, restroom renovation, window replacement, new HVAC/cooling systems, new fire alarm system, miscellaneous electrical upgrades and parking lot renovation. These upgrades would not add additional space to the current building nor enhance its functionality for more programs and activities. As the HGA Needs Assessment notes, the building itself limits opportunities for the City to better meet the needs of its residents. HGA found that the structure, while sound, is very inflexible. The concrete block walls make it difficult to move interior partitions and to provide appropriate ceiling heights for the functions that Creekside now hosts. This lack of flexibility to modify room sizes and heights prevents the facility from being able to adequately expand its current slate of programs and activities.

Q2 What is the ongoing cost of the current building for upkeep, operations and maintenance and what is its efficiency?

The City budgeted $11.94 per square foot in 2016 for operating and maintaining City office buildings. Creekside expenditures for 2015 for operation and maintenance of the building were

$25.86 per square foot – double the average cost. Creekside is considered to be one of the least energy-efficient buildings of the buildings owned by the City of Bloomington. In a recent study of City buildings conducted by VFA, Inc., a facilities capital planning and asset management company, Creekside ranked among the worst (second from the bottom) for energy utilization and at the bottom for facility condition. The funding needed over the next 20 years to keep Creekside in just its current condition is estimated at $8,750,000.

Q3 Is it worth it to spend $4 million on maintenance and repairs to the existing Creekside Community Center or invest this money into a new community center?

Given the findings of its needs assessment process as well as the lack of flexibility to modify room sizes and heights plus the significant cost to correct existing problems, HGA recommended that the City should look for a new location to accommodate its community center programming needs. HGA noted that this would allow the new facility to be right-sized, accessible, energy-efficient and purpose-built for the long-term benefit of the community. In addition, a recent study on the condition and energy efficiency of City buildings found that Creekside rated as unsatisfactory for both facility condition and energy use intensity. Investing approximately $4 million on maintenance and repairs to Creekside would not enhance its functionality or flexibility to add new programming.

Q4 What are the space deficiencies in Creekside Community Center? The photos in the HGA needs assessment report are not clear.

HGA documented a number of space deficiencies within Creekside Community Center. Overcrowding is commonly experienced in the large, multi-purpose room known as the Minnesota Valley Room, particularly during monthly senior lunch program events. Overcrowding is also routinely found in the billiards room and hallways before the weekday noon and evening meal programs. This overcrowding limits maneuverability, particularly for patrons using wheelchairs or walkers. In addition, there is inadequate space for music and fitness classes as well as for community center storage. As a result, Creekside does not have the capacity to adequately handle its current programs much less add more programs and services.

Q5 How safe is Creekside Community Center?

Creekside met all building and safety codes at the time of its construction in 1960. While, the building does not meet current and building safety codes, it is still considered a safe facility – just not as safe as a new building would be. Creekside is made of non-combustible construction, but without structure fireproofing or a sprinkler system. In 1981, the building was remodeled to provide code-compliant egress to meet the code for a community/recreation assembly purpose. The HGA Needs Assessment reports that there is a minimal fire alarm system in the building with limited automatic notification and manual system. Parts are no longer manufactured for the system, nor is it code compliant. In addition, Creekside is not sprinklered for fire protection.

HGA recommended that the fire alarm system should be replaced with the equipment that is in compliance with current codes. If upgrades such as a new HVAC system and restroom expansions were made to the building, the building would have to make changes meet current building and safety codes.

Q6 What is the lifespan of the critical infrastructure in Creekside?

The HGA Needs Assessment noted that many of Creekside's HVAC components have long surpassed the end of their useful life and need replacement. Specifically, the Minnesota Valley Room's air handling unit, chiller, fan-coil cooling units and unit ventilators are all 40 years old or older. These systems need to be significantly upgraded to overcome critical shortcomings and to comply with current ventilation codes and standards. The boilers on the heating system were installed in 1990 and may have 5-10 years of useful life remaining. In addition, the chiller on the cooling system is 39 years old and has experienced compressor failures in recent years. Replacement parts are difficult to find. The existing electrical system is in fair condition, but it operates near load to serve current needs. In addition, the building's service equipment is an original Federal Pacific Electric (FPE) circuit breaker panel. FPE circuit breakers are known for not tripping under short circuits and are considered unsafe. HGA has recommended replacing the panel as a maintenance item.

Q7 What is the operating budget for Creekside Community Center?

Revenues for Creekside in 2015 were $101,188. 2015 expenditures totaled $537,188. This included expenditures directly related to operating Creekside related to staffing, materials and supplies, maintenance and repairs, training, furniture replacement and internal charges for space and occupancy, computer network and mailroom usage. The 2015 operating budget noted above does not include revenues and expenditures for Human Services programs, services or events.

Market Analysis

Q1 What works in other communities when it comes to community centers?

Community centers in other cities typically include amenities such as gymnasiums, fitness centers, walking/running tracks, aquatics facilities, indoor playgrounds, ice rinks, multi-purpose/banquet space, meeting rooms and classrooms.

Q2 What is the saturation point of facilities and needs related to competition and market share?

Ballard*King and Associates found that Bloomington's population is more than adequate to support a comprehensive community center. The ability of a community center to capture market share is based on the number and variety of its amenities, the facility size and the fees

charged. Currently there is no comprehensive public community center in Bloomington. There are a number of private service fitness providers in Bloomington, but at least two have closed since the HGA Needs Assessment was issued in early 2015. Ballard*King noted that public community center facilities operate on an "ala carte system" of programming beyond sports and fitness that greatly expands their market to a broader spectrum of users. As a result, Ballard*King maintained that 20% to 30% market penetration rate is obtainable. In fact, the firm noted that over the course of a year's time, more than 50% of a community's population may come to a community center for some use, function or activity.

Q3 What are the Bloomington-specific needs for a community center?

Bloomington's specific needs for a community center were spelled out in the HGA Needs Assessment. HGA interviewed a number of stakeholders representing youth groups, senior programs at Creekside, athletic organizations, the School District and Creekside user and rental groups. The existing programming at Creekside is very robust, drawing 115,710 users in 2015. However, the lack of flexibility in the current structure has limited programming and compromised offerings. HGA found that a new community center could expand the user base and reach a broader demographic. One of the most frequently heard comments during the stakeholder interviews was the need for more gymnasium space. School District staff reported that the demand by local youth athletic organizations for gym space in their Activity Centers at Jefferson and Kennedy high schools often exceeds their supply. As a result, the HGA report recommended a large gymnasium space with at least three full-sized basketball courts that could also accommodate other sports such as volleyball and pickleball. Other Bloomington-specific needs as reported in the HGA needs assessment included an indoor walking/jogging track, indoor playground, large multi-purpose space and meeting rooms/classrooms that could be used for a wide variety of programming needs.

Q4 How long are people staying in Bloomington?

The most recent National Citizen Survey™ of Bloomington residents in 2015 reported the following regarding length of residency:

Less than 2 years:	15%
2-5 years:	14%
6-10 years:	15%
11-20 years:	16%
More than 20 years:	40%

Q5 What are the age and income breakdowns of other community centers compared to Bloomington?

The following data is for each community is based on information from the U.S. Census for 2014:

City	Median Age	Median Household Income
Bloomington	42.8	$63,053
Eagan	37.3	$80,247
Eden Prairie	37.9	$95,697
Maple Grove	38.2	$92,267

Approximately 39% of Creekside Community Center's annual visitors are Senior Program users. The remaining 61% are Human Services community program participants and rental users. Community programs include Loaves and Fishes, Fare For All, Homework Connection and free phone distribution. Three churches rent space at Creekside.

Information on age and income breakdowns was requested from the community centers in Eagan, Eden Prairie and Maple Grove. The City of Eagan reported that given the indoor playground and senior center their community center, they see users young and old in the building. The estimated average age of the Eagan Community Center's fitness patrons is late 40's to early 50's. The fitness center reportedly serves an older user group because it does not have childcare drop-off for members or an indoor swimming pool that would attract younger families.

Q6 How do we find out about the unique needs of Bloomington?

The first step in defining the needs for a new community center was the needs assessment conducted by HGA Architects in 2014-2015. Based on its research with community stakeholders and City staff, HGA established a project vision to ensure that future explorations of building space programs and design grew of Bloomington's unique character and goals for the future. The following principles acknowledged that the Bloomington community center would be a success if it incorporated the following elements:

- Attracting multi-generational, multi-cultural and multi-economic users.
- Comfortable and welcoming.
- Human services and recreation focused.
- Accessible.
- Providing appropriate balance of technology, programs and human interaction.
- "One stop shop" – walk in and access multiple programs serving multiple cultures; long-term and lifelong Bloomington residents feel welcome and served.
- Central and accessible – the location of the existing Community Center is important; current city Civic Plaza is seen as central and accessible.

In 2015, the City Council directed that a Community Center Task Force be established to study the issue and provide the Council with a framework for helping them to make decisions

regarding the potential future of a new facility. The City Council specifically appointed representatives of the major user groups (e.g., youth, seniors, etc.) in the hopes that they would articulate and advocate for their own unique needs in a community center.

It is possible that additional research could be conducted, such as random sample, scientific surveys or less formal, online polls. An informal poll of Bloomington's high school students is attached. Other sources for information on Bloomington's needs could include open houses and focus groups with specific audiences (e.g., multi-cultural communities.)

Q7 Are we looking to meet the needs of future or current residents or be an attractor for younger families?

The answer is "yes" to all of the above. A new community center would be right-sized and purpose-built to meet the needs of residents both now and into the future. Creekside is undersized to accommodate current community center program demands in Bloomington. The City cannot offer the programming desired by its residents due to the lack of space and flexibility in the current facility. A vibrant community center could improve the quality of life in Bloomington and help to serve as an attractor for younger families as well as older residents alike.

Q8 What kind of space is available to build this type of facility in Bloomington?

The HGA needs assessment recommended a building of 94,715 square feet that would include three gymnasiums, large multipurpose room, meeting rooms, indoor playground, fitness areas, and office space. The minimum requirement for a building of this size with adequate parking would be approximately eight to ten acres. HGA estimated that an aquatics facility would increase the size of the building by another 20,500 square feet. The current Creekside Community Center site is 4.74 acres, too small to accommodate a larger building and the parking required. Site considerations include central location, access to transit and accessibility for pedestrians and bicyclists. The City Council has requested that the task force study site alternatives as part of its assessment process.

Community Center Funding

Q1 What is the funding source for construction of a community center?

There are several potential sources for funding the construction of a community center. One source is a bond referendum. In a bond referendum, voters are given the opportunity via a ballot measure to approve a proposed issue of municipal securities for the purpose of constructing a public facility. This is considered a pure general obligation bond, meaning it is 100% supported by taxes and the City Council pledges the full faith and credit of the City. Interest rate on the debt is the lowest in the market at time of issuance.

Another financing option is lease revenue bonds. This form of long-term borrowing is commonly used to finance public facilities, including community centers. The City's Port Authority would be the issuer of the bonds and the City the lessee for a specific project (revenues to support the debt service on the bonds are lease payments to the Port Authority.) As this is a revenue bond, the interest rate will be higher. Since the requirement for annual appropriations for lease revenue bonds does not treat them as debt, there is no need for voter approval.

A third potential funding source is charter bonds. By a vote of 5 of its members, the City Council can adopt a resolution to authorize the issuance of general obligation bonds that pledge the full faith and credit and taxing powers of the city. Interest rate on the debt is the lowest in the market at time of issuance. The general obligation bonds can be issued on such terms and conditions the Council determines, without obtaining the approval of a majority of the electors voting on the question of issuing such bonds. The City can pledge to the payment of the general obligation bonds any other available revenues or assets of the City. General obligation bonds can be issued for a public purpose to finance any capital improvement and related costs including, but not limited to, interest on the bonds, the costs of feasibility studies, design, and plans and specifications, publication costs, costs of issuance and other capital costs of any capital improvement.

Other potential funding sources include the sale of the existing property at Creekside, setting up a building replacement fund and savings.

Q2 What works in other communities from a fiscal standpoint in terms of operations?

Many communities consider their community centers to be business-type activities. As such, these facilities are expected to cover most of their costs with user fees and charges. Some cities absorb a portion of their community centers' costs within their General Fund budgets or subsidize them with property taxes and other forms of funding. Typical forms of revenue generated by community centers include admission fees, membership passes, program charges, facility and equipment rentals, advertising, merchandise sales, sponsorships, naming rights, grants and donations.

Q3 What are potential revenue sources?

Potential revenue sources for a community center are listed in the previous question.

Q4 How will the community center generate income?

The income generated by community centers is noted in question #10. ???

Q5 What areas within a community center generate the most revenue? What areas cost the most to operate?

Fitness memberships and related activities such as fitness classes and training tend to generate the most revenue. Room rental for banquets, events and meetings can also produce significant revenues. As HGA noted in its needs assessment, aquatics facilities are the most expensive component to construct and operate within a community center.

Q6 Member-based vs. program-based fees – what is the best model of operation?

The preferred model for operation of a community center appears to be a combination of both member-based and program-based fees, depending on the activity. The revenue projection model developed by HGA included a combination of daily admission fees, annual passes, room rental charges, program fees, fitness class charges, special event fees and birthday parties. The key is balancing accessibility while bringing in enough revenue to cover much of a community center's costs. The majority of municipally-run community centers require some form of tax subsidies to cover their operational costs. Fees may include a sliding fee scale, variable pricing for programs and activities depending upon a customer's ability to pay.

Q7 Are the membership fees listed for the community centers monthly fees or annual fees?

Most community centers offer a mix of monthly and annual membership fees as well as daily and weekly passes for their fitness centers, aquatics, gymnasiums and other amenities.

Q8 How much of the fees in other community centers are going toward the total cost of operations and how else are the operations funded?

Generally all of the fees in community centers go toward the cost of operations. As noted earlier, community center operations are funded through a variety of sources as detailed in question #10.

According to the general manager of the Eagan Community Center, 100% of the fees they charge go toward operations. While the cost of the construction was covered through a bond referendum, the ongoing costs of operations were set up as an enterprise fund. Thus, the facility needs to generate revenue to cover its costs. The community center comes close to breaking even but typically has a shortfall that is covered by an internal transfer of antenna revenue the City of Eagan receives from cell phone towers.

All fees charged at the Maple Grove Community Center also are directed toward operations of the facility. Revenues were $460,616 less than expenditures in 2015.

Q9 What are the pros and cons of a private partnership?

With public resources increasingly in short supply to fulfill the social and physical needs of a community, partnerships between public and private entities are becoming increasingly common as governments look for support from other sectors. The pros of public/private partnerships include efficiency, access to additional revenue, potential to increase the level of service, streamlined operations, possible cost savings by pooling financial resources, diversification of programming and access to expertise and skill-sets.

The cons of public/private partnerships can include reduced flexibility and control, restrictions on programming and services offered by the public entity due to non-compete agreements with the private partner, considerable negative financial impacts in case the partnership has to be cancelled, possible transfer of risks from the private sector to the public sector (e.g., bankruptcy), uncertainties that may develop over the life of a 20, 30 or 40-year agreement and the private partner's preference for the economic aspects of a community center over the social, environmental or other aspects.

Q10 Would programming in a new community center be volunteer or staff driven?

Staffing in a new community center would probably be a combination of employee and volunteer driven, depending on the programming type. Senior programs would likely continue to be heavily volunteer-driven, while potential new amenities such as aquatics and fitness would require staffing by employees due to the nature of these activities.

Community Center Amenities

Q1 What were the existing amenities in each community when they decided to build a community center and how did they factor in the decision-making process of the current amenities?

Information was requested from the community centers in Eagan, Eden Prairie and Maple Grove. In Eagan, the community center manager is not exactly sure what the available amenities were prior to opening in regards to banquet spaces but he believes private golf course and hotels did have banquet space. Regarding fitness facilities, Life Time Fitness and YMCA were the local options, and they were located in a different part of Eagan than the current community center. Eagan Community Center opened in 2003, prior to Anytime Fitness, Snap Fitness, Fitness 19, Planet Fitness and the niche studios that now exist. Other factors that led to the construction of a community center were the inclusion of an indoor playground, senior center and teen center which led to a full integration of community facilities. The fitness center/gyms and rental spaces provides additional options for these users and other residents/non-residents. The basketball courts give opportunities for drop-in activities for anyone to pay and play, accommodate local youth athletic associations for practices and tournaments and supply space for large-scale events.

In Maple Grove, the schools were the facilities available to the public via community education or parks and recreation programs when the community center was built twenty years ago. Maple Grove modeled their community center after the Chaska Community Center. The City Council and Park Board chose to have the private sector offer the fitness component.

Q2 What areas within a community center generate the most use? What areas generate the least use?

The most frequently used amenities within community centers generally tend to be gymnasiums, pools, fitness centers, meeting rooms, banquet/large multi-purpose rooms. Areas that provide memberships such as fitness centers have a reliable number of users that utilize the facilities on a regular basis. Areas that tend to generate the least use are child watch programs for fitness facilities and teen centers.

Q3 What is the definition of a community center vs. an activity center?

A community center is a place where people congregate for social, recreational, cultural and educational activities. Community centers typically serve as one-stop shops connecting community members to services. People gather for group activities, social support, public meetings, volunteer activities and a variety of other reasons. The goals of a community center typically include:

- Enhanced physical and mental well-being.
- Provision of recreational, educational and cultural opportunities.
- Stimulating and nurturing environment for all residents.
- Focal point for civic pride.

An activity or recreation center is narrower in its scope. It is typically a place where people can work out, play sports and participate in physical activity. Activity/recreation centers can also serve as social hubs for some people.

Q4 What are the existing alternative amenities such as the high school activity centers and is a need still unmet?

The existing amenities in Bloomington that meet social, recreational, educational and cultural needs for the general community are listed on the attached map of community amenities.

Specifically, the activity centers at Jefferson and Kennedy high schools provide 150,000 square feet of recreational space for community use. Each activity center offers a variety of fitness equipment, amenities and classes including:

- 5 gym courts
- 1/7-mile indoor running track
- Fitness/weight room
- Team meeting room

- Adult locker rooms with showers
- Dance studio (Jefferson)Wrestling rooms (Kennedy)
- Concession stand (Kennedy)

According to the Bloomington School District, the level of usage fluctuates with the seasons. The highest usage is in the winter months. During the month of June, there are approximately 900 individuals participating in the program. That number increases to approximately 1,400 in mid-January. People can purchase monthly or annual memberships and can use both Kennedy and Jefferson. Members have access to activity center facilities during non-school hours seven days per week (excluding certain holidays). Members can also use the facilities during the school day with high school physical education students.

Another aspect of the high school activity centers is gym rental. Many community groups use the gym courts for practices or games. They are the sites of many fundraising tournaments and are usually very busy on most weekends throughout the year.

Q5 Is the Bloomington Art Center at capacity and is there a need for additional space?

Portions of the Bloomington Center for the Arts are close to capacity. The Schneider Theater is nearly fully scheduled on the evenings and weekends between performances, rehearsals, set-up and breakdowns. To some extent, the Black Box Theater is also approaching capacity. Storage space is very limited in the Center for the Arts, and sometime restricts full usage of the facility. On the other hand, there is less demand for the classroom space on the second floor of the Center for the Arts.

Q6 What is the usage of the Edinborough facility in Edina?

The City of Edina supplied the following usage data for Edinborough Park. The following stats for Adventure Peak indoor playground were for the period from 8/1/15 to 6/30/16:

- Annual memberships to Adventure Peak : 332
- Member Check-ins 11,225

Paid Daily Admissions	72,123
Paid Daily Admissions – Groups	5,568
Total check-ins/admissions	**88,916**

- Approximately 1,200 birthday parties at 20 people each year totaling 24,000 guests.

Q7 Who offers yoga/Pilate's classes in Bloomington?

There are several facilities that specifically offer yoga and Pilate's classes in Bloomington. The facilities have been added to the attached map of community amenities in Bloomington. In addition, Bloomington-Richfield Community Education offers beginning, intermediate and chair yoga in the schools. Yoga classes are also offered in the high school activity centers.

Q8 What are the demographics of Bloomington in terms of ethnic groups?

The following demographic breakdown for Bloomington comes from the 2010 US Census:

White alone	79.7%
Black or African American alone	7.2%
Hispanic or Latino	6.8%
Asian alone	5.9%
American Indian & Alaska Native alone	0.4%
Native Hawaiian and Other Pacific Islander alone	0.1%
Two or more races	3.1%

Note: Total exceeds 100% as respondents could choose more than one option.

Maps that depict the racial distribution of Bloomington's population are attached.

According to information supplied by the School District, the percentage of ethnic diversity in the school population was 48% in October 2015. The minority groups with the highest enrollment were Black, Hispanic and Asian/Pacific Islander. The greatest amount of ethnic diversity can be found at Valley View Elementary and Middle schools, Washburn Elementary and Indian Mounds Elementary. More than 50 languages are spoken in Bloomington's schools. Twenty percent of the school district's minority population are English learner students. More data can be found in the attached Enrollment Report 2015 from the School District.

Q9 What is the median age, income and comparative data for other cities that have community centers in the metro area?

Attached is a spreadsheet of community centers in the metro area listing the size of each facility and amenities as well as community demographic data.

Community Center Construction

Q1 What is the time frame for a community center project?

It is anticipated that given the number of steps required for planning, design, funding and construction, it could take between three to five years before a community center is built and operational.

Q2 What are the largest pieces of land that the City owns?

A map showing all City-owned property is attached. Locations and details about the City's park and recreational properties can be found at:

https://www.bloomingtonmn.gov/locations-parks-and-recreational-facilities

Community Center Site Alternatives

Q1 How big is the parcel at Creekside Community Center, including the ball field, but without the stub along Newton Avenue south of the baseball diamond?

The Creekside Community Center and Creekside Park parcel, including the ball field, is 7.29 acres.

Q2 What is the size of the Newton Avenue "stub" just south of the baseball diamond at Creekside Park?

The "stub" along Newton Avenue south of the baseball diamond belongs to Creekside Park and totals 1.40 acres.

Q3 What is the size of the new Normandale College parking ramp?

Normandale's newest parking ramp along Collegeview Road is 61,330 square feet or 1.41 acres.

Q4 How big is the triangular parcel that includes St. Luke's Lutheran Church and Mt. Olivet Rolling Acres Mental Health Services?

The triangular parcel that includes St. Luke's Lutheran Church and Mt. Olivet Rolling Acres is 6.67 acres.

Q5 How big is the community garden and parking lot located on the north end of Harrison Picnic Grounds?

The community garden plot and parking lot on the north end of Harrison Park totals 1.72 acres.

Future Discussion Questions

Q1 What works and what doesn't work in a typical community center?

Q2 What is really wanted in a community center in Bloomington?

Q3 Will the facility be focused on banquet rentals or programs?

Q4 Who might be willing to donate as a sponsor?

Q5 Will the current users continue to use the facility if the operations include fee based activities and usage?

Q6 Should the community center include a food aspect such as a café or coffee shop?

Q7 What is eminent domain and how does it work?

Q8 What are the demographics for each potential site within two miles?

Metro Area Community/Recreation Center Amenities and Demographics
July 19, 2016

City	Population	Median Age	Median Income	Community/Rec Center Size	Community Center Amenities
Andover	32,213	37.7	$93,314		Gymnasiums, pickleball courts, walking track, ice rink, meeting rooms, older adult activities
Apple Valley	50,330	38.6	$80,609	45,000 sq. ft.	Gymnasium, badminton court, basketball court, pickleball court, playground, banquet/event center, meeting rooms
Bloomington	86,652	42.8	$63,053	25,000 sq. ft.	Multipurpose room, meeting rooms
Brooklyn Center	29,889	32.3	$45,198	45,000 sq.ft.	Pool, fitness center, multipurpose room, meeting rooms
Brooklyn Park	78,362	32.3	$62,656	187,000 sq.ft.	Gymnasium, walking track, fitness room, racquetball/ wallyball courts, two ice rinks, banquet rooms, meeting rooms, concessions
Chanhassen	24,503	39.4	$108,708	23,000 sq. ft.	Gymnasium, fitness center, aerobic studio, meeting rooms
Chaska	25,270	35.0	$76,301	200,000 sq. ft.	Gymnasium, fitness center, lap pool, leisure pool, two ice rinks, artificial turf, senior center, auditorium, art gallery
Coon Rapids	62,435	37.3	$64,694		Recreation room, banquet rooms, arts and crafts room, meeting rooms (Note: Ice Center with meeting space and fitness is a separate facility)
Eagan	66,810	37.3	$80,247	70,000 sq. ft.	Gymnasium, fitness center, walking/running track, indoor playground, banquet facilities, meeting rooms, senior center, coffee shop

City	Population	Median Age	Median Income	Community/Rec Center Size	Community Center Amenities
Eden Prairie	62,593	37.9	$95,697	175,000 sq. ft.	Gymnasium, fitness center, walking/running track, indoor playground, three ice rinks, lap pool, leisure pool, diving pool, meeting rooms
Edina	50,261	44.5	$86,968	42,000 sq. ft.	Fitness area, walking/running track, pool, indoor playground, climbing wall, amphitheater, cafe
Golden Valley	20,790	45.4	$82,325	36,000 sq. ft.	*Opening 2017* – Banquet facility, meeting rooms, senior program rooms, indoor playground, grill/restaurant, golf/pro shop
Inver Grove Heights	34,831	39.1	$64,635	144,000 sq. ft.	Gymnasium, walking/running track, fitness center, lap pool, ice rink, meeting rooms
Lakeville	59,361	35.1	$94,635	17,000 sq. ft.	Fitness room, banquet room, meeting rooms, senior program
Maple Grove	64,448	38.2	$92,267	162,000 sq. ft.	Gymnasium, fitness center, two ice rinks, lap pool, outdoor leisure pool, indoor playground, banquet facilities, meeting rooms, senior center, concessions
Maplewood	39,054	38.8	$60,323	90,000 sq. ft.	Gymnasium, racquetball/wallyball courts, fitness center, walking/running track, banquet room, meeting rooms, senior program
Minnetonka	51,144	44.7	$80,068	33,000 sq. ft.	Banquet room, meeting rooms, senior program, craft rooms (Note: Also has a separate 75,000 sq. ft. Fitness Facility)

City	Population	Median Age	Median Income	Community/Rec Center Size	Community Center Amenities
Monticello	13,125	31.6	$73,151	90,000 sq. ft.	Gymnasium, fitness center, walking track, climbing wall, exercise room, indoor playground, lap pool, banquet facilities, meeting rooms
New Brighton	22,084	38.3	$61,324	70,000 sq. ft.	Gymnasium, fitness center, walking track, indoor playground, banquet facilities, meeting rooms, senior room, library
Plymouth	73,633	40.0	$84,321		Banquet room, meeting rooms, senior program, domed fieldhouse
Richfield	36,157	36.4	$52,484		Banquet room, meeting rooms, fitness program
Rosemount	22,490	36.5	$86,845	140,000 sq. ft.	Gymnasium, auditorium, banquet hall, meeting rooms, Minnesota National Guard Armory
St. Louis Park	47,933	35.5	$65,151		Two ice rinks, banquet room, meeting rooms, outdoor aquatic park
Shakopee	39,523	32.5	$79,670	76,500 sq. ft.	Gymnasiums, walking track, fitness center, aerobic studio, ice arena, meeting rooms, teen center
Shoreview	25,723	44.2	$79,485		Gymnasium, walking/running track, water park, fitness center, indoor playground, concessions
Victoria	8,462	37.0	$131,833	112,000 sq. ft.	Gymnasium, fitness center, walking track, two ice rinks, multipurpose room, meeting rooms
Waconia	11,520	36.3	$78,086	68,136 sq. ft.	Gymnasium, fitness center, walking/running track, leisure pool, lap pool, indoor playground, meeting rooms
Woodbury	66,119	36.2	$98,974		Indoor fieldhouse, two ice rinks, meeting rooms

What Community Needs Are We Trying to Address in Bloomington?

Serve Creekside Users	Community Gathering Spaces	Community Image	Attracting and Retaining All Ages, Families, Diverse Community	Year-Round Facility – Indoor Use Space	Low-Cost Fitness Programs (Wise)	"One Stop Shop"
• Senior Programs • Senior Programming • Senior Center and Programs • Home Help Services • Community Services/Public Health Services • Public Health • City Services, Human Services, All Income Levels • 50+ Programs	• Large Multi-use Space • Community Gathering Space • Banquet, Large Meeting Space • Flexible/Reservable Space (Meetings, Weddings, Events) • Stage • Café Gathering Space • Classroom Space • Flexible Meeting Spaces • Dining and Kitchen • Meeting Rooms	• Easily Accessible (Location) • Public Use of Space to Add Value to the Community • Attractive to Families, Serving Different Generations • Community Building, Creating a Sense of Community • Attractive Outside Space	• Aquatic • Swimming and Aquatics • Gymnasiums • Children's Play Area • Daycare • Tots + Teens Gathering Spaces • Health and Wellness • 50+ Services • Intergenerational Center – Seniors, teens, etc. • Youth Center and Programs	• Aquatics • Gym Space • Health and Wellness • Teen Center • Activities Indoors and Out for All Ages • Youth Center and Programs • 50+ Services	• Cardio • Fitness • Gym • Aerobics/ Fitness • Walking/ Jogging Track • Fitness Center	

(Community Center Task Force Meeting – June 22, 2016)

Attachment L

Community Center Site Options

Community Center Task Force
July 19, 2016

CITY OF
BLOOMINGTON
MINNESOTA

Site parameters

A. At least 8 to 10 acres
B. Low or no cost
C. Central location
D. Access to transit
E. Access to trails
F. Additional space for expansion, trails, park, etc.

CITY OF
BLOOMINGTON
MINNESOTA

Private Property Considerations

- Use of eminent domain to buy private property for public use is limited
- Cost
- City Code/zoning restrictions
- Displaces businesses and/or residents
- Takes property off tax rolls

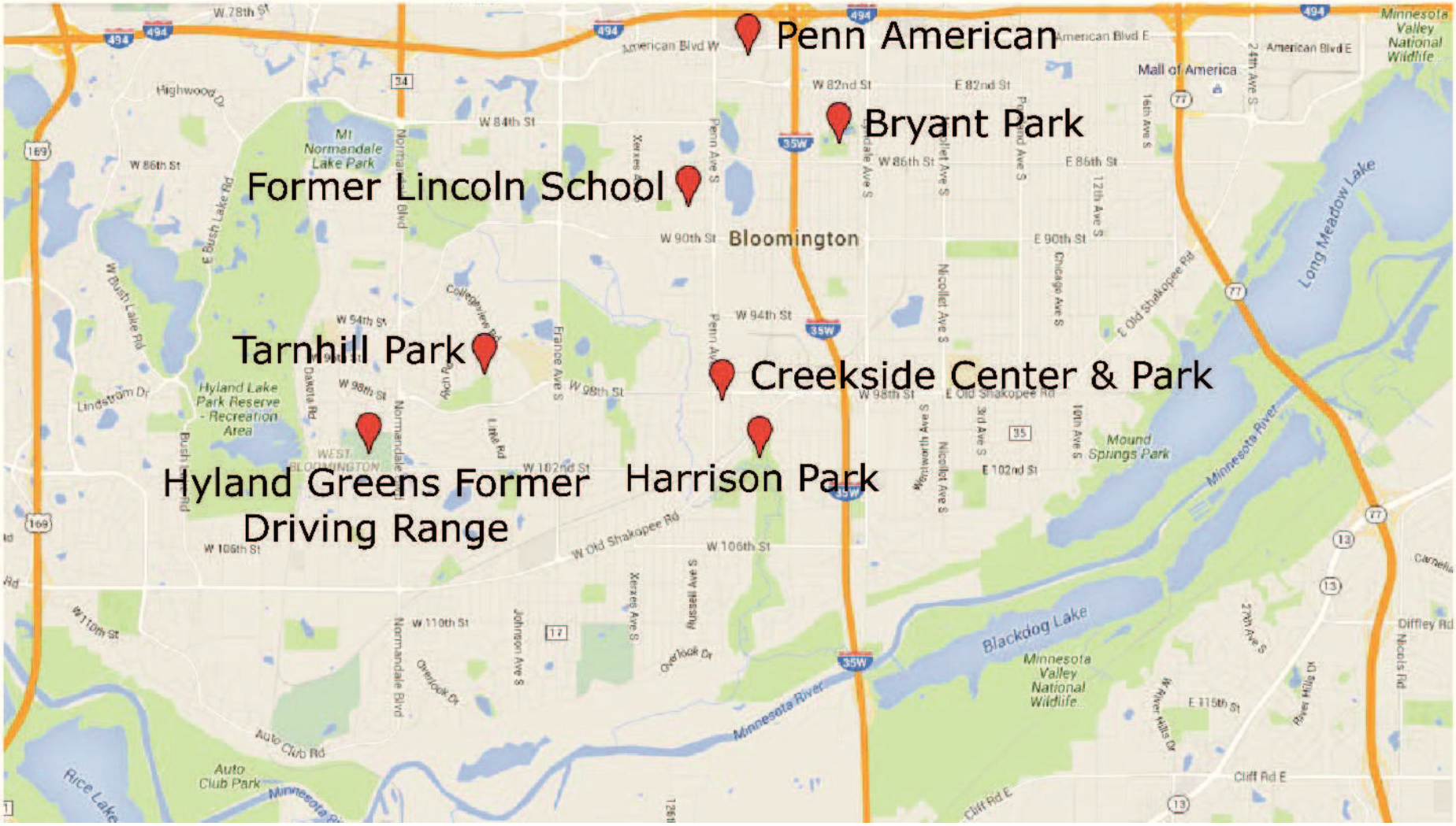
CITY OF
BLOOMINGTON
MINNESOTA

Public Property Considerations

- Location
- City Code/zoning restrictions
- Cost
- Site characteristics (e.g., wetland, etc.)
- Compatibility with neighborhood

CITY OF
BLOOMINGTON
MINNESOTA

Potential sites



Bryant Park
1001 W. 85th Street

552,897 sq ft
12.69 acres

CITY OF
BLOOMINGTON
MINNESOTA

Creekside Center and Park

9801 Penn Avenue S.

381,929 sq ft
8.77 acres

CITY OF
BLOOMINGTON
MINNESOTA

Harrison Park

1701 W. 100th Street

475,130 sq ft
10.91 acres

CITY OF
BLOOMINGTON
MINNESOTA

Hyland Greens Former Range

10100 Normandale Boulevard

409,550 sq ft
9.4 acres

CITY OF
BLOOMINGTON
MINNESOTA

Former Lincoln High School

2575 W. 88th Street

933,836 sq ft
21.44 acres

CITY OF
BLOOMINGTON
MINNESOTA

Penn and American

NW of American Blvd. and Knox Ave.

397,667 sq ft
9.12 acres

CITY OF
BLOOMINGTON
MINNESOTA

Tarnhill Park

9650 Little Road

747,358 sq ft
17.15 acres

CITY OF
BLOOMINGTON
MINNESOTA

Site Comparisons

	Central location	8-10 acres	No or low cost	Access to transit	Access to trails	Room to expand
Bryant Park	✓	✓	✓		✓	✓
Creekside Center + Park	✓	✓	✓	✓	✓	
Harrison Park	✓	✓	✓	✓	✓	✓
Hyland Greens Former Range		✓	✓			✓
Former Lincoln High School	✓	✓		✓		✓
Penn American		✓		✓		✓
Tarnhill Park		✓	✓	✓	✓	✓

3 Major Pillars of Needs Addressed by a Community Center

Attachment M

(Community Center Task Force Meeting – July 19, 2016)

Attracting and Retaining All Ages, Families, Diverse Community and Creekside Users	Providing a Year-Round Facility with Indoor and Outdoor Spaces	Providing Community Gathering Spaces that Create a Sense of Community
• Swimming and aquatics • Gymnasiums • Children's play area • Daycare • Tots + teens gathering spaces • Health and wellness • 50+ services and programs • Intergenerational center – seniors, teens, etc. • Youth center and programs • Senior center and programs • HOME help services • Community Services • Public Health • City services • Human Services • All income levels • Community image • Easily accessible (location) • Attractive outside space • Community building – clear sense of community • Public use of space to add value to the community • Attractive to families, serving different generations	• Activities indoors and outdoors for all ages • Aquatics • Gym space • Health and wellness • Teen center • Youth center and programs • 50+ services • Low-cost fitness programs • Cardio • Fitness center • Gym • Aerobics • Walking/jogging track	• Large multi-use space • Community gathering space • Banquet/ large meeting space • Flexible/reservable spaces (meetings, events, weddings) • Meeting rooms • Flexible meeting spaces • Classroom space • Stage • Café gathering space • Dining and kitchen

CITY OF BLOOMINGTON MINNESOTA

Attachment N

Community Center Construction Estimates

HGA Needs Assessment Study

April 20, 2015

Size: 94,715 square feet

Direct Construction Costs	%	Cost/Square Foot	Total Cost
Site work (allowance)	4%	$11	$1,000,000
Demolition	0%	$0	$0
Foundations	6%	$15	$1,420,725
Structure	11%	$28	$2,696,841
Enclosure	4%	$10	$949,944
Roofing	5%	$12	$1,151,580
Interiors	26%	$66	$6,282,130
Building equipment/furnishings	2%	$4	$379,715
Elevators	0%	$0	$0
Mechanical	24%	$60	$5,730,257
Electrical	18%	$46	$4,328,058
TOTAL DIRECT COSTS	**100%**	**$252**	**$23,889,251**
General req./general conditions	6%	$15	$1,433,355
Contractor fee, bond and insurances	8%	$21	$2,025,808
Design/construction contingency	11%	$29	$2,734,841
TOTAL CONSTRUCTION COST		**$318**	
Construction escalation to midpoint (Mar. 1, 2016)	6%		$1,804,995
TOTAL CONSTRUCTION COST WITH ESCALATION		**$337**	**$31,888,251**
Owner soft costs @ 30% (allowance)*			$9,566,475
TOTAL PROJECT COST**		**$438**	**$41,454,726**

*Architectural/engineering fees; furniture, fixtures and equipment; site survey, geotechnical; testing, builders risk insurance; security; telephone; IT/data head-end equipment; way-finding signage; artwork and special accessories.

**Does not include hazardous material removal, off-hour or overtime work, phasing or site acquisition.

Potential Future Options

Interior	Square Feet	Total Cost
Aquatics	31,538	$11,150,000
Public Health	21,351	$4,800,000
Motor Vehicle	3,262	$880,000
Exterior		
Spash pads	2,500	$50,000
Bocce ball courts	3,420	$10,000
Community garden plots	20,000	$50,000
Picnic space	900	$25,000
Domed field house	80,000	$2,360,000

Community Center Major Components

Common Spaces	# of Spaces	Square Feet	Cost/Square Foot	Total Cost
Common gathering space	1	1,000	$45	$45,000
Front desk	1	250	$75	$18,750
Coffee shop	1	700	$15	$1,420,725
Child watch area	1	1,640	$40	$65,600
Indoor playground	1	2,000	$75	$150,000
Multipurpose room	1	3,835	$98	$375,830
Multipurpose room stage	1	1,000	$150	$150,000
Multipurpose room storage	1	800	$30	$24,000
Full service kitchen	1	1,200	$250	$300,000
Catering kitchen	1	400	$50	$20,000
Personal needs room	1	120	$45	$5,400
Subtotal		**12,945**		**$2,575,305**
Recreation				
Multiuse rooms	6	5,850	$45	$263,250
Meeting rooms/rental	2	1,000	$50	$50,000
Meeting room storage	1	300	$50	$15,000
Subtotal		**7,150**		**$328,250**
Fitness				
Cardio equipment room	1	3,000	$35	$105,000
Free weights room	1	1,000	$35	$35,000
Circuit weights room	1	1,600	$35	$56,000
Running/walking track	1	6,000	$30	$180,000
Yoga/stretching studio	1	1,500	$35	$52,500
Dance/aerobic studio	1	2,000	$40	$80,000
Fitness area storage	1	300	$35	$10,500
Locker rooms	3	2,700	$150	$405,000
Laundry	1	300	$55	$16,500
Subtotal		**18,400**		**$940,500**
Gymnasium				
Gymnasium	3	18,000	$80	$1,440,000
Gymnasium storage	1	800	$35	$28,000
Subtotal		**18,800**		$1,468,000
Offices				
Office suite	1	1,500	$45	$67,500
Conference room	1	500	$50	$25,000
Workroom/kitchenette	1	350	$45	$15,750
File room	1	400	$35	$14,000
Subtotal		**2,750**		**$122,250**
Building Support				
Loading dock	1	800	$30	$24,000
Vending area	1	120	$35	$4,200
Large item general storage	1	600	$35	$21,000
Subtotal		**1,520**		**$49,200**
General Circulation				
Mechanical and circulation space		33,150	$65	$2,154,750
Subtotal		**33,150**		**$2,154,750**
TOTAL		**94,715**	**$66.38**	**$6,287,530**

Attachment O

Community Center Construction Financial Projections

August 16, 2016

CITY OF
BLOOMINGTON
MINNESOTA

Construction Projections

Bonding & Operations				1-Apr-19		1-Apr-21
Project Construction Costs & Cost of Issuance				48,670,000		53,660,000
annualized debt service rounded				*3,350,000*		*3,650,000*
est. operational costs				*1,500,000*		*1,591,350*
subtotal annual costs				*4,850,000*		*5,241,350*
Aquatics Feature						
subtotal if Aquatics added				61,745,000		68,075,000
annualized debt service rounded				*4,200,000*		*4,650,000*
est. operational costs				*1,750,000*		*1,856,575*
subtotal annual costs				*5,950,000*		*6,506,575*
Land (if we need to acquire)						
Subtotal if Aquatics and Land				71,885,000		78,215,000
annualized debt service rounded				*4,900,000*		*5,325,000*
est. operational costs				*1,750,000*		*1,856,575*
subtotal annual costs				*6,650,000*		*7,181,575*

CITY OF
BLOOMINGTON
MINNESOTA

2019 Bond Issue

	Bond Issue Options	Est. Annual Debt & Operations	Est. Property Tax Levy Impact	Est. Monthly Impact on Median Value Property
Community Center Construction	$48,670,000	$4,850,000	7.88%	$6.71
Community Center Construction with Aquatics	$61,745,000	$5,950,000	9.67%	$8.24

2021 Bond Issue

	Bond Issue Options	Est. Annual Debt & Operations	Est. Property Tax Levy Impact	Est. Monthly Impact on Median Value Property
Community Center Construction	$53,660,000	$5,241,350	7.45%	$7.21
Community Center Construction with Aquatics	$68,075,000	$6,506,575	9.25%	$8.95

Gene Winstead and City Council

	Name	From	Comments
1.	Jim McCarthy	Minneapolis, MN	Help me communicate to City Council how important this issue is to people
2.	Dale Phair	Minneapolis, MN	Please consider adding turf space when planning the community center.
3.	Kaki McCarthy	Minneapolis, MN	It's a shame that Bloomington is one of the few communitis that doesn't have an indoor turf to support our youth. All seasons in Minnesota and we support every ice sport, but grass sports no longer have to be limited by our short summer. Let's catch up to the other communities and be more than just hockey.
5.	Tammy Kellen	Bloomington, MN	
6.	Dan Knudsen	Minneapolis, MN	
7.	Aaron Buch	Minneapolis, MN	
8.	Chele Payer	Minneapolis, MN	
9.	Greg Gilbert	Bloomington, MN	Indoor turf would help all Bloomington youth, adults and outsiders to stay more active
10.	Patty Hergott	Minneapolis, MN	It would be so nice to be on a level playing field with Edina, Eden Prairie, Minnetonka, etc if we had access to year round fields. Our kids could stay in Bloomington instead of going to surrounding communities for soccer, LAX, etc.
11.	Mary Rathsabandith	Bloomingtonn, MN	
12.	Jennifer Leuma	Bloomington, MN	
13.	Gayle Jacobs	Minneapolis, MN	Bloomington is a large community supporting two high schools and could not only benefit greatly from indoor turf but could also attract a lot of rental time from the space due to the central location.
14.	Mariana Lukacova	Moldava Nad Bodvou, Slovakia	
15.	Adriana Guevara	Bogota, Colombia	
16.	Stuart Paterson	Chelmsford, United Kingdom	
17.	sevdalina lalova	pleven, Bulgaria	
18.	Michelle Vipond	Bloomington, MN	
19.	Cinda Nirberg	Bloomington, MN	Bloomington is so far behind neighboring communities on this. We need a domed turf very badly. It would be a valuable resource for the city and helps hundreds of kids in our community.

	Name	From	Comments
20.	Robert Graff	Minneapolis, MN	
21.	Jonathon Harris	Bloomington, MN	Our youth and high school sports would benefit tremendously; lets leverage our community developments wisely.
22.	Nancy Lowe	Bloomington, MN	
23.	Jenn Wallace	Minneapolis, MN	
24.	Krista Miller	Minneapolis, MN	
25.	Jenn Graff	Minneapolis, MN	We need this to stay competitive with other families in terms of trying to attract new/young families to move to Bloomington.
26.	Kim Neuenfeldt	Bloomington, MN	
28.	Margaret Monson	Minneapolis, MN	Year around access to an indoor facility is community building! Also essential to complete in all sports. Let's entice new families into Bloomington where we can show the city's commitment to the future!!
29.	Gretchen Miller	Minneapolis, MN	
30.	Scott Cater	Chanhassen, MN	
31.	Dennis Neuenfeldt	Bloomington, MN	Having indoor practice turf would really help Bloomington as turf time is so valuable and so often lacrosse has to go to other cities in order to access that. Having indoor turf would bring other communities towards Bloomington and bring revenue here as well.
32.	Weiland Parrish	Bloomington, MN	It can hold more events then, that means more money
33.	Andrew Broman	Minneapolis, MN	
34.	Ahmad Abdalla	Minneapolis, MN	
35.	Matt Dempsey	Minneapolis, MN	Bloomington City Council Members please support opportunities for year-round athletics on our city. Obesity is a huge problem at all ages in our country, state, and city. Bloomington was a leader on health issues when banning smoking in all public area, an indoor turf field may actual do more to improve health in our city than banning smoking.
36.	Kris Trenary	Minneapolis, MN	We have the ability to do this! It would make the city money and help to keep athletes active in the winter months. We have the turf! Cover it and let it be used!
37.	Jonathan Holmes	Minnetonka, MN	Critical need for future athletics in MN due to weather. Pls consider.
38.	Leigh Saunders	HASTINGS, New Zealand	
39.	Ryan Holm	Bloomington, MN	A must for our City.
40.	Shelley Abrams	Bloomington, MN	

	Name	From	Comments
41.	Robin Vodovnik	Bloomington, MN	Bloomington needs a covered turf facility. Many sport season are shortened because of weather in MN. We shouldn't have to go to neighboring communities to be able to practice inside. Bloomington would only benefit from our sports groups or other communities!
42.	Jennifer Siedow	Bloomington, MN	
43.	Nathan Grochow	Bloomington, MN	
44.	Reed Harms	Richfield, MN	
45.	Michele Masera	Bloomington, MN	I definitely think there is.a need for an indoor turf. IF WE don't keep up with our.neighbouring cities WE won't be able to not only provide our youth with opportunities but it will also impact the likelihood of new families moving into our community.
46.	James Jackson	Bloomington, MN	
47.	Adam Abrams	Bloomington, MN	It would be nice to not have to drive to other communities to use their facilities. We need this!
48.	Jessica Frey	Bloomington, MN	A community center in Bloomington is such a wonderful idea. This is an oportunity to create something that both the youth and elderly can enjoy. Bloomington puts a strong focus on the elderly and I can appreciate that but it severely lacks the focus on its youth. This is the chance to fix that. A covered turf area that the youth can utilize would only make sense since we have many schools and sports in Bloomington that would utilize it. It is so disheartening to have to travel to another city, pay higher sports fees and not have the opportunity for year round practice. I encourage you to re-evaluate your decision on this matter.
49.	Adam Nedry	Bloomington, MN	
50.	Kari Ingebritsen	Bloomington, MN	My kids are in multiple sports from lacrosse to soccer. Any time we need practice time in the fall, winter, and early spring, the teams are fighting for indoor spots, most of which are far away. We need more indoor space here that will enable these kids to have indoor facilities and keep that revenue in our community.
51.	Lars Ahlen	Bloomington, MN	
52.	Angela Thompson	Bloomington, MN	I support indoor turf in Bloomington.
53.	Cathy Backes	Bloomington, MN	
54.	Ben Spears	Bloomington, MN	
55.	Jonna Washington	Bloomington, MN	
56.	Dave Maiwurm	Bloomigton, MN	We're tired of paying for playing at other venues outside of Bloomington. Let's get this done.
57.	Mike Ingebritsen	Bloomington, MN	Please allow our youth to have the same opportunities that our neighboring communities have!

	Name	From	Comments
58.	Stephanie Savoie	Bloomington, MN	
59.	Leah Garner	Bloomington, MN	
60.	Susan Bizal	Bloomington, MN	In order to make Bloomington more competitive and attractive to new families, as well as serve the families and athletes already living here, adding amenities like indoor turf can only benefit the city in the long run. It is short sighted and not in the interest of long term city planning, to not put as many options, like an indoor turf practice space, into the new community center. It is among what many families evaluating school districts and city amenities look for.
61.	Emily Hansen	Bloomington, MN	
62.	Abby Countryman	Bloomington, MN	
63.	Nicole Schmitz	Shakopee, MN	
64.	Travis Payer	Bloomington, MN	
65.	Lisa Trinh	Bloomington, MN	
66.	Melissa Dunphy	Bloomington, MN	
67.	Gary Stockert	Bloomington, MN	
68.	Brianna Malm	Richfield, MN	Even though we don't live in Bloomington, my kids go to Bloomington schools and participate in Bloomington sports. We would love an indoor turf option to be able to continue participating in sports year round.
69.	Chuck Waletzko	Bloomington, MN	Build it right the first time. Blloomington must retain its youth. Build a facility we can all use!
70.	Kristi Reardon	Bloomington, MN	
71.	Maria Gatz	Bloomington, MN	Stop sending our sports teams to other communities. Our teams our wasting money and time going to other neighboring communities for off season playing time.
72.	Kirsten Frisch	Bloomington, MN	
73.	Sarah Oman	Bloomington, MN	
74.	Ryan Comstock	Bloomington, MN	
75.	Allison Lindman	Bloomington, MN	Not only would an indoor field benefit our community but could be a source of revenue for the city.
76.	Jackie Johns	Bloomington, MN	
77.	Ed Larsen	bloomington, MN	It would help youth of multiple sports compete on an equal playing field with neighboring cities.
78.	Molly Clare	Bloomington, MN	
79.	Paul Waletzko	Bloomington, MN	
80.	Steve and Melissa Chesky	Bloomington, MN	
81.	Darin Boone	Shakopee, MN	

	Name	From	Comments
82.	Outhai Rathsabandith	Bloomingtonn, MN	
83.	Geoffrey Elfstrum	Bloomington, MN	
84.	Molly Lind	Bloomington, MN	This would be a great place for all ages to practice summer fall and spring sports when the weather is too cold.
85.	Valerie Svensson	Bloomington, MN	In order to make Bloomington more competitive and attractive to new families, as well as serve the youth and sports programs for families and athletes already living here, adding amenities like indoor turf is very important for long term sustainability. It is short sighted and limits community programs that is contrary to the tenants of long term community planning to eliminate or limit options like indoor turf practice space as part of a new community center. Opportunities to advance youth programs are one of the primary amenities that many families are evaluating when looking for a new school district and community residence.
86.	Nathan Miller	Bloomington, MN	
87.	Andrea Crane	Bloomington, MN	
88.	Matthew Jones	Bloomington, MN	An investment in youth sports venues is simply an investment in the future of the City of Bloomington. Indoor turf enables a wide range of organized sports like lacrosse and soccer, which build character, sportsmanship, competitiveness, confidence and self-esteem. Both boys and girls learn the value of hard work, integrity, discipline, teamwork, commitment and respect. Investments in the youth of the city build the foundations of a sustainable and renewable city, which provide immediate value to existing families and provide returns to future generations of Bloomington residents. It is simply the right thing to do.
89.	Kelly Rogers-Winston	Bloomington, MN	
90.	Corinne Thomson	Bloomington, MN	A covered indoor turf would attract new families and be a new source of revenue for the city'
91.	Ben Krakow	Bloomington, MN	As a member of the community I want to have pride in where I live and I want my city to be revered as a top city to live in. What makes that possible is top schools which bring families in along with places for our youth to gather and practice. Both support higher home values which keep people in our city. We added turf to both of our high schools bit didn't finish the job of creating stadiums for the fans to come and watch. Instead it is perceived as a band aid. Our baseball teams don't play on their campuses either. No more band aids. Let's be thoughtful and visionary not short sighted. If it's too late for even my 5th grader. But I *(continues on next page)*

	Name	From	Comments
91.	Ben Krakow	Bloomington, MN	*(continued from previous page)* fully support any cause to bring Bloomington to the upper echelon of Minneapolis suburbs. I challenge this committee to think many years forward rather than catching up to where so many communities already are. If you build it they will come. Right now "they" go to Edina and EP and Savage because it is not built.
92.	John Frein	Bloomington, MN	Kids need more space for activities. Mn and the elements are not conducive for outside recreation for a high percentage of the year. I would hope this facility is versitle for many recreational options, affordable and accessible to all.
93.	Kayne Weiler	Bloomington, MN	
94.	Tiffany Turner	Bloomington, MN	As a teacher and mom, please give our kids places to play and train year-round!
95.	Tim Gatz	Bloomington, MN	We need to stop spending our money renting space in other cities that have covered turf fields already. We need invest in Bloomington, build our own covered facility and keep the revenue stream within our own city.
96.	Susan Goedderz	Bloomington, MN	
97.	Steve Elmquist	Bloomington, MN	
98.	Clara Wu	Bloomington, MN	We believe that building an indoor turf center for Bloomington will attract young families to stay in the city. Already, my kids drive in the winter to St Paul, Savage and Eden Prairie for practices with their Bloomington teams. It's frustrating and business we could be giving to Bloomington instead.
99.	Ruben De Castro	zaragza, Spain	
100.	Stacey Dove	Bloomington, MN	
101.	Chad Clare	Bloomington, MN	I don't understand why you would spend that kind of money and not include a domed field. Our community will continue to fall behind other neighboring suburbs if we don't take advantage of these opportunities.
102.	Kari Goodermont	Bloomington, MN	
103.	Karla Schmitt	Bloomington, MN	
104.	Aaron Lind	Bloomington, MN	
105.	Nikole Krakow	Bloomington, MN	
106.	Lisbet Kaiser	bloomington, MN	
107.	Tina Serafin	minneapolis, MN	
108.	Joe Vodovnik	Bloomington, MN	
109.	Gary LeTendre	Bloomington, MN	

	Name	From	Comments
110.	Megan Schwalbach	Bloomington, MN	
111.	Daniel Domagala	Bloomington, MN	Indoor turf is a no-brainer and long overdue for a city our size. I am confident there will be more than enough interest from organizations in neighboring cities to maintain a robust and economically feasible complex schedule. Bloomington needs to evolve or continue to get left behind.
112.	Ryan Van Brunt	Bloomington, MN	
113.	Travis Wolfe	Bloomington, MN	Turff should be considered.
114.	Susan Freiberg	Bloomington, MN	
115.	Andy Lee	Bloomington, MN	Additional indoor turf would allow our local sport teams, both boys and girls, to become more competitive. We spend a minimum of $1000 each year for indoor training at various facilities across the twin cities. This requires kids and parents to drive farther than they should. Both high schools have enough space to build one and would be a great addition to the community.
116.	Claudine Weiler	Bloomington, MN	The city of Bloomington needs to evolve to provide for additional indoor turf so that our youth can have the same opportunities as some of our neighboring suburbs.
117.	Patrick Church	Bloomington, MN	Our city does have children who participate in sports. I understand out seniors also need a place to congregate and be a part of the whole that is our community... No more or less than our city's youth however.
118.	Paul Mussell	Bloomington, MN	
119.	Rachel LeTendre	Bloomington, MN	
120.	Erling Ringquist	Bloomington, MN	Don't let Bloomington become an inner ring suburb on the decline. All our neighboring cities have this type of facility for their kids.
121.	Jennie English	Bloomington, MN	
122.	Jessica F	Bloomington, MN	A city our size should have some of the same amenities as our neighboring cities. Please do not ignore the needs of our cities youth and families! Include indoor turf in your planning. Let's build something that all people in our community will use and value, drawing in not just more revenue for the city but young families to live in Bloomington.
123.	Christine Grochow	bloomington, MN	
124.	Nitara Frost	Bloomington, MN	Local kids need a place in Bloomington to practice and train in the offseason or in bad weather. Indoor turf would be rented year round for various activities and being our city up to speed with others nearby who have indoor turf already.
125.	Edgar Madsen	Bloomington, MN	

	Name	From	Comments
126.	Tona Fierro	Bloomington, MN	Soccer, softball, baseball and lacrosse. All sports that train in the off season and currently use facilities in South St Paul, Rosemount and Savage/Shakopee to train. Why continue to send revenue to other communities when we have the opportunity to offer it in our own community. Not to mention the additional revenue our community could then bring in. Additionally, winter sports currently struggle with getting the gym space they need as they are competing with off season sports. This particularly impacts youth sports and adult community sports.
127.	Kari Baumbach	Burnsville, MN	My grandson endured dangerously hot weather during games and practices this summer. Maintaining grasses these days is costly, toxic and a drain on resources. It's time.
128.	Heidi Hoffbeck	Bloomington, MN	
129.	Maureen Stewart	Bloomington, MN	Bloomington schools charge so much to use their gyms for our basketball programs we can't afford to even play there. It's nonsense. We need a facility that shows they want to keep sports alive in Bloomington and help our community and our youth
130.	Lisa Bruins	Bloomington, MN	
131.	Carol Hofstad	Bloomington, MN	
132.	Tony Zosel	Bloomington, MN	
133.	Elizabeth Graf	Bloomington, MN	
134.	Kristin Honan-Engel	Bloomington, MN	
135.	Jennifer Ortiz	Bloomington, MN	
136.	Rachel Loftus-Jungwirth	Bloomington, MN	
137.	Tiffany Southard	Bloomington, MN	
138.	Carrie Brown	Bloomington, MN	
139.	Jim Jarvis	Bloomington, MN	
140.	Brigitte Janasz	Bloomington, MN	
141.	Renae S	Bloomington, MN	
142.	Steve E	Bloomington, MN	Bloomington is WAY overdue to invest in a facility like this, similar to what my son has to go to in Savage. Make the investment in Bloomington, keep the money in Bloomington. This is financial common sense.
143.	Greg Weatendord	Bloomington, MN	
144.	Shelly Filippi	Bloomington, MN	
145.	Sophie Defoe	Minneapolis, MN	

	Name	From	Comments
146.	Kianna Cox	Bloomington, MN	I am a basketball player at Kennedy highschool and would like to have as much time in the gym as possible because I feel like it is unfair that the basketball teams don't get courts
147.	Gloria Lopez	Bloomington, MN	
148.	Amber Bernhardt	Bloomington, MN	There's no reason why Bloomington should be one of the only surrounding communities that doesn't have a covered turf. It would be such an asset to our community. Please hear our voices through this petition and allow this to happen. Thank you!!!
149.	Shelley Kubas	Bloomington, MN	
150.	Colleen Quade	Bloomington, MN	
151.	Aaron Gutzmann	Bloomington, MN	I would love to play indoor soccer in my own town!
152.	Sarah Pepka	Bloomington, MN	Please consider turf in the community center
153.	Joelle Madsen	Bloomington, MN	An indoor turf would cater to many generations...young and old. A great revenue generator and a place to go in the winter.
154.	Emily Lillmars	Bloomington, MN	With many cuts in school sports and a strong draw to club sports I do feel that an area for practice, fun, and training that has year round access would be beneficial. This decision to include a covered turf keeps kids actively advancing and promotes continued participation that keeps the kids local as well as funds earned local.
155.	Julie Deutsch	Bloomington, MN	
156.	Erich Manwarren	Bloomington, MN	
157.	Grant Effertz	Bloomington, MN	The city of Bloomington supports one of the largest fastpitch softball associations in the entire state. Sadly, we are lacking when it comes to adequate game and practice space. Fastpitch softball has become a year round sport. Sending our kids to facilities in other cities no longer makes sense. We have plenty of sports who would benefit from indoor turf. It's time for the city of Bloomington to refocus some resources on our sports facilities...old and new.
158.	Tim Schneider	Bloomington, MN	You always seem to find the money to support the Mall of America projects, bike paths etc. How about enriching our community with the same type of facilities other communities offer their citizens. It just might help our property values go up instead of staying stagnant or dropping.
159.	John Thurston	Bloomington, MN	Keep our kids in the city they live! Let's step up to the plate here!

	Name	From	Comments
160.	Molly Bellmont	Bloomington, MN	Yes please!!!! Don't give money to their communities when WE can benefit and even offer it to other communities to use!! For example we drive out to Chaska for their indoor awesome community center and all it provides!
161.	Stacy Goltz	Bloomington, MN	
162.	Bella Fierro	Bloomington, MN	
163.	April Goodin	Bloomington, MN	I't is important for all of Bloomington to have a place where students can participate together in sports. We shouldn't have to use another cities facilities. Let's keep our dollars local!
164.	Kathie Williams	Bloomington, MN	
165.	Jennifer Hofman	Bloomington, MN	
166.	Diana BEARD	Luton, United Kingdom	
167.	Laura Daniels	Bloomington, MN	
168.	Jimmy Tran	Bloomington, MN	
169.	Julie Abbey	Bloomington, MN	We need to improve the children friendly aspect of our community to draw in more families to buy houses here.
170.	Liz Knudsen	Bloomington, MN	Bloomington needs to get on board and offer a place for youth to play indoor sports year round. it is a shame that we need to spend money for our children to play at other facilities around the South Metro.
171.	Lilian Petite	Bloomington MN, MN	
172.	LaWanda Wright	Bloomington, MN	
173.	John Anding	Bloomington, MN	
174.	Amaya Fierro	Bloomington, MN	
175.	Chris Geist	Bloomington, MN	
176.	Jennifer Schneider	Bloomington, MN	
177.	Maura Studer	Bloomington, MN	Bring indoor turf to Bloomington - keep bloomington sports in Bloomington and bring additional finds and opportunities in!!!!!
178.	Ann Nusbaum	Bloomington, MN	
179.	Tammy Galvin	Bloomington, MN	
180.	Kelly Bartsh	Bloomington, MN	
181.	Deb Brandwick	Bloomington, MN	
182.	Becky Buhler	Bloomington, MN	
183.	Suzanne Johnsrud	Bloomington, MN	
184.	Dave Sommerness	Bloomington, MN	

	Name	From	Comments
185.	Richard Goodin	Bloomington, MN	Let's do this facility right and give our kids the opportunity to have an indoor field that could be used year round like our neighboring communities
186.	Paul Flandermeyer	Bloomington, MN	Let's be the great city we are for our kids we need indoor turf lets get it done
187.	James Miller	Bloomington, MN	
188.	Vanessa Johnson	Bloomington, MN	
189.	Pamela Dudziak	Bloomington, MN	Please invest in facilities that will provide greater opportunities for more children to participate, and help attract families with children into our community and school district.
190.	Michelle Carr	Charlotte, NC	
191.	Alicia W	Bloomington, MN	I have raised 6 kids (still 4 left) in Bloomington and as a "sports" parent I have found Bloomington has fallen short when it comes to our kids. We have great potential here in Bloomington to be the host of great sporting events! It is a shame we have to go to other cities when we have the ability to make our own city just as wonderful! Lets put money into what makes these kids happy and busy!!! While I have your attention...lets get a place for these kids to gather and do positive things together.
192.	Brandon Tveitbakk	Bloomington, MN	
193.	Matthew Schwalbach	Bloomington, MN	
194.	Jill Bickett	Bloomington, MN	This is necessary to attract young families and keep our kids local in their activities. We have had to drive to lakeville and St. Paul for certain Bloomington practices which is very frustrating.
195.	Deb Sieling	Bloomington, MN	
196.	Jeffrey Jungwirth	Bloomington, MN	Young families with children drives Bloomington's economics. The more facilities available for children will promote more young families to put down roots here. More kids, more money for schools. More money for schools, better schools. Better schools, more families want to put down roots here. Activities in Bloomington means more money staying in Bloomington. As in business, you have to spend money(wisely) to make money.
197.	Amanda Elfstrum	Bloomington, MN	Absolutely need indoor turf for all youth sports. Our neighboring communities have it for soccer, lacrosse, baseball, football and many other sports. It's imperative we have this for our youth teams and to attract families to Bloomington. We are at a competitive disadvantage to our surrounding communities without it. I have had to drive many miles to other facilities in the metro so my son's *(continues on next page)*

	Name	From	Comments
197.	Amanda Elfstrum	Bloomington, MN	*(continued from previous page)* could practice their sports because we don't have an indoor facility for them.
198.	Brian W	Bloomington, MN	
199.	Sharon Howat	Bloomington, MN	
200.	Mike Baker	Bloomington, MN	This something we should have in our city, this is from a parent who spends lots of time and money driving to other cities to use their turf space for my daughters sports.
201.	Rhonda Gombold	Bloomington, MN	We need to be investing in our community resources and infrastructure that attracts families. This is one of the ways we can do this!
202.	Melody Shilson	Bloomington, MN	
203.	Nicole Becker	Bloomington, MN	
204.	Maria Hotchkiss	Bloomington, MN	Indoor turf for Bloomington! !!!
205.	Aaron Ritchie	Bloomington, MN	In Minnesota/Twin Cities area, a sports dome/turf has become a huge factor for families when considering what city they choose to buy in. Aaron Ritchie - Coldwell Banker Burnet
206.	Kathy Anderson	Bloomington, MN	
207.	Amy Anding	Bloomington, MN	
208.	Alberto Fierro	Bloomington, MN	
209.	Amy Brusven	Bloomington, MN	
210.	Micha Engel	Bloomington, MN	
211.	Cathy Currier	Bloomington, MN	
212.	Michelle Padua	Bloomington, MN	
213.	Nancy Heintz	Chandler, AZ	
214.	Heidi Streed	Bloomington, MN	This would be a great attraction for young families to move here. Bloomington has a lot to offer and this would only enhance those options. As a parent with kids in soccer i would love it if we didn't have to drive to Souh St. Paul for them to practice indoors.
215.	Marcos Vila Gomez De Segura	barcelona, Spain	
216.	Rosanne Miller	Richfield, MN	
217.	Erica Busta-Loken	Bloomington, MN	
218.	Jennifer Drobinski	Bloomington, MN	
219.	Maria renata	Jakarta, Indonesia	
220.	Rob Brandwick	Bloomington, MN	
221.	jean thomlinson	bloomington, MN	
222.	Kimberly Moren	Bloomington, MN	

	Name	From	Comments
223.	Craig swanson	bloomington, MN	It would be a great boost to the city of Bloomington to have an indoor facility that would impact so many sports.
224.	Michelle Vodovnik	Bloomington, MN	
225.	Tracy Nelson	Bloomington, MN	
226.	Matt F	Bloomington, MN	
227.	Laura Carlson	Bloomington, MN	Please make all year availability for the youth playing soccer in Bloomington. We should represent all sports in the new arena, especially since soccer is a huge sport at our both of our high schools!
228.	Ross Larson	Bloomington, MN	
229.	Andrew Larson	Saint Paul, MN	I grew up in Bloomington and coached there. This is something that the community needs, instead of out sourcing the business (indoor turf time) to other communities.
230.	greg wallace	bloomington, MN	
231.	Kris Seitz	Bloomington, MN	I am in support of indoor turf.
232.	Ryan Goodermont	Bloomington, MN	
233.	Dan Bickett	Bloomington, MN	
235.	Jason Kapsner	Bloomington, MN	
236.	Tammy Kapsner	Bloomington, MN	
237.	kathy johnson	bloomington, MN	
238.	John Cobb	Bloomington, MN	Can you please allow funding for Bloomington, MN to have indoor turf? We need it!
239.	Sarah Streitz	Bloomington, MN	
240.	Rafael Fuster Brea	Madrid, Spain	
241.	Rebecca Thornburg	Bloomington, MN	
242.	Bryan Nemzek	BLOOMINGTON, MN	
243.	Patricia Harris	THOMPSON, MO	
244.	Scott Cater	Bloomington, Turks And Caicos Islands	Our community needs an indoor turf facility, numerous neighboring communities have them and make a lot of money off of us.
245.	Tanya Sabini	Hertfordshire, United Kingdom	
246.	Don Prellwitz	Bloomington, MN	
247.	Michelle Sether	Bloomington, MN	
248.	Todd Hauch	Bloomington, MN	
249.	Matthew Kalkman	Bloomington, MN	

	Name	From	Comments
250.	Kael Brown	Bloomington, MN	I have two young children who I hope will play soccer and/or lacrosse IN Bloomington! We need to get on board with our neighboring cities and provide a turf covered area for this! If we want to keep the younger generation in Bloomington I would highly suggest we revisit this turf issue.
251.	Tonja Alvarado	Bloomington, MN	Bloomington needs to catch up with neighboring communities. Our family has lived here since 1993 and we've been driving to West St Paul, Savage, Edina and many more communities, spending thousands of dollars to rent their turfs, for over a decade now. Pathetic.
252.	Ally Larson	LONDON, United Kingdom	I want my cousins to have a new field!!
253.	Brian Johnson	Bloomington, MN	
254.	cary johnson	bloomington, MN	Bloomington has steadily fallen behind neighboring communities with regard to its sports facilities. An indoor turf facility would move us closer to parity with adjacent cities.
255.	Lisa Christensen	Bloomington, MN	
256.	Tammy Workman	Bloomington, MN	Please consider an indoor turf. It would add a lot of value to our community and it could be a deal breaker when young families are considering a place to buy a home. Sports are very important to the health and well being of children. My kids have benefited immensely from playing sports in Bloomington. I am proud that I live here and we are blessed by all the wonderful people our family has met from playing sports in Bloomington. Don't let this opportunity to enhance our community pass you by. This is a win win situation.
257.	Melissa Kamp	Bloomington, MN	
258.	Craig Trenary	Bloomington, MN	I would sincerely love to see Bloomington make this investment in youth athletics in our city. We are in desperate need of an indoor turf practice facility.
259.	David Hofstad	Bloomington, MN	I support adding indoor turf to the new proposed community center in Bloomington. Artificial turf provides opportunities for various sports teams and individuals to practice and develop their skills when outside training and games are not an option. Also, having been involved with sports in some capacity for 40+ years, know that this is what it takes to keep athletics strong in number and competitive for local schools and communities. Bloomington has fallen behind other similar cities with regard to this and if built, may be one of the considerations of young families considering Bloomington as a place to live and raise their families.
260.	Amy Orr	Bloomington, MN	
261.	Emily Voelker	Bloomington, MN	

	Name	From	Comments
262.	Carin Lunneborg	Bloomington, MN	
263.	Barry LeBlanc	Richfield, MN	
264.	Niki Nenovich	Bloomington, MN	
265.	Matt Crane	Bloomington, MN	Please add indoor turf
266.	Mary Copouls	Bloomington, MN	Please keep the indoor turf!
267.	Andrew Ruppert	Bloomington, MN	We need to support our youth!
268.	Jay Dosan	Bloomington, MN	
269.	Carly Prellwitz	BLoomington, MN	
270.	Kara Nelson	Bloomington, MN	
271.	Beth Ringquist	Bloomington, MN	
272.	Sheryl Long	Bloomington, MN	
273.	Adam Nedry	Bloomington, MN	
274.	Lauri Mickelson	Bloomington, MN	
275.	Scott Goedderz	Bloomington, MN	
276.	Rob Copouls	Bloomington, MN	
277.	Bob Countryman	Bloomington, MN	In order to create a vibrant and active community Bloomington needs to upgrade facilities for youth sports. A covered turf facility will help support the many youth teams already in Bloomington who currently have to travel to other cities in order to practice indoors in the winter. Upgrading facilities will also be draw for new families to move to Bloomington.
278.	Steve Rosenberg	Bloomington, MN	Please reconsider your decision! It makes no sense to build this facility without a covered turf, making it unusable for 4-6 months of the year.
279.	Sylvia Johnson	Blooomington, MN	
281.	Dayna Bassett	Bloomington, MN	
282.	Chad Peterson	Bloomington, MN	
283.	Thomas Tisdell	Bloomington, MN	It would be great to have so I don't need to got Savage or beyond to watch Lacrosse indoors
284.	Kim Gehant	Bloomington, MN	Adding a turf would not only enhance our youth's athleticism, enjoyment and opportunities, but it will draw new families to our city. Keep the turf!
285.	Allan Dosan	Bloomington, MN	I believe indoor turf would help the Bloomington schools be more competitive, attract more events to the school and provide kids and experience that will make them successful in their goals to reach the next level.
286.	Michelle Larson	Bloomington, MN	
287.	Brent Jensen	Bloomington, MN	
288.	LuAnn Hajduk	Bloomington, MN	
289.	Hillary Plank	Bloomington, MN	

	Name	From	Comments
290.	jason barker	bloomington, MN	
291.	Margaret Brandt	Bloomington, MN	
292.	Andrea Kittelson	Bloomington, MN	Please add an indoor field to the new community center.
293.	Sheila Johnson-mindermann	Bloomington, MN	
294.	Lisa Brandt	Bloomington, MN	
295.	Sarah Olson	Bloomington, MN	
296.	Sarah Arnold	Bloomington, MN	
297.	Cindy Elmquist	Bloomington, MN	We need to keep up with.our neighboring communities. Smith Field is terrible. The bleachers are wrecked. It looks terrible compared to other communities.
298.	Shannon Van Brunt	Bloomington, MN	
299.	QQ Tisdell	Bloomington, MN	
300.	Jodie Opstad	Bloomington, MN	
301.	Casey G	Minneapolis, MN	
302.	Julie Oss	Bloomington, MN	
303.	Frank Norberg	Bloomington, MN	Bloomington is falling behind so many other surrounding communities that are growing and thriving. We need to keep pace with the direction communities are going. Indoor turf is just one way to keep Bloomington healthy, relevant and prosperous. Property values depend on smart development like this.
304.	Celena Rea	Bloomington, MN	Would be sick
305.	Jasmine Rouzegar	Bloomingbton, MN	
307.	Stasia Nelson	Bloomington, MN	
308.	Ed Krammer	Bloomington, MN	
309.	Natalie Pearson	Bloomington, MN	
310.	chloe lafond	Richfield, MN	
311.	Isabelle Johnson	Minneapolis, MN	
312.	Sarah Doner	Bloomington, MN	
313.	Brian Monssen	Bloomington, MN	Bloomington needs a dome run it like Champions hall in EP Will be profit center
314.	Rachel Geist	bloomington, MN	
315.	Jerrold Brandt	Bloomington, MN	
316.	Cyndi McDurmott	Bloomington, MN	
317.	Jodi Miller	Bloomington, MN	

	Name	From	Comments
318.	Francisco caballero	Bloomington, MN	We have been part of the community for 16 years. During winter time our daughter and us have not been able to enjoy a soccer facility in Bloomington. It is about time that our taxes are used for such facility. Thanks,
319.	John Mckeand	Bloomington, MN	
320.	Deborah Borrell	Bloomington, MN	I think this would generate a lot of revenue for our community
321.	Magnus Skold	Bloomington, MN	
322.	Anthony Sinner	Bloomington, MN	
323.	Mary Winkels	Bloomington, MN	We need an indoor venue for our kids to engage in their sports during winter months. I've often thought that some of our closed big box stores could be converted!!
324.	Sonia Vega	Bloomington, MN	
325.	Veronica Gomez	Barcelona, Spain	
326.	LORRI KREUSCHER	BLOOMINGTON, MN	
327.	Vicki Trecker	Bloomington, MN	I support this as I am no longer interested in supporting other cities domes with my money. With a city as big and strong supposedly as Bloomington is (was) why should we be forced to go to EP, Edina, St Paul, Savage for sports domes for our teams.
328.	Amy Belisle-Keith	Bloomington, MN	
329.	Raquel Jarabek	Bloomington, MN	
330.	Kara Pederson	Bloomington, MN	
331.	Matthew Long	Bloomington, MN	I think this would be a great benefit to our city, both monetarily and for convenience for several different sports programs in the city.
332.	Brenda Haag	Bloomington, MN	Bloomington needs an indoor turf facility to help keep our kids active and keep Bloomington competitive with surrounding communities.
333.	Jill Oldenburg	Minneapolis, MN	
334.	Joule Oldenburg	Bloomington, MN	
335.	jennifer zarth	Bloomington, MN	
336.	Erin Evans	Bloomington, MN	
337.	Justin Evans	bloomington, MN	
338.	Aimee J.	Bloomington, MN	I am tired of driving 3 children to West St. Paul"s dome. We need to have an indoor venue for soccer and other sports that need indoor training in the winter.
339.	Sara Remsbottom	Bloomington, MN	

	Name	From	Comments
340.	Patrick Howard	Richfield, MN	Yes, please consider an indoor practice space to be included with a new community center. It would benefit both the City of Bloomington as well as all the families that live there and that will visit the city to use the space.

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Community Services	**Golf Course Consultant Report Follow-up**
Agenda Section	Date
Study	10/10/2016

Description

At its study meeting on September 19, 2016, the City Council heard a report from the National Golf Foundation, Inc. on its comprehensive evaluation of the City's golf operations and recommended courses of action for ensuring the future viability and profitability of both courses. That same evening, the Council received an evaluation from Patchin, Messner, Dodd and Brumm on the feasibility of marketing the easterly 10.5 acres of the Hyland Greens property where the former driving range was located.

Following the consultants' presentations, the City Council requested follow-up information regarding a number of items. A memo responding to Council's questions and next steps is enclosed. Staff will provide a brief report on the responses and seek direction on how the Council wants to proceed.

Item created by: Diann Kirby, Community Services Director
Presenter: Diann Kirby, Community Services Director

Requested Action

Direction on next steps.

Attachments:

Golf Course Study Session Follow-up Memo
Attachment A - Golf Courses Internal Charges 2016
Attachment B - Metro Area Golf Courses Internal Charges
Attachment C - Bloomington Transit Map

CITY OF
BLOOMINGTON
MINNESOTA

DATE: October 10, 2016

TO: Mayor and City Council
City Manager

FROM: Diann Kirby, Community Services Director

RE: Golf Course Study Session Follow-up

Following the consultants' presentations on Bloomington's golf course operations and market assessment at the study meeting on September 19, the City Council requested follow-up information on several items. The purpose of this memo is to provide responses to the City Council's requests for additional information in the areas of budget and redevelopment of the former Hyland Greens driving range.

BUDGET

Internal charges

According to NGF Consulting, Hyland Greens is "not capable of paying for large internal overhead and the new capital investment needed to remain competitive." Attached is a spreadsheet showing the internal charges assessed to Dwan and Hyland Greens in 2015 and 2016 *(see attachment A)*. The chart also includes a description of each charge. Dwan is being assessed internal charges of $175,278 while Hyland Greens is being charged $96,117 for a total of $271,395 in 2016.

The City Council requested information on internal charges charged at other municipal golf courses. Staff conducted an informal survey of 11 metro area cities; 9 cities responded. Bloomington appears to be the most thorough in accounting for its costs of providing internal services among the cities surveyed. The survey responses are attached *(see Attachment B)*.

Moving Hyland Greens into the General Fund

NGF Consulting recommended removing Hyland Greens from the Enterprise Fund and placing it in the General Fund. "Hyland Greens is not a true enterprise operation and should be considered as a recreational amenity for the community for developing new golfers and providing active, physical recreation for Bloomington residents, especially juniors," noted the consultant's report. "As a General Fund operation, Hyland Greens can become like other park uses with lower cost recovery, and not have a profit or 'break-even' requirement."

Finance staff researched the possibility of moving Hyland Greens from an Enterprise Fund to the General Fund. According to the Governmental Accounting, Auditing and Financial Report (GAAFR) Blue Book:

> *"GAAP provide that enterprise funds may be used to report any activity which a fee is charged to external users for goods and services… Enterprise fund accounting is designed to highlight the extent to which fees and charges are sufficient to cover the cost of providing goods and services. For that reason it often is used voluntarily for subsidized activities to highlight the cost of the subsidy."*

Finance compiled the following list of advantages and disadvantages of moving Hyland Greens into the General Fund:

Pros:

- Based on NGF Consulting's report, moving Hyland Greens to the General Fund treats it like a recreational amenity so it won't appear that there should be a profit or break-even requirement.
- Hyland Greens would no longer be charged for interdepartmental support services, which totaled $53,521 in 2016. However, related internal service fund charges of $42,596 would remain.

Cons:

- Shifting Hyland Greens into the General Fund would be inconsistent with how the City accounts for other recreational facilities in the Enterprise Fund such as the Bloomington Family Aquatic Center, Bush Lake Beach and Bloomington Center for the Arts, which are all subsidized by property tax dollars.
- Moving Hyland Greens from the Golf Enterprise Fund to the General Fund would create a lack of transparency and camouflage the true costs of operating the golf course.
- The interdepartmental support services expenses no longer covered by Hyland Greens would still exist and would need to be reallocated across other funds.
- Hyland Greens would still be obliged to pay for certain internal charges such as equipment use – motor pool, information systems maintenance and replacement, insurance and bonds, telephone, mailroom, web and print shop. These charges totaled $42,596 in 2016.
- Property tax support would likely continue to be needed to support Hyland Greens regardless of whether it was located in the Golf Enterprise Fund or General Fund.
- The golf courses are the only areas of the City that are not exempt from sales taxes. Golf courses are singled out by the Minnesota Department of Revenue as being different than parks or other recreational amenities because municipal golf courses are considered to be in competition with privately-held golf courses and therefore required to pay sales taxes. If Hyland Greens moved into the General Fund, it would be the only area in the General Fund that has to pay sales tax, which would make tracking and accruing sales tax more complex.
- Hyland Greens is in need of major capital improvements. These types of capital expenditures are not typically located in the General Fund because of volatility and property tax constraints from year to year.
- The General Fund does not normally expend budget for capital improvements such as a new clubhouse at Hyland Greens; such activity is normal in an Enterprise Fund.
- Purchases orders would become more complex as they would need to be split between two different types of funds (e.g., purchase of fertilizer for both golf courses that would have to be accounted for in two separate funds.)
- General Fund and Enterprise Funds have different accounting rules for capital assets. Any Hyland Greens assets that have not been fully depreciated would need to be fully expensed in the General Fund since the General Fund follows "modified accrual accounting" where assets are fully expensed at the time of purchase and not depreciated over the life of the asset.
- There are shared expenses between Dwan and Hyland Greens (such as salaries) that would need to be split between the General Fund and the Golf Enterprise Fund.
- The Parks and Recreation activities currently in the General Fund are not organized by different park locations in Bloomington. The activities are organized in categories such "Youth and Family" and "Adult Recreation." Adding a new organizational code called "Hyland Golf Course" would be inconsistent with that structure.

Based on the issues noted above, staff recommends keeping Hyland Greens in the Golf Enterprise Fund and showing subsidized revenues from taxes similar to the Art Center and Aquatics funds.

REDEVELOPMENT OF THE FORMER HYLAND GREENS DRIVING RANGE

In order to provide a more sustainable future for the golf courses, the Hyland Greens Task Force recommended developing the east side of the golf course on the site of the former driving range. NGF Consulting studied this possibility and determined that the former driving range could be removed from the golf facility and developed as an alternate (non-golf) use without disrupting the existing course and driving range. Further, the consultant recommended that the City used a portion of the proceeds to undertake future capital improvement projects at Hyland Greens and Dwan.

At the study meeting on September 19, the City Council requested a timeline with the steps and processes that would have to be followed in order to market the Hyland Greens property. Planning staff have drafted a potential schedule for a requests for proposals (RFP) and rezoning process:

Draft Hyland Greens RFP Schedule

Month	RFP Track	Reguide/Rezone Track
Oct 2016	City Council guidance – study meeting	Commence access study to assist in Hennepin County access determination
Nov 2016	City Council guidance on RFP requirements and desired features – study meeting Demarcate sale line	Access study in progress
Dec 2016	Prepare RFP Survey of sale area	Determination from County on access
Jan 2017	Waiting for rezoning	Initiate rezoning
Feb 2017	City Council approves RFP **Issue RFP**	Notices sent out
Mar 2017	Proposers prepare responses	Planning Commission public hearing
Apr 2017	Proposers prepare responses	City Council public hearing Submit to Met Council
May 2017	Proposers prepare responses	Met Council review
June 2017	**Proposals due** Proposals reviewed	Met Council review
July 2017	City Council selects proposal(s) to pursue	Met Council final decision
Aug 2017	Negotiate purchase and development agreement(s)	
Sept 2017	**City Council approves purchase and development agreement(s)** Finalist(s) prepares development plans, plat and EAW	
Oct 2017	Finalist(s) prepares development plans, plat and EAW	
Nov 2017	Planning Commission reviews development plans, plat and EAW	
Dec 2017	City Council reviews development plans, plat and EAW	
Jan 2018	**Closing**	

The schedule notes that staff would be seeking City Council guidance on RFP requirements and desired features in November 2017. Staff would be looking for direction on the following items:

1. Whether and what to sell:
    a. Don't sell
    b. Sell 10 acres
    c. Sell more than 10 acres

2. Whether to place restrictions on the property sale:
    a. Height
    b. Density
    c. Affordability
    d. Age restrictions
    e. Ownership type
    f. Building type (over/under, side by side or detached)

3. Sale approach options:
    a. Bidding process (to maximize revenue)
    b. RFP (to consider factors beyond price)

The City will want to rezone and re-guide the property in advance of an RFP or bidding process. Developers will want that hurdle removed. It should also be noted that it appears state rules require an Environmental Assessment Worksheet (EAW) for golf course conversions.

Normandale Boulevard Access

The City Council asked on September 19 about access off of Normandale Boulevard if the former driving range at Hyland Greens were to be developed. Staff discussed the possibility of Normandale access with Hennepin County when the Minnesota Golf Academy proposal was being considered two years ago. At that time, it was thought that a right-in/right-out access could be made to work along on Normandale, and that a three-quarter access (right-in, right-out, and left turns in) might also be likely. What was not determined was whether or not left turns out onto Normandale (to head north) would be acceptable. The City would need to undertake a study to answer that question.

Once the City narrows down the types of uses for the property, staff recommends hiring a consultant to conduct a small study of the Normandale access. The cost of that work is expected to be approximately $5,000. For now, though, staff are reasonably confident the case could be made to the County for a right-in, right-out access.

One question Hennepin County would likely want answered is why the City couldn't take access off of 102nd Street. Understanding that there are wetlands on the southeast corner of the property, an ideal configuration might be a right-in/right-out off of Normandale, and then an additional driveway off of 102nd Street.

Transit Access

The City Council asked for information on bus routes that serve Hyland Greens. Route 597 provides rush-hour bus service on Normandale Boulevard past Hyland Greens. Routes 589 also provides rush-hour service on the north and west sides of the golf course. A local bus route, Route 539, can be accessed several blocks north at Normandale Village. A map of Bloomington's transit routes is attached *(see Attachment C)*.

Land Sale Proceeds

During the study meeting on September 19, the City Council asked staff to identify how proceeds from the sale of the 10.5 acres at Hyland Greens would be dedicated. According to the market research report, potential sale prices were as follows:

A. Single-family: $1.5 million to $1.75 million

B. Townhome only: 80 units = $1.58 million to $1.84 million

C. Townhome/multi-family mix: 40 unit townhomes + 125 unit multi = $2.54 million to $2.92 million

D. Multi-family only:
   i. 210 units @ 20/acre = $2.94 million to $3.36 million
   ii. 420 units @ 40/acre = $5.88 million to $6.72 million

There are several options for the use of the land sale proceeds. One alternative is to carry the operational loss at Hyland Greens for as long as possible to see if it can break even. Another option would be to use a portion of the proceeds to undertake capital improvements at both golf courses. NGF Consulting identified $554,000 in immediate needs at both courses. Below is a list of the capital improvement recommendations:

Bloomington Golf Courses
Immediate Physical Improvement Needs

Immediate Needs	**NGF Estimated Cost**
Dwan	
Clubhouse repair/upgrade	$200,000
Pond re-lining	80,000
Tree improvements	30,000
Technology enhancements	20,000
Wash station/pad	15,000
Subtotal	**$345,000**
Hyland Greens	
Driving range enhancements/lighting	$189,000
Technology enhancements	20,000
Subtotal	**$209,000**
Total	**$554,000**

Of the improvements recommended by NGF Consulting, the most potentially lucrative is the $189,000 enhancement to the driving range. According to the consultant, the range could be expanded lengthwise (to the north) to incorporate an unused gap at the north end of the range between the practice area and the fourth hole. NGF Consulting estimated that it would cost $67,500 to add a 25 x 50 yard tee to the area. Another enhancement recommended by the consultant was to install muted ground lighting that would allow the range to be open at night. The estimated cost for this improvement was $36,000. The consultant also noted that the 30 yards of range depth is not sufficient to support a full 30-day rotation of tee space. As a result, he suggested adding depth by installing fill and then re-surfacing the expanded tee area with suitable turf at a cost of $86,400.

In 2015, the driving range posted $113,117 in revenues. If the $189,000 in driving range improvements were implemented within the next year, the increase in revenues could pay for the improvements within six to 10 years.

NEXT STEPS

The City Council has the following options and decisions to make with respect to the golf courses.

A. Continue with the current arrangement: Continue to operate Dwan and Hyland Greens as a City facility and cover future losses with property tax subsidies. Consider implementing immediate capital improvements as recommended by the golf consultant in an effort to improve the bottom line.

B. Move forward with a land sale: Sell the 10.5 acres of property on the east side of Hyland Greens and use the proceeds to carry operational losses at the golf courses as long as the proceeds are available or until a viable alternative is found to at least break even.

C. Explore a contractual arrangement with an outside vendor: The City has been approached by a private vendor that provides a combination of fitness and golf within one facility. Staff will be conducting a site visit in October to meet with the vendor and tour its operations in order to determine if this might be a viable option for Hyland Greens.

D. Close down Hyland Greens for business: If the City Council wishes to consider this option, staff recommends conducting neighborhood meetings, open houses and other public engagement strategies to solicit thoughts and opinion on next steps for the property.

The City Council is requested to provide direction on which avenue(s) they would like staff to pursue and supply guidance on next steps.

Attachments:

A) Internal Charges Budget Report
B) 2016 Municipal Golf Internal Charges Survey
C) Bloomington Transit Map

Internal Charges Budget Report
City of Bloomington Golf Courses

	Hyland Greens 2015 Actual	Dwan 2015 Actual	Hyland Greens 2016 Budget	Dwan 2016 Budget
Support Services – Interdepartmental: Fees paid for services provided by Finance, HR, Legal, City Manager and City Council based on type and level of service	$48,600	$84,336	$53,521	$91,316
Maintenance and Repair – Interdepartmental: Maintenance and repair of property conducted by other departments	--	$9,877	--	--
Equipment Use – Motor Pool: Charges for operational and replacement costs of City-owned vehicles (does not include golf course maintenance equipment and golf carts)	$18,366	$17,928	$20,313	$19,863
Information Services – Systems Maintenance: Charges for information system maintenance and staff time to maintain hardware and software	$7,884	$19,452	$8,106	$20,827
Information Systems – Replacement: Charges for the addition and replacement of hardware and software	$2,532	$5,532	$2,582	$5,527
Insurance and bonds: Insurance premiums and costs of employee bonds; prorated based on claims and premiums	$7,956	$30,252	$7,757	$29,049
Telephone: Charges for the phone system including long distance, voicemail, reception desk and minor repairs	$2,245	$4,037	$2,057	$3,885
Mailroom: Charges for services provided by the mailroom including postage, staff and equipment	$624	$1,872	$656	$2,307
Web: Charges for website maintenance	$240	$708	$249	$747
Copier replacement: Funding for periodic copier replacement	_	$564	_	$569
Print Shop: Cost of printing and other services provided by the Print Shop	$608	$342	$876	$1,188
TOTAL	**$89,055**	**$174,900**	**$96,117**	**$175,278**

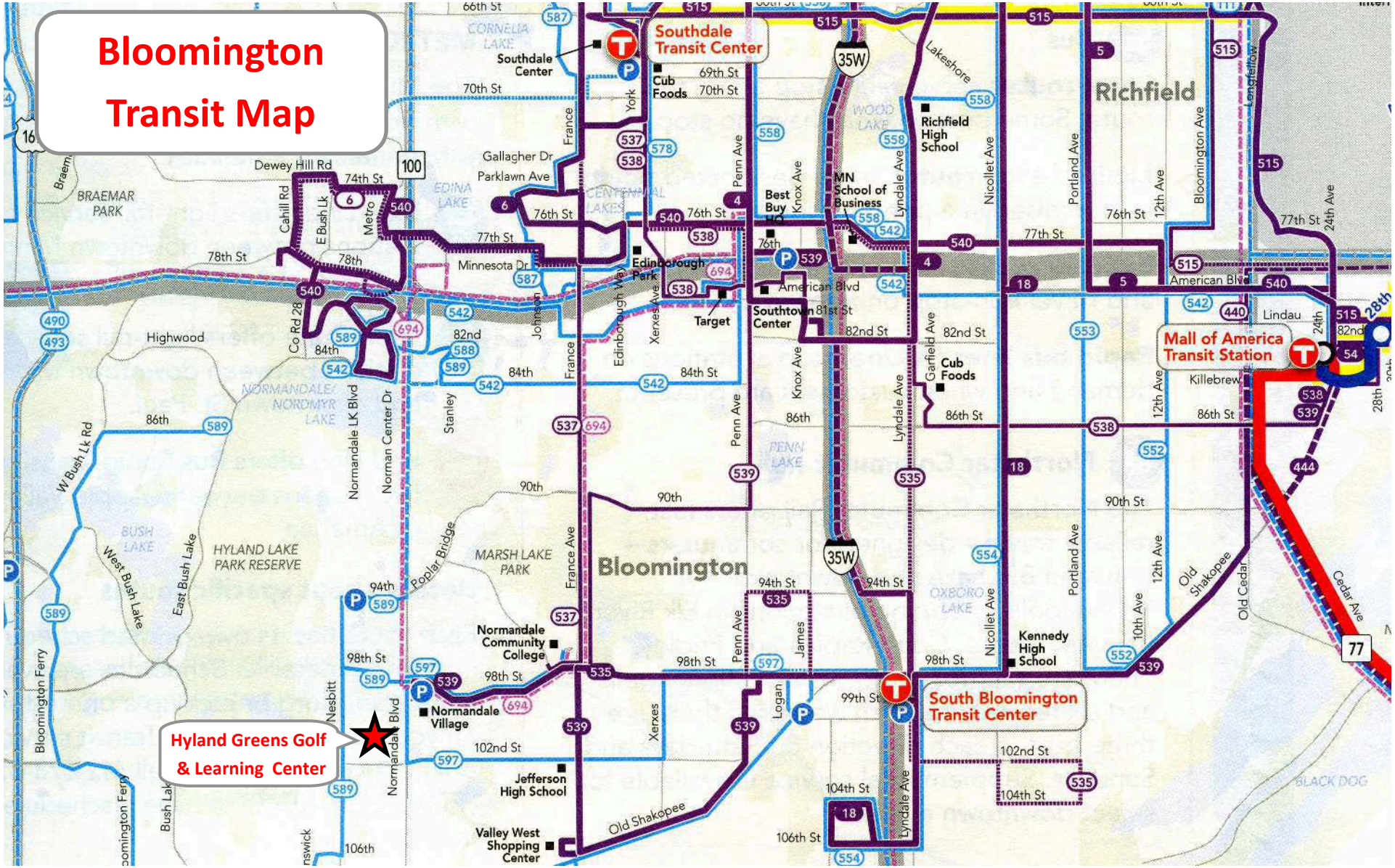
2016 Municipal Golf Internal Charges Survey

City	Golf Courses	2016 Internal Charges	Notes
Apple Valley	Valleywood Golf Course (18 holes)	$36,000	Golf course does not have any indirect internal charges (e.g., administrative time, HR, finance, etc.) allocated to it. The course does pay for insurance directly related to its property value and liquor sales.
Bloomington	Dwan Golf Club (18 holes) Hyland Greens Golf & Learning Center (9-hole par 3; driving range)	$271,395	Includes charges for interdepartmental support services, copier replacement, motor pool equipment use, Information Systems maintenance and replacement, web, mailroom, phone, insurance and bonds and print shop.
Brooklyn Park	Edinburgh USA (18 holes) Brookland Golf Park (9-hole par 30)	$115,984	Edinburgh USA is operated as an Enterprise Fund and Brookland operates as a Special Revenue Fund. In 2016, Edinburgh paid $48,576 in General Fund charges, $42,537 for IT and $24,871 for insurance/risk management.
Burnsville	Birnamwood (9-hole par 3)	$1,500	Birnamwood is not charged for any indirect costs or allocations for administrative staff other than liability insurance. The golf course used to have more overhead charges but the city decided to discontinue them to free up funds to cover capital replacement needs.
Edina	Braemar (27-hole regulation course, 9-hole par 3 executive course, driving range, golf dome)	$130,404	Braemar has an internal charge of $124,464 while the Golf Dome has $5,940 in 2016. Charges cover I.T. services, equipment maintenance, portions of some support department salaries, portion of Park Director's salary and property and liability insurance.

Golden Valley	Brookview (18-hole regulation course; 9-hole par 3; driving range)	$212, 200	Includes overhead charge for staff time, payroll and AP of $85,000 and rental charges that go into the General Fund for the pro shop/grill ($82,000) and greens maintenance building ($45,200).
Inver Grove Heights	Inver Wood Golf Course (18-hole; executive 9-hole par 30)	$51,200	Includes $13,600 for insurance and $37,600 for technology.
St. Paul	Highland National Highland 9-hole Como Phalen	$70,657	Internal service charges are only charged to two golf courses (Highland National and Highland 9-Hole) as well as a central golf administration account. The other city-owned golf courses (Como and Phalen) are privately managed so they no longer pay internal service charges. Internal charges in 2016 include central/administrative services ($64,172) and citywide innovation and technology ($6,485).
New Brighton	Brightwood Hills (9-hole par 30)	$47,700	Includes fleet ($3,600), non-fleet ($27,200), pavement management ($4,000), risk management ($4,900) information services ($7,000), and audit and financial ($1,000).
West St. Paul	Thompson Oaks Golf Course (9-hole par 29)*	$0	City does not charge any overhead to its recreational enterprise funds.

*The City of West St. Paul may cease operations at Thompson Oaks Golf Course following the 2016 season.

Bloomington Transit Map



Frequent Local Buses
Serve all stops and operate at least every 30 min. during middays on weekdays, more often during rush hours. Evening and weekend service may be less frequent.

All-Day Local Buses
Serve all stops and operate throughout the day but may offer less frequent service.

All-Day Express Buses
Limited-stop or non-stop service that operates throughout the day on weekdays but may offer less frequent service.

Rush-Hour Buses
Service is primarily during rush hours. (M-F 6-9 am and 3:30-6 pm)

Hi-Frequency
Service every 15 minutes or better on weekdays 6 am–7 pm and on Saturdays 9 am–6 pm Only the portion of the route highlighted in yellow offers Hi-Frequency service, but may offer less frequent service.

Non-stop Service
Buses do not stop to pick up or drop off customers on these route segments.

Limited Service
Only certain trips take this route segment.

Northstar Commuter Rail
Operates primarily during rush hours. Trains stop at all stations shown.

METRO Blue Line
Trains stop at all stations shown.

METRO Green Line
Trains stop at all stations shown.

METRO Red Line
Buses stop at all stations shown.

Rapid Bus Line (A Line)
Buses stop at stations on demand.

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Finance	**2017-2018 Special Revenue and Enterprise Fund Budgets**
Agenda Section	Date
Study Item	10/10/2016

Description

Staff will discuss the various proposed 2017-2018 budgets for:

Special Revenue Fund Budgets

- Public Safety – Police
  - Fund 2700 - DWI Forfeiture Fund
  - Fund 2710 - Enhanced 911
  - Fund 2720 - Drug Forfeiture
  - Fund 2730 - Police Grant Activity
  - Fund 2800 - Pension Residual
- Fund 2200 – Public Health Grants

Enterprise Fund Budgets

- Fund 6700 - Public Safety – Contractual Police

Staff would anticipate bringing these budgets for formal adoptions to the October 24, 2016 Council Meeting.

Item created by: Finance
Presenter: Cindy Rollins, Budget Manager

Requested Action

No formal action is requested.

Attachments:

2017-2018 Proposed Special Revenue Fund Budgets
2017-2018 Proposed Enterprise Fund Budgets

CITY OF
BLOOMINGTON
MINNESOTA

2017 & 2018 PROPOSED BUDGETS SPECIAL REVENUE FUNDS

Police Special Revenue Funds

- Fund 2700 - DWI Forfeiture
- Fund 2710 - Enhanced 911
- Fund 2720 - Drug Forfeiture
- Fund 2730 - Police Grant Activity
- Fund 2800 - Pension Residual Asset

Police Special Revenue

These Special Revenue Funds are currently used as depositories for special grants, donations, or forfeiture monies related to law enforcement. Use of these funds is limited to specific purposes.

Fund 2700, DWI Forfeiture Fund

This fund accumulates proceeds from the sale of vehicles seized in DWI arrests and forfeited in accordance with Minnesota law and through court order. Minnesota law restricts the use of forfeiture funds for the enforcement, training and education relating to DWI offenses. The primary objective of this fund is to remove vehicles from chronic offenders. A secondary objective is to offset the internal costs of DWI enforcement. Legal costs for training and police costs for enforcement are accounted for here.

Revenues

Budgeted forfeiture revenues are $50,000 for 2017 and 2018. The revenue budget for fines and forfeiture revenue is conservative due to the volatility of the revenue sources for this fund and the decrease in DWI arrests. Interest in 2017 & 2018 is budgeted at $1,000.

Expenditures

Salary and benefit costs of City Police personnel directly involved in the disposal of seized vehicles are accounted for in this fund. Expenditures are split into three activities: Police, Legal and Seizure/Disposal expenses. Operating costs for prosecution training, enforcement, cost for towing and disposal of vehicles are budgeted at $60,156 in 2017 and $61,434 in 2018.

Working Capital

The working capital goal for this fund is $64,000 in 2017 and $65,000 in 2018. This reflects the anticipated amount that may be needed for emergency expenditures. Minnesota statutory restrictions require revenues in this fund be used only for those costs that are directly related to DWI enforcement and training. Working capital is budgeted at $306,005 in 2017 and $295,571 in 2018.

Recommendation

Staff recommends adoption of the 2017 City Manager's Proposed Budget and conceptual approval of the 2018 budget.

DWI FORFEITURE - 2700
BUDGET SUMMARY - Total

DESCRIPTION	2015 Actual	2016 Original Budget	2016 Revised Budget	2016 Projected	2017 Request	% Change 2016/2017	2018 Request	% Change 2017/2018
REVENUES								
INTEREST INCOME	1,647	550	550	1,000	1,000	81.8%	1,000	0.0%
FORFEITURE/FINES	59,750	65,000	65,000	34,000	50,000	-23.1%	50,000	0.0%
GRANTS	64,700	-	-	-	-		-	
TOTAL REVENUE	**126,097**	**65,550**	**65,550**	**35,000**	**51,000**	**-22.2%**	**51,000**	**0.0%**
EXPENDITURES								
SALARIES, WAGES, BENEFITS	-	8,000	8,000	-	8,000	0.0%	8,000	0.0%
MATERIALS, SUPPLIES, SERVICES	73,666	66,078	66,078	34,500	52,156	-21.1%	53,434	2.5%
CAPITAL OUTLAY	-	-	-	-	-	0.0%	-	0.0%
TOTAL EXPENDITURES	**73,666**	**74,078**	**74,078**	**34,500**	**60,156**	**-18.8%**	**61,434**	**2.1%**
NET GAIN (LOSS)	**52,431**	**(8,528)**	**(8,528)**	**500**	**(9,156)**		**(10,434)**	
WORKING CAPITAL BALANCE	**314,661**	**306,133**	**306,133**	**315,161**	**306,005**		**295,571**	
WORKING CAPITAL GOAL:								
EMERGENCY EXPENDITURES	31,000	28,000	28,000	12,000	24,000		25,000	
SQUAD CAR CAMERA REPLACE.	30,000	40,000	40,000	40,000	40,000		40,000	
TOTAL	**61,000**	**68,000**	**68,000**	**52,000**	**64,000**		**65,000**	

Fund 2710, Enhanced 911

This fund accounts for an annual communications grant that, by state law, is limited to purchase of 911 equipment upgrades and maintenance. The long-term objective for this fund is future replacement of dispatch consoles and equipment. In 2015, approximately $384,000 was expended for remodeling and upgrading costs of the 911 consoles and workstations that were required for a 911 upgrade.

Revenues

The requested budget for 2017 is $291,824 which includes State Grants, interest, and a transfer of $180,000 from the Radio Fund for a required upgrade to the Viper Dispatch phone system. The requested budget for 2018 is $111,824.

Expenditures

Operating expenditures are budgeted at $75,414 in 2017 and $77,667 in 2018 and will be used to offset expenses related to the operation of the 911 dispatch and communications center in the General Fund. Capital Outlay of $206,000 is budgeted in 2017 to replace the Viper Dispatch phone system. From 2019-2023, $45,000 each year will be transferred back to the Radio fund.

Working Capital

Working Capital is estimated to be $18,994 at year end of 2017 and $53,151 at the end of 2018. The working capital goal for both years is $40,000; $20,000 is for future replacement of dispatch equipment, $20,000 is for Viper phone system equipment and repairs.

Recommendation

Staff recommends adoption of the 2017 City Manager's Proposed Budget and conceptual approval of the 2018 budget.

ENHANCED 911 - FUND 2710
BUDGET SUMMARY

DESCRIPTION	2015 Actual	2016 Original Budget	2016 Revised Budget	2016 Projected	2017 Request	% Change 2016/2017	2018 Request	% Change 2017/2018
REVENUES								
STATE GRANT	111,689	111,689	111,689	111,689	111,689	0.00%	111,689	0.00%
INTEREST INCOME	1,436	135	135	135	135	0.00%	135	0.00%
TRANSFERS IN	90,000				180,000			
TOTAL REVENUE	**203,125**	**111,824**	**111,824**	**111,824**	**291,824**	**160.97%**	**111,824**	**-61.68%**
EXPENDITURES								
MATERIALS, SUPPLIES, SERVICES	71,604	73,394	73,394	73,394	75,414	2.75%	77,667	2.99%
CAPITAL OUTLAY	384,521				206,000			-100.00%
TRANSFERS OUT		45,000	45,000	45,000	-	-100.00%		
TOTAL EXPENDITURES	**456,125**	**118,394**	**118,394**	**118,394**	**281,414**	**137.69%**	**77,667**	**-72.40%**
NET GAIN (LOSS)	**(253,000)**	**(6,570)**	**(6,570)**	**(6,570)**	**10,410**		**34,157**	
WORKING CAPITAL BALANCE	**15,154**	**8,584**	**8,584**	**8,584**	**18,994**		**53,151**	
WORKING CAPITAL GOAL:								
Major System Component	20,000	20,000	20,000	20,000	20,000		20,000	
Dispatch Viper Equipment	20,000	20,000	20,000	20,000	20,000		20,000	
TOTAL	**40,000**	**40,000**	**40,000**	**40,000**	**40,000**		**40,000**	

Fund 2720, Drug Forfeiture Fund

This fund accounts for proceeds from the sale of assets seized in drug related arrests and court ordered forfeitures. The funds must be spent for law enforcement purposes per Minnesota Statute. While budgeted, this function is dependent on drug enforcement activity, which doesn't easily lend itself to budget projections.

Revenues

The 2017 and 2018 revenue projection for forfeitures is budgeted at $100,000 for each year. Interest revenue is budgeted at $100 in 2017 and 2018.

Expenditures

Proposed expenditures are $59,300 in 2017 and 2018. These expenditures are associated with the lease payments for the fitness facilities, and charges back to the general fund for police administration, special operations, and community response and enforcement.

Working Capital

Working capital is projected to be $443,178 in 2017 and $483,978 in 2018. The working capital goal for this fund is $50,000 for emergency capital items each.

Recommendation

Staff recommends adoption of the 2017 City Manager's Proposed Budget and conceptual approval of the 2018 budget.

DRUG FORFEITURE - 2720
BUDGET SUMMARY

DESCRIPTION	2015 Actual	2016 Original Budget	2016 Revised Budget	2016 Projected	2017 Request	% Change 2016/2017	2018 Request	% Change 2017/2018
REVENUES								
INTEREST INCOME	105	100	100	100	100	0.00%	100	0.00%
FORFEITURE/FINES	203,832	100,000	100,000	130,000	100,000	0.00%	100,000	0.00%
TOTAL REVENUE	**203,937**	**100,100**	**100,100**	**130,100**	**100,100**	**0.00%**	**100,100**	**0.00%**
EXPENDITURES								
*MATERIALS, SUPPLIES, SERVICES	10,320	12,300	12,300	12,300	59,300	382.11%	59,300	0.00%
OPERATING TRANSFER OUT								0.00%
CAPITAL OUTLAY								
TOTAL EXPENDITURES	10,320	12,300	12,300	12,300	59,300	382.11%	59,300	0.00%
NET GAIN (LOSS)	**193,617**	**87,800**	**87,800**	**117,800**	**40,800**	**-53.53%**	**40,800**	**-65.37%**
WORKING CAPITAL BALANCE	**284,578**	**372,378**	**372,378**	**402,378**	**443,178**		**483,978**	
WORKING CAPITAL GOAL:								
EMERGENCY EXPENDITURES	50,000	50,000	50,000	50,000	50,000		50,000	
TOTAL	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**		**50,000**	

Fund 2730, Police Grant Activity Fund

This fund accounts for proceeds from state and federal grants used for law enforcement purposes. These grants were moved out of the General Fund starting in 2004 to facilitate tracking through the usual multi-year periods of individual grants. Separate activities were created to follow grants for the Bomb Squad, Local Law Enforcement Community Block Grant, Auto Theft Prevention, and Supplemental Initiatives. Police donations and related expenditures toward activities such as National Night Out and the Canine Unit are also recorded in this fund.

Current Grants	Dates	Awarding Entity	Reward Amount
Bomb Squad	1/1/16 – 12/31/16	Federal Government	$65,000
Local Law Enforcement Block Grant	10/1/15 - 9/30/18 10/1/16 – 9/30/19	Federal Government	$14,900 $16,921
Auto Theft	7/1/15 - 6/30/17	State Government	$107,196
Supplemental Initiatives – Toward Zero Deaths	10/1/15 - 9/30/16	State Government	$57,405

Revenues & Expenditures

The only revenues and expenditures budgeted in this fund are for $214 in 2017 and $235 in 2018 for National Night Out donations and expenditures.

Budgets for both grant and donation revenues and expenditures will be brought separately to the City Council at the time that the grant is awarded or donation is received. All expenditures in this fund are reimbursed through a grant or spent from a donation.

Working Capital

Any working capital that appears is a product of expenditures that have not been reimbursed yet. There is no working capital goal for this fund.

Recommendation

Staff recommends adoption of the 2017 City Manager's Proposed Budget and conceptual approval of the 2018 budget.

POLICE GRANTS AND PROJECTS - 2730
BUDGET SUMMARY - Total

DESCRIPTION	2015 Actual	2016 Original Budget	2016 Revised Budget	2016 Projected	2017 Request	% Change 2016/2017	2018 Request	% Change 2017/2018
REVENUES								
BOMB SQUAD	34,741	51,000	144,500	70,510	-	-100.0%	-	0.0%
COMMUNITY BLOCK GRANT	-	14,900	31,821	2,054	-	-100.0%	-	0.0%
AUTO THEFT	99,628	71,698	71,698	81,228	-	-100.0%	-	0.0%
SUPPLEMENTAL INITIATIVES	61,041	80,000	80,000	31,000	-	-100.0%	-	0.0%
SPECIAL PROJECTS/DONATIONS	31,748	50,000	75,807	75,579	214	-99.6%	235	9.8%
TOTAL REVENUE	**227,158**	**267,598**	**403,826**	**260,371**	**214**	**-99.9%**	**235**	**9.8%**
EXPENDITURES								
BOMB SQUAD	34,860	51,000	144,500	70,391	-	-100.0%	-	0.0%
COMMUNITY BLOCK GRANT	-	14,900	31,821	2,054	-	-100.0%	-	0.0%
AUTO THEFT	98,150	71,698	81,228	34,967	-	-100.0%	-	0.0%
SUPPLEMENTAL INITIATIVES	45,976	80,000	80,000	46,065	-	-100.0%	-	0.0%
SPECIAL PROJECTS/DONATIONS	31,748	50,000	75,807	75,579	214	-99.6%	235	9.8%
TOTAL EXPENDITURES	**210,733**	**267,598**	**413,356**	**229,056**	**214**	**-99.9%**	**235**	**9.8%**
NET GAIN (LOSS)	**16,425**	**-**	**(9,530)**	**31,315**	**-**		**-**	
WORKING CAPITAL BALANCE	**(31,315)**	**(31,315)**	**(40,845)**	**(0)**	**(0)**		**(0)**	

Fund 2800 - Public Safety Pensions

The Public Safety Pensions fund is comprised of two activities - the "Fire Pension Obligation" and the "Police Pension Residual Asset."

Fire Pension Obligation

The "Fire Pension Obligation" activity was established in 2004 for designated fire pension obligation funds. Each year, as of December 31, an independent actuary calculates the potential fire pension liability due two years in the future. The actuary will review the financial activities of the Bloomington Fire Department Relief Association (BFDRA) as of December 31, 2016. The report will be finalized in the spring of 2017 for the contribution payable in 2018. The annual fire pension obligation is impacted by market volatility.

Fire Pension Revenues

Fire Pension revenue is received from State Aid, City property tax levy (when approved), and interest on the fund balance attributed to the fire pension. In 2010, the City's contribution was funded with the sale of taxable pension bonds. The City paid off those bonds in 2016. In 2016, a tax levy of $500,000 was approved for the fire pension. The 2017 and 2018 State Aid contribution is budgeted at $512,132. Interest earnings of $14,979 are budgeted for 2017 and $22,351 for 2018. Proposed tax levy is budgeted at $750,000 in 2017 and $1,000,000 in 2018. Transfers in from the Strategic Priorities fund are budgeted at $1,094,000 for 2017 and $1,000,000 for 2018 to meet the expected expenditure for the City's pension obligation.

Fire Pension Expenditures

Required pension contributions are funded with tax levy, state aid, positive performance from the General Fund, and cash balances in the fund. The total actuarial liability due for 2017 is $1,633,873. Expenditures are budgeted at $2,000,000 in 2018. However, the actual 2018 required contribution amount will not be known until March of 2017.

Working Capital

Working capital needs in the future will depend on how well the Fire Pension's investment portfolio performs. At the end of 2016, a working capital balance of $1,497,883 is projected. In 2017, a balance of $2,235,120 is projected and in 2018, a balance of $2,769,604 is projected.

Police Pension Residual Asset

The Pension Residual Asset Fund was established in 1999 to account for the reimbursement of residual assets that were realized from the merger of the local police consolidation account with the Public Employees Police and Fire Retirement Fund.

Police Pension Revenues

The only revenue generated in this activity is from interest earnings on the balance of the residual pension asset that remains in the fund. Planned transfers to defray Police expenses in the General Fund will decrease the working capital in this activity, reducing interest earnings in succeeding years. Based on the projected balances of the police portion of this fund, the recommended budget for interest earnings is $1,303 for 2017 and $631 for 2018.

Police Pension Expenditures

In 2001, Council approved a plan to expend the remaining proceeds of the activity over a 19-year period. At that time, Council identified four major initiatives for the use of these funds: (1) The Police portion of the new City Hall/Police facility; (2) supplementing the City's contribution towards a new regional public safety training facility; (3) an annual transfer to the General Fund to defray Police costs on a decreasing schedule (see attached); and (4) to implement heightened security by temporarily increasing the number of police officers by four. Funding was reduced in 2008 to support three officers and phased out by 2011 with no funding for these officers.

According to the approved plan (see attached), in 2017 $53,000 is scheduled as a transfer to the General Fund and in 2018 $33,000 is scheduled as a transfer. In 2017 and 2018 $30,500 is scheduled as a transfer to the Insured Benefits Fund for insurance for disabled police officers.

Working Capital

The working capital goal for this activity is $0 by year-end 2019. The working capital will be expended over the next three years based on the plan adopted by the Council. In order to fund the continuation of the phased spend-down plan, a working capital goal of $70,851 in 2017 and $7,982 in 2018 is recommended.

Recommendation

Staff recommends adoption of the 2017 City Manager's Proposed Budget and conceptual approval of the 2018 budget.

PUBLIC SAFETY PENSION FUND - 2800
BUDGET SUMMARY

DESCRIPTION	2016 Actual	2016 Original Budget	2016 Revised Budget	2016 Projected	2017 Budget	2018 Budget
FIRE PENSION						
REVENUES						
Property Tax	0	500,000	500,000	500,000	750,000	1,000,000
Interest Income	17,405	6,815	6,815	8,725	14,979	22,351
State Aid	540,186	512,132	512,132	512,132	512,132	512,132
Operating Transfers In	1,313,567	1,000,000	1,000,000	1,000,000	1,094,000	1,000,000
Bond Proceeds						
TOTAL REVENUE	**1,871,158**	**2,018,947**	**2,018,947**	**2,020,857**	**2,371,111**	**2,534,483**
EXPENDITURES						
Salaries & Benefits	1,715,281	1,057,350	1,057,350	1,469,482	1,633,873	2,000,000
TOTAL EXPENDITURES	**1,715,281**	**1,057,350**	**1,057,350**	**1,469,482**	**1,633,873**	**2,000,000**
NET GAIN (LOSS)	155,877	961,597	961,597	551,375	737,238	534,483
WORKING CAPITAL BALANCE	**946,508**	**1,908,105**	**1,908,105**	**1,497,883**	**2,235,120**	**2,769,604**
WORKING CAPITAL GOAL	**1,500,000**	**1,500,000**	**1,500,000**	**1,500,000**	**1,500,000**	**2,000,000**

POLICE PENSION						
REVENUES						
Pension Proceeds						
Interest Income						
Other Revenue	4,683	1,910	1,910	1,910	1,303	631
TOTAL REVENUE	**4,683**	**1,910**	**1,910**	**1,910**	**1,303**	**631**
EXPENDITURES						
Salaries & Benefits	-	-	-	-		-
Materials, Supplies, Services	-	-	-	-		-
Capital Outlay	-	-	-	-		-
General Fund Police Defrayment	108,000	73,000	73,000	73,000	53,000	33,000
Police Capital Equipment		-	-	-		-
Police Facility Replacement Transfer		-	-	-		-
Transfers to Insured Benefits Fund	30,504	30,500	30,500	30,500	30,500	30,500
TOTAL EXPENDITURES	**138,504**	**103,500**	**103,500**	**103,500**	**83,500**	**63,500**
NET GAIN (LOSS)	(133,821)	(101,590)	(101,590)	(101,590)	(82,197)	(62,869)
WORKING CAPITAL BALANCE	**254,638**	**153,048**	**153,048**	**153,048**	**70,851**	**7,982**
WORKING CAPITAL GOAL	**254,638**	**153,048**	**153,048**	**153,048**	**70,851**	**7,982**

TOTAL PENSION FUND						
TOTAL REVENUE	**1,875,841**	**2,020,857**	**2,020,857**	**2,022,767**	**2,372,414**	**2,535,114**
TOTAL EXPENDITURES	**1,853,785**	**1,160,850**	**1,160,850**	**1,572,982**	**1,717,373**	**2,063,500**
NET GAIN (LOSS)	**22,056**	**860,007**	**860,007**	**449,785**	**655,041**	**471,614**
WORKING CAPITAL BALANCE	**1,201,145**	**2,061,152**	**2,061,152**	**1,650,930**	**2,305,971**	**2,777,585**
WORKING CAPITAL GOAL	1,754,638	1,653,048	1,653,048	1,653,048	1,570,851	2,007,982

Pension Residual Asset Fund
Phased Spend-down Plan With Funding for 4 Additional Police Officers

Assumes Latest estimate for police costs, training facility, reserves available for other capital

Year	Interest Earnings		Police Admin Facility	Public Works Storage Facility	Police Training Facility	Heightened Alert (4 Add'l Officers)	LTD for Police Officers	Correction for overspending in GF	General Fund & Equip Defrayment	Total Fund Expenditures	Fund Balance
1999	$ -		$ -						$ -	$ -	$ 26,312,010
2000	2,041,548		(5,500,000)						(593,164)	(6,093,164)	22,260,394
2001	1,448,503		(1,112,925)		-				(650,000)	(1,762,925)	21,945,972
2002	658,339		(8,659,500)		(1,077,878)	(111,500)			(700,000)	(10,548,878)	12,055,433
2003	154,206		(4,668,453)			(14,517)			(700,000)	(5,382,970)	6,826,669
2004	99,849		-			(25,000)			(650,000)	(675,000)	6,251,518
2005	139,218		(604,081)	(449,089)		(75,992)			(620,000)	(1,749,162)	4,641,574
2006	211,301		-			(389,401)	(16,062)		(615,002)	(1,020,465)	3,832,410
2007	194,203		-			(321,407)	(25,592)	(206,735)	(530,000)	(1,083,734)	2,941,352
2008	143,923		-			(240,000)	(28,246)		(478,000)	(746,246)	2,339,029
2009	49,058		-			(160,000)	(29,000)	67,381	(423,000)	(544,619)	1,843,468
2010	34,597		-			(80,000)	(30,000)		(368,000)	(478,000)	1,400,065
2011	14,547		-			-	(31,000)		(313,000)	(344,000)	1,070,612
2012	18,133		-			-	(31,000)		(258,000)	(289,000)	799,745
2013	2,031		-			-	(30,500)		(203,004)	(233,504)	568,272
2014	4,187		-			-	(30,500)		(153,500)	(184,000)	388,459
2015	4,683		-			-	(30,504)		(108,000)	(138,504)	254,638
2016	1,910	*	-			-	(30,500)		(73,000)	(103,500)	153,048
2017	1,303	*	-			-	(30,500)		(53,000)	(83,500)	70,851
2018	631	*	-			-	(30,500)		(33,000)	(63,500)	7,982
2019	-		-			-			(7,982)	(7,982)	-
2020	-		-			-				-	-
2021	-		-			-			-	-	-
			(20,544,959)	(449,089)	(1,077,878)	(1,417,817)	(373,904)		(7,529,652)	(31,532,653)	

* estimate

CITY OF
BLOOMINGTON
MINNESOTA

October 10, 2016

2017-2018 PROPOSED BUDGETS SPECIAL REVENUE FUNDS

Public Health

Fund 2200, Public Health Grants

This fund was established in January of 2000 to accommodate larger grants, especially those that resulted in the hiring of full-time staff. $1,065,390 is budgeted for 2017 revenue and $1,090,500 is budgeted for expenditures. $1,065,388 is budgeted for 2018 revenue and $1,101,106 is budgeted for expenditures. Below is a recap of the major 2017 budgeted grant revenue:

1) **Temporary Assistance to Needy Families (TANF)** has a revenue budget of $168,886 for 2017. These funds support services to adolescents, pregnant and parenting teens and high-risk families. Services include healthy decision making, home visits, counseling and service coordination. These are federal dollars passed through the state.

2) **Emergency Preparedness/Bioterrorism**

   a) **Emergency Preparedness** – has a revenue budget of $135,410 for 2017. This base funding is used to assess and enhance the capacity of Public Health to respond to bioterrorism, infectious diseases and other threats to the public's health. This is the fifth year of a 5-year grant period which ends June 2017.
   b) **Cities Readiness Initiative (CRI)** – has a revenue budget of $40,007 for 2017. The goal of this initiative is to develop plans to provide antibiotics for anthrax to the metro population within 48 hours of being notified of the exposure. This is the fifth year of a 5-year grant period which ends June 2017.

3) **Statewide Health Improvement Program (SHIP) –** has a budget of $411,007 in 2017. This funding supports efforts to reduce tobacco use and prevent obesity through implementation of specific policy, systems and environmental interventions in schools and the community. This is the second year of a 5 year grant cycle.

4) **Maternal, Infant, and Early Childhood Home Visiting Program (MIECHV 2) –** has a budget of $194,304 for 2017. This funding supports intensive home visiting for at risk children. This grant ends February 2017. The State of MN is conducting a competitive RFP grant process for funding for Jan 2017- Sept 2019. Bloomington received notification that our application was approved for funding on October 3, 2016.

5) **Sage Clinic Program –** has a budget of $100,896 for 2017. The clinic provides breast and cervical cancer screening for low income, uninsured, and underinsured women who are over 40 years of age. This grant ends Sept 2017.

Operations

The revenues noted above fund six full-time individuals to carry out the activities of this fund. Administrative costs to support these activities are charged to each grant. Total revenues for 2017 are budgeted at $1,065,390 and total budgeted expenditures are $1,090,500. Total revenues for 2018 are budgeted at $1,065,388 and total budgeted expenditures are $1,101,106.

Working Capital

This fund has grants that operate on a reimbursement basis. The working capital balance at year-end 2016 is estimated to be $115,000. These grants run on state and federal fiscal years.

A planned spend-down of working capital will occur in 2017 and 2018. Working capital is proposed to be $90,053 at year-end 2017 and $79,445 at year-end 2018.

Recommendation

Staff recommends adoption of the City Manager's 2017 Public Health Grants Budget and conceptual approval of the 2018 budget.

PUBLIC HEALTH SPECIAL REVENUE FUND

BUDGET SUMMARY

DESCRIPTION	2015 ACTUAL	2016 BUDGET	2016 ADJUSTED	2016 ESTIMATE	2017 REQUEST	% CHANGE 2016/2017	2018 REQUEST	% CHANGE 2017/2018
REVENUES								
STATE GRANTS - SAGE & SAGEPlus (260250)	223,781	144,013	144,013	78,614	100,896	-29.94%	102,842	1.93%
SERVICE FEES - SAGE CLINIC (260250)	2,251	500	500	500	500	0.00%	500	0.00%
SAFE & DRUG FREE SCHOOLS / CONTRACT WITH BLOOMINGTON SCHOOL DISTRICT (260269)	17,028	13,960	13,960	13,960	14,380	3.01%	14,380	3.01%
TANF GRANT - TEMP. ASSISTANCE FOR NEEDY FAMILIES (260254)	138,126	173,886	173,886	130,000	168,886	-2.88%	168,886	-2.88%
EMERGENCY PREPAREDNESS/ CITIES READINESS INITIATIVE (260261)	59,242	84,650	84,650	84,650	79,746	-5.79%	79,746	-5.79%
EMERGENCY PREPAREDNESS / CONTRACTS WITH RICHFIELD & EDINA (260261)	66,458	101,517	101,517	101,517	95,671	-5.76%	95,671	-5.76%
CERT GRANT (COMMUNITY EMERGENCY RESPONSE TEAM) (260261)	9,849	-	-	-		0.00%	-	0.00%
SHIP GRANT (STATEWIDE HEALTH IMPROVEMENT PROGRAM) (260265)	575,511	413,010	413,010	275,000	411,007	-0.48%	404,007	-2.18%
CTG (COMMUNITY TRANSFORMATION GRANT) (260267)					-	0.00%	-	0.00%
MIECHV 2 (260256)	132,970	170,799	170,799	154,551	170,799	0.00%	170,799	0.00%
OTHER REVENUE	92,576	20,000	54,276	97,373	23,505	17.53%	28,557	42.79%
INTEREST INCOME	65	-	-	-	-	0.00%	-	0.00%
TOTAL REVENUE	**1,317,857**	**1,122,335**	**1,156,611**	**936,165**	**1,065,390**	**-5.07%**	**1,065,388**	**-5.07%**
EXPENDITURES								
SALARIES & BENEFITS	974,432	948,702	978,640	821,844	933,486	-1.60%	959,075	1.09%
MATERIALS, SUPPLIES, SERVICES	340,743	180,599	184,937	115,321	157,014	-13.06%	142,031	-21.36%
TOTAL EXPENDITURES	**1,315,175**	**1,129,301**	**1,163,577**	**937,165**	**1,090,500**	**-3.44%**	**1,101,106**	**-2.50%**
NET GAIN (LOSS)	**2,682**	**(6,966)**	**(6,966)**	**(1,000)**	**(25,110)**		**(35,718)**	
WORKING CAPITAL BALANCE:	**116,163**	**109,197**	**109,197**	**115,163**	**90,053**		**79,445**	

CITY OF
BLOOMINGTON
MINNESOTA

2017 & 2018 PROPOSED BUDGET

ENTERPRISE FUNDS

Fund 6700
Police Contractual

Fund 6700 – Contractual Police

The Bloomington Police Department provides contractual services to businesses and individuals that hold special events or functions that require police services beyond that which would routinely be available in the community. The entity contracting for the police services is invoiced for the police overtime wage costs, plus wage related payroll expenses and overhead.

Fees

It is the City's policy to charge for the full salary plus overtime of the police officers assigned. An overhead rate of 23.4% is included to cover additional PERA and Medicare costs and the staff time required to administer this program needed for scheduling, payroll processing, and billing.

Revenues

Revenue budgeted for 2017 and 2018 is $1,745,000 for each year. If less revenue is collected, that is reflected in reduced costs to this fund.

Expenditures

The 2017 and 2018 proposed expenditures are $1,745,000 of which $1,510,000 is allocated to wages and benefits. Also included in this amount is $41,122 for materials and supplies (contract services, flares, traffic cones and related departmental costs allocated to this fund.) Any remaining balance represents administrative costs to provide this service and will be transferred to the General Fund. These costs include one-third of the Special Events Sergeant's salary and benefits, additional clerical support for the detailed time card entry attributable to contractual police services overtime, billing and collections for these services, routine use of the traffic van and squad car and a proportionate share of other resources.

Working Capital

All expenses to this fund are to be offset from the charges to the businesses requesting Police contractual services. Therefore, expenses are projected to equal revenues and working capital is not necessary for this program.

Recommendation:

Staff recommends adoption of the 2017 Budget and conceptual approval of the 2018 Budget.

POLICE CONTRACTUAL OVERTIME - FUND 6700
BUDGET SUMMARY

DESCRIPTION	2015 Actual	2016 Original Budget	2016 Revised Budget	2016 Projected	2017 Request	% Change 2016/2017	2018 Request	% Change 2017/2018
REVENUES								
CUSTOMER REVENUE	1,715,685	588,000	588,000	2,000,000	1,720,000	192.52%	1,720,000	0.00%
GRANT REVENUE	48,853	0	50,000	50,000				
OTHER REVENUE	158,243	12,000	12,000	25,000	25,000		25,000	
TOTAL REVENUE	**1,922,781**	**600,000**	**650,000**	**2,075,000**	**1,745,000**	**190.83%**	**1,745,000**	**0.00%**
EXPENDITURES								
SALARIES AND BENEFITS	1,504,128	538,000	588,000	1,504,128	1,510,000	180.67%	1,510,000	0.00%
MATERIALS AND SUPPLIES	418,653	62,000	62,000	570,872	235,000		235,000	0.00%
TOTAL EXPENDITURES	**1,922,781**	**600,000**	**650,000**	**2,075,000**	**1,745,000**	**190.83%**	**1,745,000**	**0.00%**
NET GAIN (LOSS)	**(0)**	**0**	**0**	**0**	**0**	**0.00%**	**0**	**-100.00%**
WORKING CAPITAL BALANCE	**0**	**0**	**0**	**0**	**0**		**0**	

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Finance	**2017-2018 Revenue Analysis and Tax Levy Impacts**
Agenda Section	Date
Study Item	10/10/2016

Description

On September 12, 2016 the Council approved the 2017 Preliminary Levy at a levy increase of 7.72% and a 2017 proposed General Fund Budget at $71,865,568. The Council emphasized that staff must continue to review and scrub each budget that has tax levy impact. The Council further emphasized that the final 2017 adopted budget had to be reduced.

In addition to the Special Revenue Funds and Enterprise Fund Budgets following two topics are to be addressed:

1. Revenue Analysis
    - Lodging Revenue
    - Permits Revenue
    - Fines and Forfeits Revenue
    - Franchise Fees

2. Tax Levy Impacts

Item created by: Finance
Presenter: Lori Economy-Scholler

Requested Action

- Discuss each of the revenue items above.
- Discuss options for reducing the tax levy. Staff will discuss a few different approaches that combine revenues and expenditure options that provide for additional levy reductions between $175,000 and $1,224,000.
- Provide direction on the 2017 Property Tax Levy and Conceptual 2018 Property Tax Levy.

Attachments:

October 6, 2016 Memo to Council
August 18, 2016 Memo to Council
General Fund 5 year Budget Model 2017-2018
2017 Tax Levy Model
2018 Tax Levy Model
Memo on Proposed B&I Permit Fee Increases
Presentation

CITY OF
BLOOMINGTON
MINNESOTA

DATE: **October 6, 2016**

TO: **Mayor and City Council**

FROM: **Jamie Verbrugge, City Manager**
Lori Economy-Scholler, CFO

RE: **Status Update 2017 Preliminary Tax Levy and proposed General Fund Budget and Conceptual 2018 Tax Levy and General Fund Budget**

Attachments:

A. August 18, 2016 Memo to Council
B. General Fund 5 year Budget Model and Tax Levy information for 2017-2018 Model dated 10/6/2016
C. Memo on Proposed B&I Permit Fee Increases
D. Presentation

Background:

On September 12, 2016 the Council approved the 2017 Preliminary Levy at a levy increase of 7.72% and a 2017 proposed General Fund Budget at $71,865,568. The Council emphasized that staff must continue to review and scrub each budget that has tax levy impact. The Council further emphasized that the final 2017 adopted budget had to be reduced.

Internal Service Funds

With the direction the Council provided in the paragraph above, staff presented eight Internal Service Funds for Council's review on September 19, 2016. Council requested additional reductions to the Fleet/Equipment Internal Service Fund. The Council approved resolutions adopting the budgets for the eight Internal Service Funds on September 26, 2016. The changes in the Internal Service Funds included total reductions of $1,900,000 and a net impact on the 2017 Property Tax Levy of $850,000.

Attached is the current 2017-2018 Property Tax Levy and General Fund Model that reflects the impact of the Internal Service Funds reductions.

September 12, 2016 -	Preliminary 2017 Property Tax Levy	7.72%
	Conceptual 2018 Property Tax Levy	7.64%

As of September 26, 2016 -	2017 Property Tax Levy	6.47%
	Conceptual 2018 Property Tax Levy	8.52%

Note: Keep in mind that reductions in 2017 Property Tax Levy result in increases in the Conceptual 2018 Property Tax Levy.

Artistry

On September 26, 2016 Council approved a Supplement Grant for Artistry.

- 2016 Strategic Priorities $300,000
- 2017* Rec Facilities/Art Center Fund $205,000
- 2018* Rec Facilities/Art Center Fund $205,000
- 2019* Rec Facilities/Art Center Fund $205,000
- 2020* Rec Facilities/Art Center Fund $205,000

As it is the City's practice not to fund long-term projects out of Strategic Priorities, the Supplemental Grant funding needs for 2017-2020 were placed in the Recreational Facilities levy category and will be funded through the Center for the Arts Enterprise Fund Budget. The tax levy increase in the Recreational Facilities category needed to fund the Supplemental Grant was reduced from the Strategic Priorities levy. The Strategic Priorities 2017 levy amount was $500,000 and has now been reduced to $295,000.

Updates are provided in the following levy categories:

- Debt — Debt Service Funds
- Normandale Tax Abatement District — Capital Project Fund
- Recreational Facilities Funds — Enterprise Funds
- Fire Pension — Special Revenue Fund
- Strategic Priorities — Capital Project Fund
- General Fund — General Fund

Debt- *No changes have occurred in this levy category to date.*

Normandale Tax Abatement District - *No changes have occurred in this levy category to date.*

Recreational Facilities Funds-

As noted above the Artistry Supplemental Grant financial assistance for 2017-2020 has been placed in the Center for the Arts Enterprise Budget. The 2017 Property Tax Levy for this category was increased and the Strategic Priorities levy was decreased by $205,000.

Fire Pension- ***No changes have occurred in this levy category to date.***

Strategic Priorities-

See the information above on the Artistry Supplemental Grant.

Revenues:

The following four revenue areas will be discussed below:

1. **Lodging Sales Tax**
2. **Non-Business Permits**
3. **Fines and Forfeits**
4. **Franchise Fee (for a portion of the PMP Sealcoating)**

1. **Lodging Sales Tax-** Over the last few years the Council and staff have discussed concerns with the increased reliance on Lodging Sales Tax revenue. In the General Fund it is the second largest revenue source accounting for 10.5%. The normal estimated growth in Lodging Sales Tax is approximately 2% or $143,000. Within the 2017 Proposed General Fund Budget the Lodging Sales Tax amount remained at the 2016 budgeted amount. A few of the options to discuss are:
   a) **Increase the Lodging Sales Tax budgeted amount by $143,000. If there is positive budget performance at the end of 2017 in this budget line item the Council can decide to place all of it in Strategic Priorities.**
   b) **Increase the Lodging Sales Tax budgeted amount by $143,000. If there is positive budget performance at the end of 2017 in this budget line item the Council can decide to place all of it in a new financial resiliency fund.**
   c) **Leave the 2017 Lodging Sales Tax amount at the 2016 budget level and any positive budget performance for this line item could be transferred out at Council's discretion.**

2. **Non-Business Permits-** In the CMI for the week of September 26, 2016 the following item appeared:

   "The City Council will be presented a recommendation at its study session on October 10 to increase minimum permit fees for building, electrical, HVAC and plumbing permits and to increase the building fee valuation table by 10% which has the effect of increasing building permit fees and plan review fees by 10%. Bloomington's minimum permit fees were last increased in 2005 and are among the lowest minimum fees in the metro area (see the enclosed notice). Bloomington's building permit fee schedule was last increased in 2007.

   In order to provide timely notice to users of this proposed change and to hold an administrative hearing before the fee ordinance is considered by the City Council on November 7, a notice of the proposal should be sent next week. A copy of the proposed notice is enclosed. We wanted Council to be aware of the recommendation before notice is sent. If Council members desire additional internal discussion of the

possibility of permit fee increases before a notice is circulated, please inform the City Manager by October 3."

Within this budgeted line item there are two main issues to consider. Please see Attachment C Proposed B&I Permit Fee Increases from Larry Lee, the Community Development Director.

a) **The City's current rates charged for various permits have not been increased for many years and are below most of our comparable cities. Should these fee increases be approved by Council after the Public Hearing on November 7, 2016, approximately $407,000 in additional estimated revenues could be added.**
b) **The estimated 2017 Non-Business Permit revenue forecasted in the June budget submittal has now reduced downward by $515,000.**
c) **Both of these item together would still reduce the estimated revenues for Non-Business Permits by $108,000.**

3. **Fines and Forfeits-** Within the 2017 Proposed General Fund budget this revenue line item was estimated at $1,000,000. The amount of tickets the Police department are processing have remained consistent over the years, however, the Hennepin County Courts have continued to reduce and eliminate the fines. Due to this consistent revenue reduction outside of the City's control, the 2017 budget for Fines and Forfeits should be reduced by $150,000.

4. **Franchise Fees**- In late 2015, City Council approved new franchise fees beginning early 2016 to fund the Pavement Management Program, specifically the following two elements of the PMP program 1) overlay and 2) trails. The funding modeled for the two elements included fee increases on average every five years. Included within the presented 2017 General Fund budget is the utilization of $1 million of franchise fees annually for sealcoating, a third element of the PMP program that is currently an operating expense in the Public Works General Fund budget. The $1,000,000 would reduce the entire property tax levy support as the 2017 sealcoating budget is $1,436,748. The franchise fee modeling would accelerate the fee increases from five years to three years to include this element of the Pavement Management Program. The following table reflects the cumulative impact of $132 on a residential customer between now and 2025 for the franchise fee should Council approve an annual transfer of $1,000,000 for sealcoating. Attachment D on the presentation includes additional franchise fee information.

Table: Franchise Fee Pattern Change

Year	2016 Fee Pattern Monthly	2016 Fee Pattern Annual	2016 Fee Pattern Cummulative	2017 Fee Pattern With Sealcoating Monthly	2017 Fee Pattern With Sealcoating Annual	2017 Fee Pattern With Sealcoating Cummulative	Cummulative Difference
2016	$ 7.50	$ 90.00	$ 90.00	$ 7.50	$ 90.00	$ 90.00	$ -
2017	$ 7.50	$ 90.00	$ 180.00	$ 7.50	$ 90.00	$ 180.00	$ -
2018	$ 7.50	$ 90.00	$ 270.00	$ 7.50	$ 90.00	$ 270.00	$ -
2019	$ 7.50	$ 90.00	$ 360.00	$ 9.00	$ 108.00	$ 378.00	$ 18.00
2020	$ 7.50	$ 90.00	$ 450.00	$ 9.00	$ 108.00	$ 486.00	$ 36.00
2021	$ 9.00	$ 108.00	$ 558.00	$ 9.00	$ 108.00	$ 594.00	$ 36.00
2022	$ 9.00	$ 108.00	$ 666.00	$ 11.00	$ 132.00	$ 726.00	$ 60.00
2023	$ 9.00	$ 108.00	$ 774.00	$ 11.00	$ 132.00	$ 858.00	$ 84.00
2024	$ 9.00	$ 108.00	$ 882.00	$ 11.00	$ 132.00	$ 990.00	$ 108.00
2025	$ 9.00	$ 108.00	$ 990.00	$ 11.00	$ 132.00	$ 1,122.00	$ 132.00

Tax Levy Impact

The following table provides Council with additional information on potential 2017 Property Tax Levy rates, the impact to the median valued home (MVH), the related 2018 Conceptual Property Tax rates, and the impact to the median valued home.

Description	2017 Rate	2017 MVH Monthly Amount	2017 Impact	2017 Annual	2018 Rate	2018 MVH Monthly Amount	2018 Impact	2018 Annual
Final 2016 Levy	5.75%	$ 74.64						
Preliminary 2017 Levy	7.72%	$ 72.59	$ (2.05)	$ (24.60)	7.64%	$ 82.31	$ 7.67	$ 92.04
Internal Service Funds " impact"	6.47%	$ 71.69	$ (2.95)	$ (35.40)	8.52%	$ 82.07	$ 7.43	$ 89.16
Options								
I	6.00%	$ 71.35	$ (3.29)	$ (39.48)	9.01%	$ 82.10	$ 7.46	$ 89.52
II	5.75%	$ 71.17	$ (3.47)	$ (41.64)	9.27%	$ 82.12	$ 7.48	$ 89.76
III	5.50%	$ 70.99	$ (3.65)	$ (43.80)	9.53%	$ 82.13	$ 7.49	$ 89.88
IV	5.00%	$ 70.63	$ (4.01)	$ (48.12)	10.05%	$ 82.15	$ 7.51	$ 90.12
V	4.50%	$ 70.26	$ (4.38)	$ (52.56)	10.58%	$ 82.18	$ 7.54	$ 90.48
VI	4.00%	$ 69.90	$ (4.74)	$ (56.88)	11.11%	$ 82.21	$ 7.57	$ 90.84
If 2017 and 2018 were both 5.75%	5.75%	$ 71.17	$ (3.47)	$ (41.64)	5.75%	$ 79.31	$ 8.14	$ 97.68

* median values estimated as increasing 9% for pay 2018

Requested Action:

A. Discuss each of the revenue items above.
B. Discuss options for reducing the tax levy. Staff will discuss a few different approaches that combine revenues and expenditure options that provide for additional levy reductions between $175,000 and $1,224,000.
C. Provide direction on the 2017 Property Tax Levy and Conceptual 2018 Property Tax Levy.

CITY OF
BLOOMINGTON
MINNESOTA

DATE: **August 18, 2016**

TO: **Mayor and City Council**

FROM: **Jamie Verbrugge, City Manager**
Lori Economy-Scholler, CFO

RE: **2017 Preliminary Tax Levy and proposed General Fund Budget and Conceptual 2018 Tax Levy and General Fund Budget**

Attachments:

A. General Fund 5 year Budget Model and Tax Levy information for 2017-2018
B. Draft Presentation

Background:

In even years the Bloomington budget process includes preliminary budgets prepared for 2017 and conceptual budgets prepared for 2018. At the June 13, 2016 Study Session, staff provided Council with the current modeling status showing the 2017 Preliminary Tax Levy was at 7.63% and the Conceptual 2018 Property Tax Levy was at 7.38%. Council provided direction that they would like to see the 2017 Preliminary Property Tax Levy near 5.75% similar to the 2016 property tax levy. Since the June Study Session, departments have submitted their budgets, Finance has analyzed and prepared budget reports and the City Manager has reviewed these reports and met with each of the departments. **The City Manager would be able to provide a 2017 Preliminary Tax Levy at 5.75%**, however, to frame up the information within the memo and the attached presentation the 2017 Preliminary Property Tax Levy is shown at 7.72%.

Similar to the presentation layout, this memo will include discussion of each of the key elements to the 2017 Preliminary Property Tax Levy. Please refer to the presentation to view the tables and graphs.

• Debt	Debt Service Funds
• Normandale Tax Abatement District	Capital Project Fund
• Recreational Facilities Funds	Enterprise Funds
• Fire Pension	Special Revenue Fund
• Strategic Priorities	Capital Project Fund
• General Fund	General Fund

Debt

Since June the estimate, debt to be issued and the related tax levy support has decreased by approximately $287,000. The Park related Charter Bonds have been posted to early 2017 and not as many PMP reconstruction projects were approved for summer of 2016. Slides included in presentation reflect:

- **Debt Outstanding History and Projections by Type of Bonds:** Projections now include the issuance of debt for a Community Center with Aquatics in 2019.
- **Tax Supported Debt Outstanding by Bond Type:** This slide represents the same information as the previous slide but only shows the debt service funded through property taxes and the Facility Fund.
- **Total Annual Debt Service Funding Sources:** This slide reflects that we currently have three funding sources to pay the tax supported debt.
    - **CIP Bonds-** The Facility Fund through occupancy charges to departments provides the debt for these bonds through the duration of the bonds on February 1, 2021.
    - **PIR (PMP) Capital Revolving Fund-** During the 1990's and early 2000's this fund accumulated approximately $7 million dollars of interest revenue. Since 2010, to supplement or mitigate the need for tax levy support for the annual debt service, the previous interest earnings have been systematically utilized to fund the debt service. This process will continue through 2020 at which point the balance in the fund will be approximately $1 million and would be maintained as a reserve.
    - **Net Debt Levied-** It is anticipated that by 2021 this will be the sole source for tax supported debt service.
- **Debt Subject to the 1% - Debt Limit Charter Rule**
    - The City Charter was changed in 2015 to allow bonds to be issued for city related capital improvements but with a 1% debt limit. Under Minnesota statue 475.53, the City's outstanding general obligation (100% tax supported) debt should not exceed 3% of the total market value. As part of the revised charter, the debt outstanding in this category cannot exceed 1%.
    - **On the slide**: The estimated Debt Outstanding (in blue) includes 4 fire stations, the Community Center with Aquatics, a Public Works Maintenance Garage, and approximately $1 million a year in Park related capital improvements. The rest of the column (gold/orange) indicates the City's capacity to issue further debt and remain under the 1% debt limit cap.

Normandale Tax Abatement District

In 2008 the City established one of the first abatement districts in the state for transit improvements in this district. Funding for this comes through numerous sources: City tax levy abatements, special assessments, County CIP funding, State and Federal Grants. Full funding was achieved in early 2016 and the project is proceeding. It is contemplated that the district could be closed as early as 2023 if all of the related projects have been funded and completed.

Recreational Facilities Funds

The City has many community amenities. Two specific amenities that have been supplemented with tax levy support for many years are the Bloomington Center for the Arts and the Bloomington Family Aquatics (Pool and Beach). The requested increase presented at the June meeting was 10% increase in tax levy for supporting service costs and to keep fees low/comparable to our neighbor cities to ensure high levels of community participation. This request for tax levy support has not changed.

Over the last few years Hyland Greens Golf Course has been reviewed and discussed by the Council, and additional funding has been provided through the Strategic Priorities fund. A task force was created and it was recommended to keep the golf course open in 2015. Generally, Strategic Priorities should be used for one time or short term projects. The Hyland Greens Golf Budget was prepared and reviewed in July, and due to long term need of additional tax support, the golf course was moved from Strategic Priorities tax levy category and added into this tax levy category. The amount added to the levy since June is $300,000 for Hyland Greens. Should the Council approve this addition of $300,000 for 2017 it is anticipated that the same amount would be needed annually through 2027 to move the fund balance into positive territory. The consultant's report due this fall may recommend additional financial activities.

Fire Pension

- **Fire Pension**- The first pension slide reflects the Bloomington Fire Department Relief Association pension funding ratio since 1991. Each February, the City receives the actuarial report on the fire pension which is based on year-end investment performance, membership changes, and other financial constraints. This report will calculate actuarial assumption on funding and obligations. The graph shows the fund has been fully funded other than a few years over the last 25 years. Within the graph is a line at 125%. This line would represent when the City would not be required to make a contribution under the calculations established under Minnesota statutes.
- **City Contributions- Averages**- This slide shows the average city contribution over 5, 10 and 25 years.
- **Pension Obligation Funding Sources**-
    - **Fire State Aid:** Each fall the City receives fire aid from the State which is required to be pass-through to the BFDRA within 30 days.
    - **Debt:** In 2010 the City issued pension bonds. These bonds matured on February 1, 2016.
    - **Positive Budget Variance:** Starting in 2010, and through 2014, year-end positive budget variance in the General Fund was utilized to fund this statutory obligation.
    - **Strategic Priorities:** Starting in 2015 and anticipated through 2020 Strategic Priorities would fully or partially fund the annual obligation.
    - **Tax Levy:** Over the years the City has levied property taxes for the pension obligation.

In 2015 the Council approved establishing a "Pension Reserve" strategy that would have Strategic Priorities Fund paying the entire or a portion of the annual obligation for several years while at the same time slowly building the Pension levy amount from $500,000 in 2016 to

$1,500,000 by 2020 (incremental annual increases in the levy of $250,000). The Pension levy would be placed in the Pension Reserve Fund (Special Revenue Fund) to slowly create a fund balance of $2-$3 million with a goal to reduce the future volatility in funding the pension levy obligations. The levy request increase from 2016 to 2017 is $250,000 to continue to build the Pension Reserve. For 2018 another incremental increase of $250,000 is requested.

Strategic Priorities

Strategic Priorities is a Capital Projects fund that allows the Council to approve and fund projects for a single event or events over a few years. The 2017 and 2018 tax levy request is $500,000 each year. In 2016, and requested again for 2017 is funding for:

- Expanded Home Improvement Loan Program $400,000
- Curb Appeal Loan Program $150,000
- Neighborhood Park Improvements $300,000
- Neighborhood Infrastructure Improvements $150,000

It is anticipated that the Council's Strategic Priorities will be finalized and adopted in September. As further details and activities are prioritized, possible funding for these Priorities could be found within the Strategic Priorities Fund.

General Fund

Revenues:

- **Financial Resiliency-** Over the last few years the Council and staff have discussed concerns with the increased reliance on Lodging and Admissions sales tax revenues. When combined, they are the second largest revenue source in the General Fund accounting for 12.5%. In 2009 there was a significant decrease in revenues. Within the revenues is a change from the June presentation. The current budget model, we have frozen the Lodging and Admissions sales tax budget at the 2016 rates and have modeled them at zero increase. Anticipated within the June presentation to Council had been an estimated increase of $200,000 from these sources. The recommendation is if there is positive budget variance at year-end in Lodging and Admissions sales taxes, this amount would be transferred into a new fund (actually an old fund) called Transitional Reserves Fund. The City had a fund called Transitional Reserves and it was utilized in periods when the City experienced a downturn. This funding strategy would continue until the new Transitional Reserve Fund maintained a fund balance sufficient to mitigate future downturns.
- **Franchise Fees**- Council approved adding franchise fees to fund the Pavement Management Program, specifically the following two elements of the PMP program 1) overlay and 2) trails. The funding modeled for the two elements included fee increases on average every five years. Included within the presented General Fund budget is the utilization of $1 million of franchise fees annually for Seal Coating, a third element of the PMP program that is currently operating expense in the Public Works general fund budget. The franchise fee modeling would accelerate the fee increases from five years to three years to include this element.

Until the final 2017 Property Tax Levy is approved in December staff will continue to analyze and review revenues for increase potential.

Expenditures:

Expenditure Area	2016 Original	%	2017 June Est.	%	2017 August Est.	2018 June Est.	%	2018 August Est.	Change BTW 2016 to Aug 2017	Change BTW Aug 2017 to Aug 2018
Wages and Benefits	47,534,000	70%	49,470,000	70%	$ 48,414,407	51,197,000	69%	$ 49,732,158	1.9%	2.7%
					(1,055,593)			$ (1,464,842)		
Operational Costs	9,138,000	13%	9,233,000	13%	$ 10,280,907	9,328,000	13%	$ 10,154,543	12.5%	-1.2%
					$ 1,047,907			$ 826,543		
Internal Charges	19,254,000	28%	20,528,000	29%	$ 19,661,395	21,637,000	29%	$ 21,076,553	2.1%	7.2%
					$ (866,605)			$ (560,447)		
Transfers, Contingency, Est. Unspent & Chrgs	(7,771,000)	-11%	(8,163,000)	-11%	$ (6,491,140)	(8,325,000)	-11%	$ (6,629,317)	-16.5%	2.1%
					$ 1,671,860			$ 1,695,683		
Total	68,155,000	100%	71,068,000	100%	$ 71,865,569	73,837,000	100%	$ 74,333,937	5.4%	3.4%

Wages and Benefits- Salaries are modeled with a 2.75% increase. There is one proposed position added in the Planning Division. The total change from 2016 to 2017 of 1.9% reflects turnover of baby boomers and a health insurance decrease from modeled numbers.

Operational Costs: Included here are numerous items

- Safety Upgrade 98th and Lyndale Streetscape Improvement
- Funding for ROW and Park accelerated mowing (Strategic Priorities had funded this program)
- Maintenance costs related to 494/169 Interchange
- Maintenance costs related to Normandale Boulevard
- Funding for Wilder Foundation, AWED and Literacy contracts
- Youth and Family Program Expansion
- Park Ambassador Program
- MN River Valley Plans
- Park Asset Inventory
- Staff development and retention costs

Internal Services – Internal service funds have been reviewed to find opportunities for fee reductions while continuing to replace fund balance used during the downturn. Most of these funds are on a multi-year schedule to eventually restore the fund balance.

Transfers, Contingency, Estimated Unspent and Charges - The General Fund will transfer to the Diseased Trees activity in the amount of $400,000. The contingency amount is set in the City

Charter at 2.5% of expenses. This category also includes charge-backs from funds and the estimated unspent amount set out in the model.

Bloomington Valuation Information:

For pay 2017 the Port Authority's Tax Increment District 1-C has been completed and the valuation of that district will positively impact the Bloomington Taxpayers. Assuming no change to any other factors, the impact of Mall of America Phase I coming out of TIF is an approximate 9.4% drop in the City portion of tax. Under these assumptions, the impact on the total property tax is a reduction of approximately 4.8% for residential and 2.3% for commercial/industrial.

Recommendation

A. Provide direction on the proposed 2017 Preliminary Property Tax Levy at 7.72% to maintain service levels and new services as described in each of the tax categories shown above.
B. Provide direction on the Preliminary General Fund Budget of $71,865,569.

CITY OF BLOOMINGTON
GENERAL FUND BUDGET PROJECTION

	2015		2016											
REVENUES	Budget	Actual	Budget	as of 8/31 Estimate	2017 Model	2017	%	2018 Model	2018	%	2019	2020	2021	2022
Property Tax (see TLCALC)	$42,681,276	42,523,767	$45,566,707	$45,131,700	$48,606,310	$47,993,414	5.33%	$51,690,279	$51,028,269	6.32%	$54,321,272	$57,323,970	$60,492,554	$63,737,434
						0			0		0	0	0	0
Less Delinq. & Abatements	(622,534)		(634,984)		(647,684)	(647,684)	2.00%	(660,638)	(660,638)	2.00%	(673,850)	(687,327)	(701,074)	(715,095)
Delinquent Collections	200,000		200,000		200,000	200,000	0.00%	200,000	200,000	0.00%	200,000	200,000	200,000	200,000
Admissions Tax	1,333,905	1,249,272	1,360,583	1,360,580	1,387,795	1,360,583	0.00%	1,415,551	1,360,583	0.00%	1,360,583	1,360,583	1,360,583	1,360,583
Hotel-Motel Tax	6,603,000	7,054,261	7,150,000	7,149,000	7,293,000	7,150,000	0.00%	7,438,860	7,150,000	0.00%	7,150,000	7,150,000	7,150,000	7,150,000
Business Lic. & Permits	1,835,800	1,874,342	1,926,550	1,926,550	1,965,081	1,984,800	3.02%	2,004,383	2,024,496	2.00%	2,064,986	2,106,286	2,148,411	2,191,380
Non-Bus. Lic. & Permits	2,694,000	4,367,579	2,882,000	2,882,000	2,948,286	3,350,630	16.26%	3,016,097	3,242,694	-3.22%	3,317,276	3,393,574	3,471,626	3,551,473
Fines & Forfeits	1,178,750	988,111	1,158,219	850,000	1,000,000	1,000,000	-13.66%	1,000,000	1,000,000	0.00%	1,000,000	1,000,000	1,000,000	1,000,000
Program Income	2,399,493	2,246,223	2,165,458	2,200,000	2,165,458	2,183,237	0.82%	2,165,458	2,183,237	0.00%	2,183,237	2,183,237	2,183,237	2,183,237
Intergovernmental Rev.	2,228,955	2,325,153	2,313,816	2,415,700	2,313,816	2,311,560	-0.10%	2,313,816	2,311,560	0.00%	2,311,560	2,311,560	2,311,560	2,311,560
Interest Earnings	76,875	88,476	78,797	93,895	80,767	80,767	2.50%	82,786	82,786	2.50%	84,856	86,977	89,152	91,380
Chg in Fair Market Value														
Transf. from Other Funds	1,230,000	2,599,046	1,210,000	3,153,630	880,000	1,665,000	37.60%	580,000	1,300,000	-21.92%	1,000,000	1,000,000	1,000,000	1,000,000
Police Pension	108,000		73,000		53,000	53,000	-27.40%	33,000	33,000	-37.74%	7,982	0	0	0
South Loop Revenue	1,216,897		1,870,630		1,917,396	1,863,034	-0.41%	1,965,331	1,909,610	2.50%	1,957,350	2,006,284	2,056,441	2,107,852
Cell Phone Tower rental	331,850	346,131	341,825	349,772	0	432,407		455,594	466,984	8.00%	490,333	502,591	515,156	528,035
All Other	494,415	580,483	492,521	485,828	913,548	444,290	-9.79%	489,927	459,840	3.50%	475,935	492,593	509,833	527,677
Total Revenues	63,990,682	66,242,844	68,155,122	67,998,655	71,076,773	71,425,038		74,190,444	74,092,422		77,251,520	80,430,327	83,787,479	87,225,516
% Difference	4.13%		6.51%	6.26%		4.80%		3.87%	3.73%		4.13%	4.11%	4.17%	4.10%
APPROPRIATIONS														
City Council/Com.	575,887	524,147	569,503	512,000	592,625	574,706	0.91%	617,812	609,361	6.03%	633,735	659,085	685,448	712,866
City Manager	359,594	309,619	622,222	600,000	647,484	681,875	9.59%	675,003	692,925	1.62%	720,642	749,468	779,446	810,624
Legal	1,319,783	1,369,453	1,391,135	1,341,200	1,447,615	1,530,931	10.05%	1,509,140	1,659,947	8.43%	1,726,345	1,795,399	1,867,215	1,941,903
Human Resources	671,765	552,693	657,548	550,000	684,244	644,518	-1.98%	713,325	663,204	2.90%	689,732	717,322	746,014	775,855
Finance	1,057,734	998,813	1,072,845	945,000	1,116,403	1,114,200	3.85%	1,163,851	1,199,895	7.69%	1,247,891	1,297,806	1,349,719	1,403,707
Police	22,920,461	22,842,983	24,212,064	24,598,000	25,195,074	24,881,701	2.77%	26,265,885	25,860,592	3.93%	26,895,016	27,970,816	29,089,649	30,253,235
Fire	4,113,931	4,035,266	4,539,596	4,559,100	4,723,904	4,856,138	6.97%	4,924,673	5,224,136	7.58%	5,433,101	5,650,425	5,876,443	6,111,500
Community Develop.	6,712,942	6,418,882	6,960,471	6,800,000	7,243,066	7,128,609	2.42%	7,550,902	7,346,643	3.06%	7,640,509	7,946,129	8,263,974	8,594,533
Community Services	12,892,096	12,675,533	13,880,368	13,600,000	14,443,911	14,256,323	2.71%	15,057,789	14,889,351	4.44%	15,484,925	16,104,322	16,748,495	17,418,435
Public Works	10,924,205	10,284,699	11,202,517	11,700,000	11,657,339	12,688,611	13.27%	12,152,786	12,485,402	-1.60%	12,984,818	13,504,211	14,044,379	14,606,154
Technical Service Group	2,786,071	2,679,542	2,933,303	2,916,800	3,052,395	2,986,220	1.80%	3,182,124	3,186,203	6.70%	3,313,651	3,446,197	3,584,045	3,727,406
Offset for Est. Unspent	(2,259,649)		(1,946,240)		(1,907,388)	(1,907,389)	-2.00%	(1,878,178)	(1,878,178)	-1.53%	(1,848,105)	(1,816,863)	(1,784,468)	(1,750,859)
Contingency	1,615,862	20,000	1,709,790	0	1,780,101	1,788,596	4.61%	1,855,332	1,852,941	3.60%	1,929,259	2,006,009	2,087,121	2,170,155
Transfers to Other Funds	300,000	825,000	350,000	350,000	400,000	200,000	-42.86%	400,000	300,000	50.00%	400,000	400,000	450,000	450,000
Total Appropriations	63,990,682	63,536,632	68,155,122	68,472,100	71,076,773	71,425,038		74,190,444	74,092,422		77,251,519	80,430,327	83,787,479	87,225,517
% Difference	4.13%		6.51%	7.00%	4.29%	4.80%		3.87%	3.73%		4.13%	4.11%	4.17%	4.10%
Positive (Neg.) Performance	(0)	2,706,212	(0)	(473,445)	(0)	(0)		0	0		0	0	(0)	(0)

Actual Fund Balance Beg of Yr	27,957,298
Est YE positive (negative) performance	(473,445)
Less:Requested Carry Forward	598,028
Less:Reserved for Encumbrances	660,975
Est Fund Bal End of Year	26,224,850

Working Capital Goal	25,898,946
Less:Requested Carry Forward	598,028
Less:Reserved for Encumbrances	660,975
Over / (Short) of WC Goal	325,904
% of Working Capital Goal	1.258%

CITY OF BLOOMINGTON
TAX LEVY DETAIL

2016/2017

	General Fund	Debt Service	Tax Abatement Normandale	Recreation Facilities Fund	Fire Pension	Strategic Priorities	Total	Percent Increase Over Prior Year
CERTIFIED LEVY	$47,993,414	$4,156,714	$936,328	$2,134,946 with golf and Artistry	750,000	295,000	$56,266,402	6.47%
NET LEVY	$47,993,414	$4,156,714	$936,328	$2,134,946	$750,000	$295,000	$56,266,402	
Change from 2016	2,426,707	172,715	122,793	$205K for Artistry $300K for golf $660K for Art Ctr $970K for Aquatics 689,072	250,000	(240,037)	3,421,250	

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Run Date 10/6/2016

CITY OF
BLOOMINGTON
MINNESOTA

DATE: **September 16, 2016**

TO: **Lori Economy Scholler, CFO**
Cindy Rollins, Budget Manager

FROM: **Duke Johnson, B&I Manager**

RE: **Proposed B&I Permit Fee Increases**

Proposal Summary

The City Council has expressed its desire to keep Bloomington's fees in line with other cities in our market. Bloomington's building permit fees are lower than those charged by several surrounding municipalities. Bloomington's minimum permit fees were last increased in 2005 and the building permit fee schedule was last increased in 2007. The proposed fees are commensurate with the City's cost of reviewing a plan, issuing a permit and scheduling and conducting at least one inspection (some minimum fee permits require more than one inspection). The cost estimates are "fully loaded," meaning that Department and Division Leadership is proportionately included in the cost.

This memo proposes to:

- Increase the minimum fee for residential and commercial electrical, heating and plumbing permits (also called trade permits);
- Increase the general building permit and plan check fee schedule by 10%, including an increase for the minimum building permit fees.

The recommendations would increase an average year's revenue for trade and building permits by approximately $407,000. Detail on this amount provided below.

Table 1: Bloomington's Permit Fees Are Lower than Most Comparable Cities
Comparable City Minimum Permit Fees

City	Building Permit Fee	Electrical Fees (C/I)	Electrical Fees (Res)	HVAC Fees (C/I)	HVAC Fees (Res)	Plumbing Fees (C/I)	Plumbing Fees (Res)
Apple Valley	$52	N/A	$39	$62	$62	$62	$62
Burnsville	$66	$69	$69	$69	$69	$69	$69
Eagan	$40	N/A	N/A	$55	$60	$55	$60
Eden Prairie	$40	N/A	N/A	$40	$40	$40	$40
Edina	$31.50	N/A	N/A	$58.00	$42.50	$37.80	$36.20
Minneapolis	$80.90	N/A	N/A	$80.90	$80.90	$85.90	$85.90
Plymouth	$40.00	$40	$40	$100.00	$100.00	$45.00	$45.00
Richfield	$35	N/A	$45	$40	$35	$40	$35
Shakopee	$75	N/A	N/A	$75.00	$75.00	$75.00	$75.00
Bloomington Current Fees	$30	$40	$30	$40	$30	$40	$30
Bloomington Proposed Fee	$70	$65	$55	$65	$55	$65	$55

N/A indicates A city where the State electrical inspectors issue permits and conduct inspections.

Table 2: Bloomington's 2016 Service Cost for a Minimum Building Permit is about $68

Service Cost Component	Cost for a Typical Minimum Building Permit
Inspector Salary and Benefits (at 1 hour per permit)	$45.68
Administrative Support, Supervision and Organizational Overhead	$10.37
Equipment (computer, automobile, phones)	$ 8.13
Office Space	$ 1.65
Material	$ 1.50
Training, education and certification	$ 0.72
TOTAL Average Minimum Permit Service Cost	$68.05

Recommended Fee Detail

Commercial Electrical
1,100 annual average permits issued
$25 increase to $65: $27,500 additional annual revenue

Residential Electrical
2,400 annual average total permits issued
$25 increase to $55: $60,000 additional annual revenue

Commercial Mechanical (HVAC)
380 annual average permits issued
$25 increase to $65: $9,500 additional annual revenue

Residential Mechanical (HVAC)
1,600 annual average permits issued
$25 increase to $55: $40,000 additional annual revenue

Commercial Plumbing
800 annual average permits issued
$25 increase to $65: $20,000 additional annual revenue

Residential Plumbing
1,400 annual average permits issued
$25 increase to $55: $35,000 additional annual revenue

Sub-total annual proposed trade permit minimum fee increase
$192,000

Community Development also proposes increasing the Building Permit and Plan Check fee schedule (shown on page 4 and 5). We propose a 10% general schedule increase and increasing the minimum building permit fee increase from $30 to $70 (see Table 2 for relationship to the cost of service).

Building Permits
$1,050,000 existing annual average building permit revenue
$600,000 existing annual average plan check fee revenue

$40 minimum building permit increase to $70: $55,000 additional annual building permit revenue
10% schedule increase: $100,000 additional annual building permit revenue
10% schedule increase: $60,000 additional annual plan check fee revenue

Sub-total annual proposed building permit and plan check fee increase
$215,000

Total annual proposed trade permit, building permit and plan check fee increase
$407,000

Existing Building Permit and Plan Check Fee Schedule

15.183 BUILDING PERMIT AND PLAN-CHECKING FEES.

(a) *Building permit fees.* A fee for each building permit shall be paid to the Building Official as set forth below:

Total Valuation	***Fee***
$1 to $500	$30
$500.01 to $2,000	$30 for the first $500 plus $2.75 for each additional $100, or fraction thereof, to and including $2,000
$2,000.01 to $25,000	$71.25 for the first $2,000 plus $12.50 for each additional $1,000, or fraction thereof, to and including $25,000
$25,000.01 to $50,000	$358.75 for the first $25,000 plus $9 for each additional $1,000, or fraction thereof, to and including $50,000
$50,000.01 to $100,000	$583.75 for the first $50,000 plus $6.25 for each additional $1,000, or fraction thereof, to and including $100,000
$100,000.01 to $500,000	$896.25 for the first $100,000 plus $5 for each additional $1,000, or fraction thereof, to and including $500,000
$500,000.01 to $1,000,000	$2,896.25 for the first $500,000 plus $4.25 for each additional $1,000, or fraction thereof, to and including $1,000,000
$1,000,000.01 and up	$5,021.25 for the first $1,000,000 plus $2.75 for each additional $1,000, or fraction thereof

Proposed Building Permit and Plan Check Fee Schedule Including a 10% Increase

Total Valuation	***Fee***
$1 to $500	$**70**
$500.01 to $2,000	$**70** for the first $500 plus **$3.50** for each additional $100, or fraction thereof, to and including $2,000
$2,000.01 to $25,000	$**73.38** for the first $2,000 plus **$13.75** for each additional $1,000, or fraction thereof, to and including $25,000
$25,000.01 to $50,000	**$394.63** for the first $25,000 plus **$9.90** for each additional $1,000, or fraction thereof, to and including $50,000
$50,000.01 to $100,000	**$642.18** for the first $50,000 plus **$6.87** for each additional $1,000, or fraction thereof, to and including $100,000
$100,000.01 to $500,000	**$985.88** for the first $100,000 plus **$5.50** for each additional $1,000, or fraction thereof, to and including $500,000
$500,000.01 to $1,000,000	**$3185.88** for the first $500,000 plus **$4.68** for each additional $1,000, or fraction thereof, to and including $1,000,000
$1,000,000.01 and up	**$5,523.38** for the first $1,000,000 plus **$3.50** for each additional $1,000, or fraction thereof

Process for Increasing Permit Fees

Bloomington City Code (BCC) adopts the State Building Code by reference and contains the basis for charging building permit, plan check and trade permit fees. Because they are contained in the BCC, the proposed fee changes need to be adopted by ordinance. B&I proposes publicizing the proposed fee changes to contractors and having staff hold an administrative hearing prior to the City Council hearing on a revised ordinance. The new fees could be implemented as soon as the adopted ordinance is printed in the Sun Current. Here are sections of the BCC that will be amended:

> **§ 15.183 BUILDING PERMIT AND PLAN-CHECKING FEES.**
> Building valuation for the purpose of establishing building permit fees shall be as set forth by the current Building Valuation Data published by the State Department of Labor and Industry Building Codes and Standards."

This section also contains the schedule for building permit fees and hourly inspection charges.

§ 15.189 ELECTRICAL PERMITS AND FEES.

§ 15.190 PLUMBING AND GAS INSTALLATION PERMITS.

§ 15.195 HEATING, VENTILATING, AIR CONDITIONING, REFRIGERATION AND PROPANE STORAGE.

§ 15.198 OTHER INSPECTIONS AND FEES.

Authority for the City to revise its permit fees is delegated by Administrative Section 1300.0160 (Fees) of the 2015 Minnesota Building Code:

Subpart 1. Schedule of permit fees.
The applicant for a permit for a building; structure; or electrical, gas, mechanical, or plumbing system or alterations requiring a permit shall pay the fee set forth by a fee schedule adopted by the municipality.

When submittal documents are required to be submitted by this chapter, a plan review fee shall be required. The plan review fee shall be established by the fee schedule adopted by the municipality.

Exception: The fee schedule adopted by the municipality may exempt minor work from plan review fees.

Subp. 2. Fees commensurate with service.
Fees established by the municipality must be by legal means and must be fair, reasonable, and proportionate to the actual cost of the service for which the fee is imposed.

Subp. 3. Building permit valuations.
The applicant for a permit shall provide an estimated permit value at time of application. Permit valuations shall include total value of all construction work, including materials and labor, for which the permit is being issued, such as electrical, gas, mechanical, plumbing equipment, and permanent systems. Building permit valuation shall be set by the building official.

Subp. 4. Building permit fees.
Building permit fees shall be based on valuation.

With regard to the "fair reasonable and proportionate test" in Subp. 2, every year Finance prepares a report to the State demonstrating that the City's permit fees are proportionate to the actual cost of the services for which the fees are collected. These reports are the most thorough analysis that the City fees and the proposed increases are consistent with Minnesota Section 1300.0160 Subp. 2.

Budgets

Study Session
October 10, 2016

Agenda

- 2017 Budgets
  - Special Revenue Budgets
  - Enterprise Budgets
- Revenue Analysis
  - Lodging Revenue
  - Permits Revenue
  - Fines and Forfeits Revenue
  - Franchise Fees
- Tax Levy Impacts and Options

Special Revenue Funds

- Account for the proceeds of specific revenue sources
- Legally restricted to expenditure for specified purposes
  - Police Special Revenue Funds:
    - Fund 2700 – DWI Forfeiture
    - Fund 2710 – Enhanced 911
    - Fund 2700 – Drug Forfeiture
    - Fund 2730 – Police Grants
    - Fund 2800 – Pension Residual Asset
  - Fund 2200 – Health Special Revenue Fund

Fund 2700 - DWI Forfeiture

	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenue	$126,097	$35,000	$51,000	$51,000
Expense	$73,666	$34,500	$60,156	$61,434
Gain/ (Loss)	$52,431	$500	($9,156)	($10,434)
Working Capital	$314,661	$315,161	$306,005	$295,571
WC Goal	$61,000	$52,000	$64,000	$65,000

Fund 2710 - Enhanced 9-1-1

	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenue	$203,125	$111,824	$291,824	$111,824
Expense	$456,125	$118,394	$281,414	$77,667
Gain/ (Loss)	($253,000)	($6,570)	$10,410	$34,157
Working Capital	$15,154	$8,584	$18,994	$53,151
WC Goal	$40,000	$40,000	$40,000	$40,000

Fund 2720 - Drug Forfeiture

	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenue	$203,937	$130,100	$100,100	$100,100
Expense	$10,320	$12,300	$59,300	$59,300
Gain/ (Loss)	$193,617	$117,800	$40,800	$40,800
Working Capital	$284,578	$402,378	$443,178	$483,978
WC Goal	$50,000	$50,000	$50,000	$50,000

Fund 2730 - Police Grants

	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenue	$227,158	$260,371	$214	$235
Expense	$210,773	$229,056	$214	$235
Gain/ (Loss)	$16,425	$31,315	$0	$0
Working Capital	($31,315)	$0	$0	$0
WC Goal	$0	$0	$0	$0

Fund 2800 - Pension Residual Asset

	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenue	$1,875,841	$2,022,767	$2,372,414	$2,535,114
Expense	$1,853,785	$1,572,982	$1,717,373	$2,063,500
Gain/ (Loss)	$22,056	$449,785	$655,041	$471,614
Working Capital	$1,201,145	$1,650,930	$2,305,971	$2,777,585
WC Goal	$1,754,638	$1,653,048	$1,570,851	$2,007,982

Fund 2200 - Public Health Grants

	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenues	$1,317,857	$936,165	$1,065,390	$1,065,388
Expenditures	$1,315,175	$937,165	$1,090,500	$1,101,106
Gain/(Loss)	$2,682	($1,000)	($25,110)	($35,718)
Working Capital	$116,163	$115,163	$90,053	$79,445
Working Capital Goal	$0	$0	$0	$0

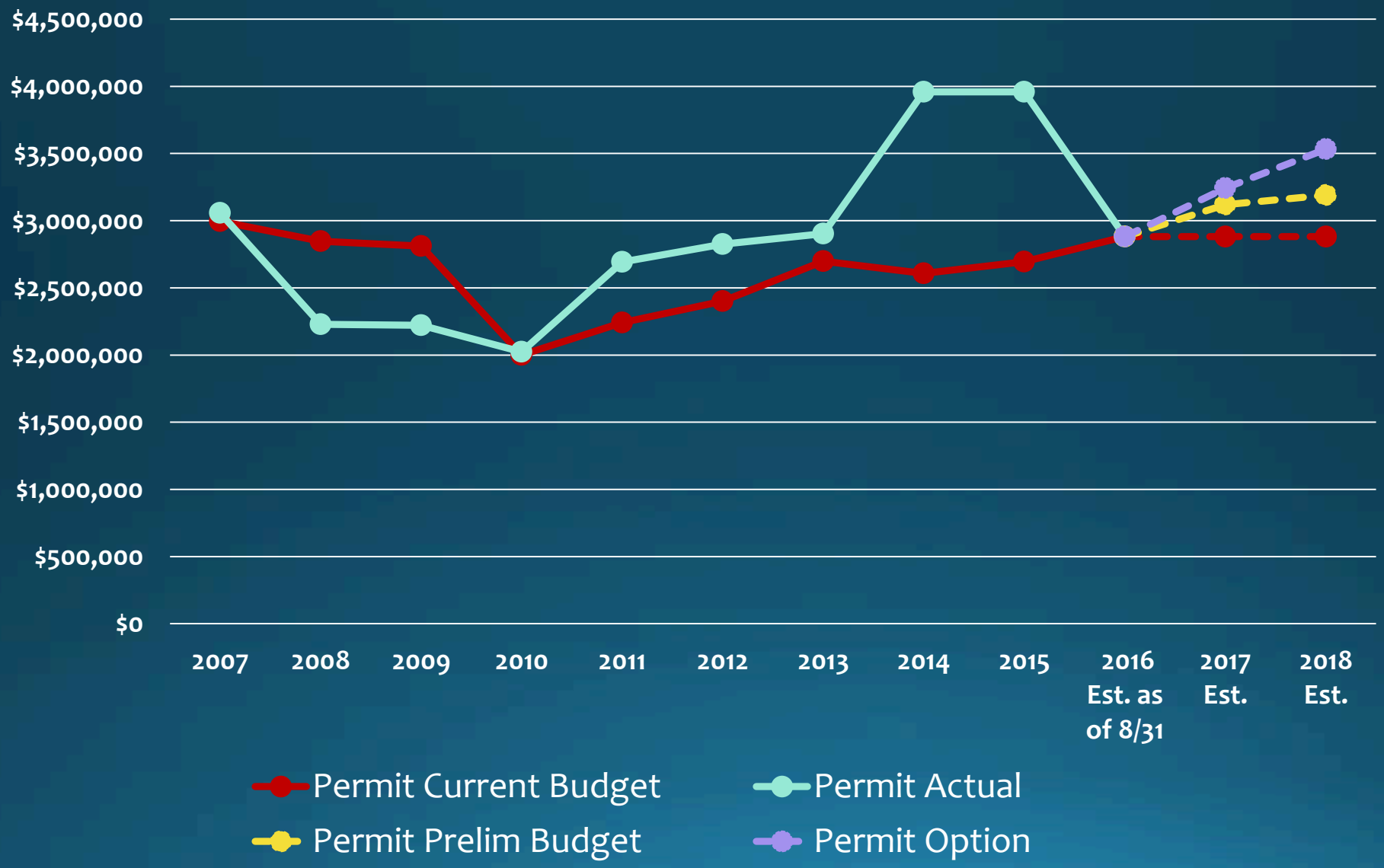
Enterprise Funds

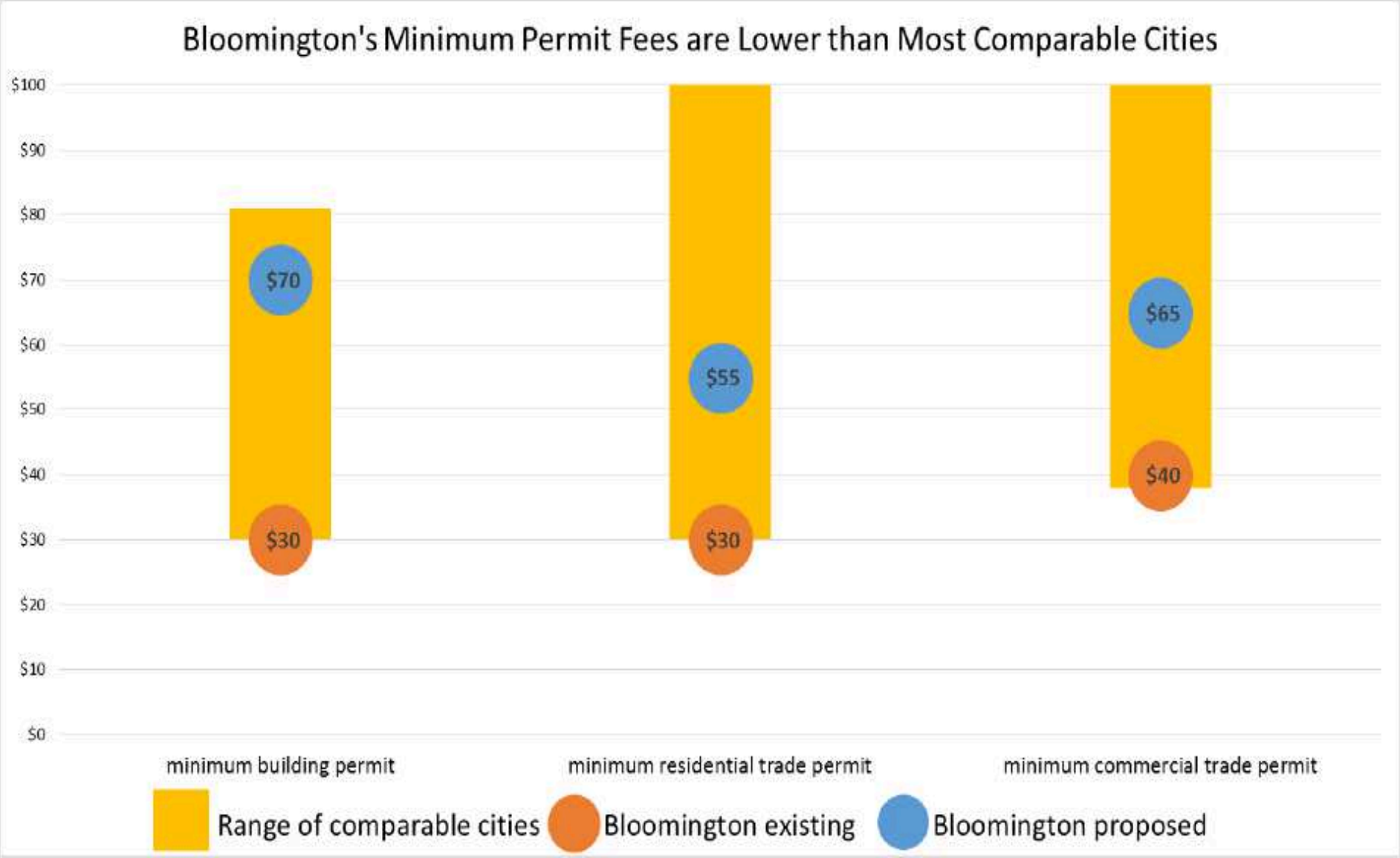
- Provide service to outside customers
- Supported mainly by fees to those customers
- Fees fund both operations and capital
- Run more like a business
  - Fund 6700 – Contractual Police

Fund 6700 - Contractual Police

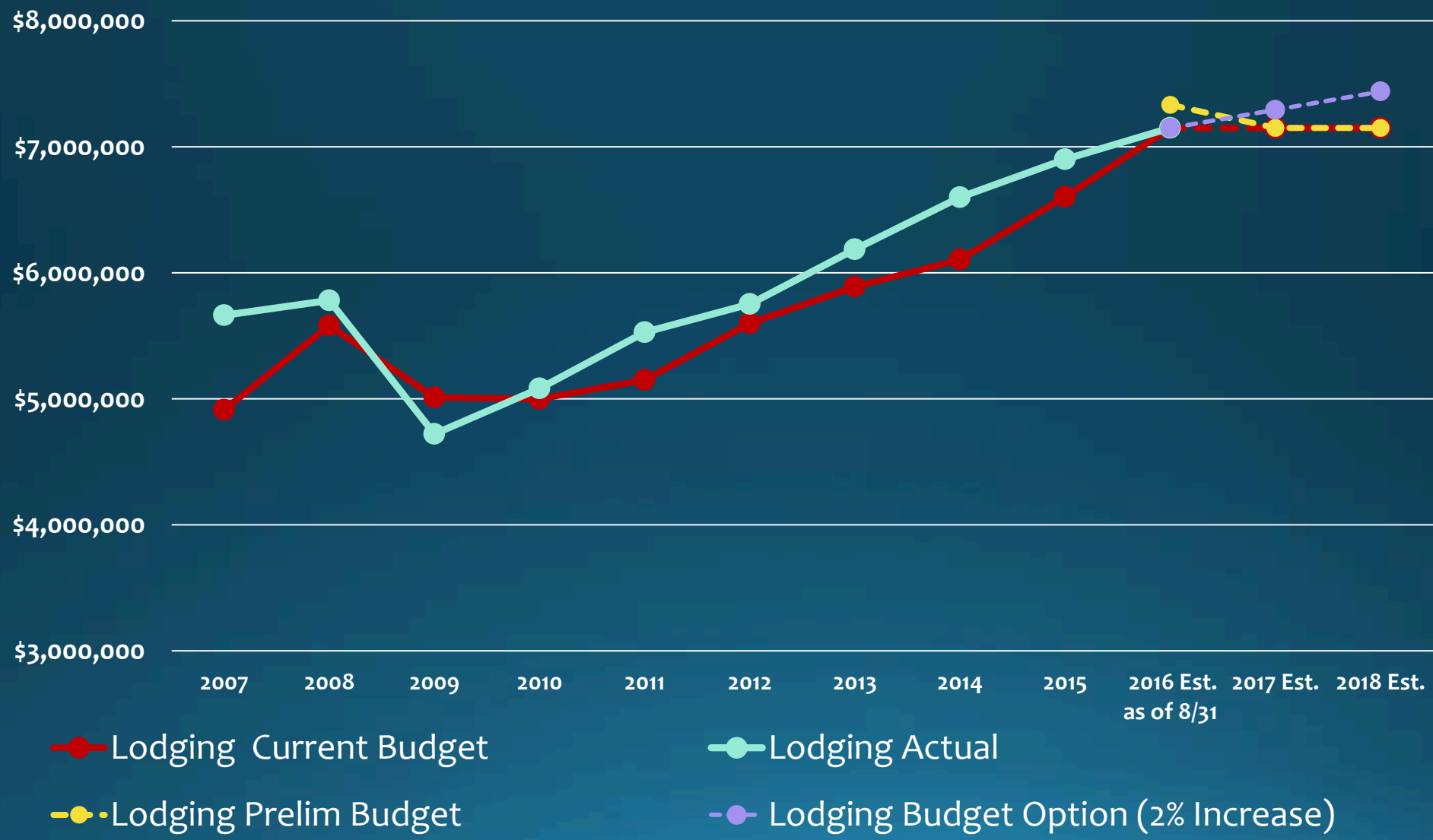
	2015 Actual	2016 Estimate	2017 Proposed	2018 Conceptual
Revenue	$1,922,781	$2,075,000	$1,745,000	$1,745,000
Expense	$1,922,781	$2,075,000	$1,745,000	$1,745,000
Gain/ (Loss)	$0	$0	$0	$0
Working Capital	$0	$0	$0	$0
WC Goal	$0	$0	$0	$0

Permits Revenue

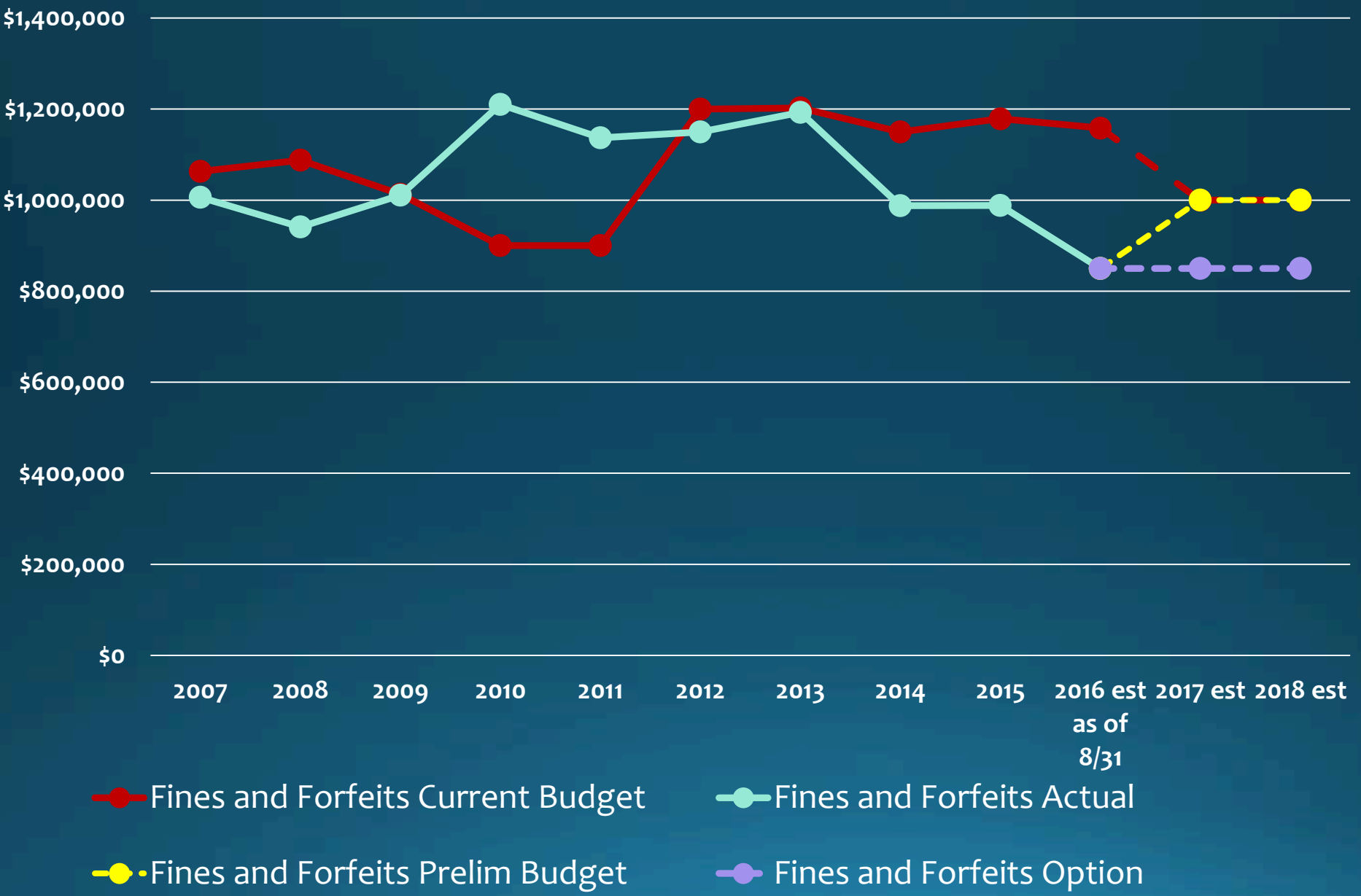



Bloomington's Minimum Permit Fees are Lower than Most Comparable Cities
$100
$90
$80
$70
$60
$50
$40
$30
$20
$10
$0
$70
$30
$55
$30
$65
$40
minimum building permit
minimum residential trade permit
minimum commercial trade permit
Range of comparable cities
Bloomington existing
Bloomington proposed

Lodging Revenue



Fines and Forfeits Revenue



PMP Funding Sources

- Reconstruction
  - Current: Property Tax Levy and Assessments
- Overlay
  - Current: Franchise fees and Infrastructure Replacement Fund (MSA Maintenance)
- Sealcoat
  - Current: City's General Fund/Property Tax Levy
  - *Proposed:* $1,000,000 of Franchise Fee and remainder Property Tax Levy (2017 Preliminary General Fund Budget for Seal Coating is $1,436,748)
- Trail Parks and ROW Construction/Maintenance
  - Current: Franchise fees

Combined PMP Overlay and Trail Needs-2015

Year	Street Overlay	Park Trails	ROW Trails	Total Needs
2016	1,053,947	-	500,000	**1,553,947**
2017	1,264,736	600,000	500,000	**2,364,736**
2018	1,580,921	630,000	500,000	**2,710,921**
2019	2,055,197	661,500	500,000	**3,216,697**
2020	2,774,515	694,575	700,000	**4,169,090**
2021	3,329,419	**729,304**	**700,000**	**4,758,723**
2022	3,662,360	765,769	800,000	**5,228,129**
2023	3,845,478	804,057	800,000	**5,449,535**
2024	4,037,752	844,260	660,000	**5,542,012**
2025	4,158,885	886,473	660,000	**5,705,358**

Combined PMP Overlay and Trail Needs-2016

Estimated Expenditures					
		New		*Updated*	
Year	PMP Street Overlay	PMP Seal Coating	Trails in Parks Reconstruction	Trails in ROW Reconstruction	Total Needs
2016	1,053,947		-	500,000	**1,553,947**
2017	1,264,736	1,000,000	600,000	500,000	**3,364,736**
2018	1,580,921	1,000,000	630,000	550,000	**3,760,921**
2019	2,055,197	1,000,000	661,500	600,000	**4,316,697**
2020	2,774,515	1,000,000	694,575	700,000	**5,169,090**
2021	3,329,419	1,000,000	729,304	800,000	**5,858,723**
2022	3,662,360	1,000,000	765,769	900,000	**6,328,129**
2023	3,845,478	1,000,000	804,057	1,000,000	**6,649,535**
2024	4,037,752	1,000,000	844,260	660,000	**6,542,012**
2025	4,158,885	1,000,000	886,473	660,000	**6,705,358**

Estimated Revenues- Updated

Est. Franchise Fee	Franchise Fee net of Delinquency/non-payment 8%	Grant Applications in Process for Trails in ROW
$3,717,990	$3,420,550.80	
$4,957,320	$4,560,734.40	
$4,957,320	$4,560,734.40	
$5,636,778	$5,185,835.76	
$5,636,778	$5,185,835.76	$300,000.00
$5,636,778	$5,185,835.76	$250,000.00
$6,551,874	$6,027,724.08	
$6,551,874	$6,027,724.08	$250,000.00
$6,551,874	$6,027,724.08	
$6,551,874	$6,027,724.08	

Example-Residential Rate Modeling Impact

Year	2015 Fee Pattern			2016 Fee Pattern With Sealcoating			Cumulative
	Monthly	Annual	Cumulative	Monthly	Annual	Cumulative	Difference
2016	$ 7.50	$ 90.00	$ 90.00	$ 7.50	$ 90.00	$ 90.00	$ -
2017	$ 7.50	$ 90.00	$ 180.00	$ 7.50	$ 90.00	$ 180.00	$ -
2018	$ 7.50	$ 90.00	$ 270.00	$ 7.50	$ 90.00	$ 270.00	$ -
2019	$ 7.50	$ 90.00	$ 360.00	$ 9.00	$ 108.00	$ 378.00	$ 18.00
2020	$ 7.50	$ 90.00	$ 450.00	$ 9.00	$ 108.00	$ 486.00	$ 36.00
2021	$ 9.00	$ 108.00	$ 558.00	$ 9.00	$ 108.00	$ 594.00	$ 36.00
2022	$ 9.00	$ 108.00	$ 666.00	$ 11.00	$ 132.00	$ 726.00	$ 60.00
2023	$ 9.00	$ 108.00	$ 774.00	$ 11.00	$ 132.00	$ 858.00	$ 84.00
2024	$ 9.00	$ 108.00	$ 882.00	$ 11.00	$ 132.00	$ 990.00	$ 108.00
2025	$ 9.00	$ 108.00	$ 990.00	$ 11.00	$ 132.00	$ 1,122.00	$ 132.00

Franchise Revenues Received

	Actual					Forecasted
	Q1	Q2	Q3	Q4	Total	Initial Est. Rev (net)
Center Point	$ 146,816	$ 472,423			$ 619,239	1,320,287
Xcel	-	$ 581,825			$ 581,825	2,100,263
Combined	146,816	1,054,248	-	-	$ 1,201,064	3,420,551

Xcel- April is prorated based on customers billing cycle. May and June are full cycles.

Tax Levy Impacts

Description	2017 Rate	2017 MVH Monthly Amount	2017 Impact	2017 Annual	2018 Rate	2018 MVH Monthly Amount	2018 Impact	2018 Annual
Final 2016 Levy	5.75%	$ 74.64						
Preliminary 2017 Levy	7.72%	$ 72.59	$ (2.05)	$ (24.60)	7.64%	$ 82.31	$ 7.67	$ 92.04
Internal Service Funds " impact"	6.47%	$ 71.69	$ (2.95)	$ (35.40)	8.52%	$ 82.07	$ 7.43	$ 89.16
Options								
I	6.00%	$ 71.35	$ (3.29)	$ (39.48)	9.01%	$ 82.10	$ 7.46	$ 89.52
II	5.75%	$ 71.17	$ (3.47)	$ (41.64)	9.27%	$ 82.12	$ 7.48	$ 89.76
III	5.50%	$ 70.99	$ (3.65)	$ (43.80)	9.53%	$ 82.13	$ 7.49	$ 89.88
IV	5.00%	$ 70.63	$ (4.01)	$ (48.12)	10.05%	$ 82.15	$ 7.51	$ 90.12
V	4.50%	$ 70.26	$ (4.38)	$ (52.56)	10.58%	$ 82.18	$ 7.54	$ 90.48
VI	4.00%	$ 69.90	$ (4.74)	$ (56.88)	11.11%	$ 82.21	$ 7.57	$ 90.84
If 2017 and 2018 were both 5.75%	5.75%	$ 71.17	$ (3.47)	$ (41.64)	5.75%	$ 79.31	$ 8.14	$ 97.68

* median values estimated as increasing 9% for pay 2018

CITY OF BLOOMINGTON
TAX LEVY DETAIL

2017/2018

	General Fund	Debt Service	Tax Abatement Normandale	Recreation Facilities Fund	Fire Pension	Strategic Priorities	Total	Percent Increase Over Prior Year
CERTIFIED LEVY	$51,028,269	$5,460,277	$981,595	$2,092,940	1,000,000	500,000	$61,063,081	8.52%
NET LEVY	$51,028,269	$5,460,277	$981,595	$2,092,940	$1,000,000	$500,000	$61,063,081	
		$500K for fire and parks		$300K for golf $726K for Art Ctr $1,067K for Aquat.				

Request for Council Action

Originator	Item
City Manager	**City Manager Council Update**
Agenda Section	Date
Study Items	10/10/2016

Description

1. Updates to Council by the City Manager

2. Council Issue Identification

Item created by:
Presenter:

Requested Action

Discussion

Attachments:

NONE