

Study Meeting #13
Monday, April 30, 2007, 7:00 p.m.
Bloomington Civic Plaza
1800 West Old Shakopee Road
Bloomington, Minnesota 55431-3027

Call to Order

Mayor Gene Winstead called the meeting to order at 7:00 p.m.

Roll Call

Present: Mayor Winstead, Councilmembers R. Axtell, S. Elkins, A. Grady, K. Nordstrom, S. Peterson, and V. Wilcox.

Approved Minutes
ITEM 3.1

Motion was made by Grady, seconded by Elkins, and all voting aye, to approve the minutes of the August 28, 2006 (Study) and February 5, 2007 (Regular) City Council meetings as presented.

Study Item #1 –
Urban Partnership
Agreement
Presentation

Bernie Arseneau, Director of the Office of Traffic, Safety & Operations, Minnesota Department of Transportation (MnDOT) stated the Urban Partnership Agreement (UPA) effort is being handled through his office and proceeded to introduce Farrell Robinson, another MnDOT representative who presented background on the UPA and specifically Minnesota's application that was submitted today. He explained this new program of the U.S. Department of Transportation was introduced last year and that all of the programs combined will amount to approximately \$1.2 billion in funding that is expected to be implemented between 2007-2009. He stated Minnesota's application was submitted jointly by the Commissioner of Transportation and the Chair of the Metropolitan Council. In addition to the application, letters of support were provided from a variety of transit organizations including the University of Minnesota, local governments, counties and businesses.

Arseneau continued with more details relating specifically to the Minnesota proposal and provided Council with a map of the Metro Area and an illustration listing the congestion reduction initiatives proposed in the application and a matrix of the Tier 1 and Tier 2 candidate corridors. He explained the program is focused on tolling as a strategy to reduce congestion. He stated while the UPA is interested in aggressive tolling, Governor Pawlenty is not. There is, however, an appetite for congestion pricing and tolling in this application is viewed as a congestion pricing measure in order to help manage traffic on the system. He stated the Minnesota model falls somewhere between the expansion of roadways and aggressive tolling alternatives. He used an illustration to describe the Twin Cities Urban Partnership Agreement congestion reduction initiatives: Minnesota Guidestar, Transit, Mileage Based User Fees, Value Pricing Program, MnPASS Program, Traffic Operations, and Twin Cities Congestion Management Initiatives. He stated this is a preliminary proposal and that they will find out in June if this application will be moving on. If it is, they will be required to submit a more refined proposal with better dollar figures.

Council comments/inquiries were as follows:

- Elkins inquired if the plan is to have no transit advantages or HOV/HOT lanes between 494 and 46th Street until such time the Crosstown is complete. He stated that is the biggest bone of contention between the County and the I-35W Solutions Alliance is that there is a gap and no continuous HOV/HOT or the BRT component all the way through the corridor.
- Arsenow stated the goal is to have the strategies implemented in 2009 with completion of the Crosstown scheduled for 2010 and added it's difficult to incorporate a price lane during construction of the Crosstown project. He stated MnDOT will not be moving forward on any project that does not have local or legislative support.

(Staff to bring back a resolution of support for adoption at the next Council meeting, containing language similar to that of the resolution drafted by Hennepin County to ensure consistency.)

**STUDY ITEM #2 –
Traffic Demand
Management
Program**

Larry Lee, Director of Community Development, introduced Melissa Madison, Executive Director of the I-494 Corridor Commission who presented an overview of the Transportation Demand Management (TDM) program components that should be considered when developing a future TDM policy or ordinance. Her presentation covered the following: What is Traffic Demand Management, Why should the City do TDM's, the various TDM program components, where TDM's should apply, to what level they should be enforced, the cost of enforcement, the financial guarantee, key success factors, and examples of local TDM successes.

Council inquired how best to initiate TDM's and whether or not the City should consider absorbing some of the TDM costs. It was stated it either takes a heavy hammer or a very sweet carrot to implement a TDM program but at least some of the challenges have been identified.

(No action was required by the Council.)

**STUDY ITEM #3 -
Normandale Lake
Study**

Larry Lee presented the Normandale Lake Study item and Craig Vaughn, SRF and Terri Heaton, Springsted were present for Council questions relating to the improvements and the funding alternatives. Lee's presentation addressed some of the questions Council had following their study meeting on March 26, i.e. would developers be willing to pay their fair share of the costs of the improvements in addition to a number of foundational questions?

- Why Improve the Intersection? *(Today's operation is substandard and City approved development is conditioned on improvement.)*
- Who Does the Intersection Serve? *(Today and in 2030)*
- Who Benefits from Commercial Development? *(Bloomington residential owners, the property tax base, Bloomington Class A Office market.)*
- Where is Bloomington's Future C/I Development Potential?
- Can the Project Costs be Trimmed? *(Places to cut costs, 84th & Normandale intersection, pedestrian/bike bridge over Normandale, right-of-way, street improvements in the NE and NW quadrants, urban design, accelerate construction schedule.)*
- What Does "Level of Service" Mean? *(LOS "A, B, C, C, E and F.")*
- Funding Scenario (2008 & 2013 Dollars)

Lee presented information on the current delays experienced by vehicles at the 84th & Normandale Boulevard intersection during the P.M. peak hour and explained how it will worsen between now and 2030 if the intersection is not improved and the area is fully developed. He also explained how the interior streets at 84th & Normandale will be impacted with no improvements at that intersection. He stated the LOS improves to a "D" at the intersections of 84th & Norman Center Drive, 84th & Normandale Boulevard and at 84th & Normandale Lake if Option A is implemented and the projected 2030 development and background development occurs. He reminded Council LOS "D" is the minimum acceptable LOS standard for improvements used by both the City of Bloomington and Hennepin County. He stated 15% of Bloomington's potential commercial/industrial employment through 2030 lies within this area. He reminded Council that in August 2001, the letter of transmittal to Dukes Weeks included Condition #2, which stated no construction is authorized beyond Phase II without completion of the traffic mitigation measures outlined in the Environmental Impact Statement (EIS) or as otherwise approved by the City Council. He also reviewed the funding approach for the intersection improvements. He stated staff met with Duke Weeks and United Properties and it looks like the developers of office space would agree to an assessment of approximately \$3 per square foot on all office property (existing and new) spread over a period of time of approximately ten years, which would yield \$10 million back towards the project. The question for Council is should staff continue this type of funding approach.

**STUDY ITEM #3
continued**

Terri Heaton, Springsted, provided the following information relating to the funding options. Abatement bonding could be used for the pedestrian bridge and urban design, etc., which would allow the City to fund 100% of the principal amount of the bonds to come from abatement revenues, the rest could be a regular levy. On the portions of the project that are being assessed, she stated 429 bonding authority is available for public improvement bonds and as long as at least 20% of the debt service comes from assessments, that part could be bonded using that authority. Overall, most of the project would qualify as reconstruction because of the new intersection language. She stated they would recommend combining them into one bond issue to save on issuance costs but it would depend on the timing. She stated they are looking at 20-year abatement bonds. It would be \$1.5 - \$2 million of local sources and abatements annually for 20 years.

Regarding an approach to the funding scenario, Bernhardson asked Council if using 33% of the commercial assessments for improvement of the 84th & Normandale Boulevard intersection itself is reasonable.

In an effort to make the cost more reasonable for the developers and to Band-Aid the situation, Council inquired if constructing only the pedestrian bridge, changing the length of the light cycle going north at 84th & Normandale Boulevard, and cutting off Norman Center Drive in the P.M. peak hour would be worth it. Staff replied it could be but indicated Engineering staff probably wouldn't recommend that. They also discussed how it would cost less to do it now rather than wait and do it down the road plus two developers will contribute to the funding.

Bernhardson suggested continuing this to the May 14 study meeting so staff could further explore the 33% and determine how much between tax abatement and local sources would be needed and what a bond issue might look like to make the improvements.

(At Bernhardson's suggestion, Council continued this item to the May 14 meeting so staff could further explore the 33% and determine how much tax abatement and local sources would be needed and what a bond issue might look like to make the improvements.)

**STUDY ITEM #4 –
Stanley/Nine Mile
Creek Parkway
Holistic Traffic
Management Study**

Amy Marohn, Civil Engineer, and Paul Jarvis, Traffic Management Coordinator, presented the Stanley/Nine Mile Creek Parkway Holistic Traffic Management Study item. They stated there were 17 traffic management options for the Stanley/Nine Mile Creek area and proceeded to present the following options which were determined by staff to be viable options for further consideration:

- Alternative 1A: (Remove signal at Stanley and 84th Street and create a two-way stop.)
- Alternative 1B: (Modify signal timing at 84th & Stanley.)
- Alternative 2: (Pair of speed tables on Stanley [neighborhood request/idea], striping on Stanley, and corner treatment [center median, outside curb] at intersection of Nine Mile Creek Parkway & Stanley [neighborhood request/idea, later stopped by the neighborhood].)
- Alternative 3: (Closure on Nine Mile Creek Parkway between Oxborough and Poplar Bridge Road.)
- Alternative 4A or 4B: (Restrict turning movements in P.M. peak hours at 84th Street onto Stanley – signs [4A] or physical change [4B] [bulb outs, diverters, or partial closures [neighborhood request/idea].)
- Alternative 5A or 5B: (Restrict A.M. turning movements at 90th Street onto Nine Mile Creek Parkway – signs [5A] or physical change [5B] bulb outs, diverters, or partial closures [neighborhood request/idea].)

**STUDY ITEM #4
continued**

Bernhardson stated there are two volumes of traffic: Local - those wanting to go south of 90th Street and west of France Avenue plus non-local traffic. He stated the local traffic will get shifted somewhere else so there needs to be way to reduce the non-local traffic to keep it outside of the area.

Council stated the neighborhood was not supportive of speed tables so that probably won't fly.

Elkins suggested converting the four lanes to three on 84th Street from Penn Avenue to Normandale taking out all of the stop signs and suggested not dismissing the idea of the diagonal diverters just yet. (A copy of a drawing utilizing diagonal diverters suggested by a resident was distributed to Council.)

Staff mentioned there needs to be a signal along 84th Street to platoon the traffic.

(Council suggested forwarding staff's recommended options to the Traffic & Transportation Advisory Commission (TTAC) for neighborhood input including the idea of some temporary blocks or closures, consideration of a restriping of 84th Street from four lanes to three, and keeping the diagonal diverters available as a tool in the toolbox. They also suggested staff expand the notification area to include more people in the neighborhood in an effort to develop a holistic approach.)

**STUDY ITEM #5 –
Approval of 2008
Collector Street
Striping
Reconfiguration
Program Street List**

Bernhardson provided Council with a list of staff's responses to the five questions Elkins presented to staff regarding collector streets and stated the primary reason the City got involved in restriping was for traffic calming. He stated staff will be looking at how the striping and Alternative Transportation Plan dovetail and will bring that information to the May 14 study meeting.

Council inquired if there is data to prove the restriping program is working and if it's worth continuing to pursue.

Wilcox stated it doesn't work very well along 82nd Street between Portland Avenue and Lyndale Avenue.

Staff stated a survey after the fact has revealed marginal decreases in speeds have been realized on the streets that have been restriped. It was stated perception by those that live on the street is a benefit, as it pulls the traffic lane away from the curb.

(Council determined it is worth continuing the restriping program and concurred with staff's list of streets that will be presented to the public and studied for possible restriping in conjunction with the 2008 PMP Program. Staff to look specifically at the appropriate conversions for Colledgeview and Xerxes Avenue.)

**STUDY ITEM #6 –
Sanctions for Tobacco
License Violations**

Per Council's direction at their March 19 meeting, City Attorney Dave Ornstein prepared a memo relating to the sanctions the City imposes for tobacco license violations. It was stated the City is way ahead of its competition although perhaps a little tougher on the 5-year look back than other communities. As Bloomington is consistent with surrounding communities on its sanction schedule, Council determined it doesn't need to fix something that isn't broken.

ADDITIONAL ITEMS

Due to a couple of Council conflicts with the June and July study meeting dates, staff suggested moving them to Tuesdays so staff will contact Council members to check on their availability for June 19 and July 24.

Adjourn Meeting

Mayor Winstead adjourned the meeting at 11:00 p.m.

Barbara Clawson
Council Secretary