

CITY OF BLOOMINGTON
2215 WEST OLD SHAKOPEE ROAD
HENNEPIN COUNTY, MINNESOTA 55431

CITY COUNCIL MEETING

Approved Minutes
Strategic Planning Meeting
Meeting #27A

5:30 p.m.
October 7, 2002
Council Chamber

- Call to Order Mayor Gene Winstead called the meeting to order at 5:47 p.m.
- Roll Call Present: Mayor Winstead, Councilmembers D. Abrams, S. Elkins, M. Fossum <arrived at 6:27 p.m.>, H. Harden, S. Peterson, and V. Wilcox.
- Public Comment Period The Public Comment Period is not usually open during study/special meetings.
- Items Relating to Regular Council Agenda City Manager Mark Bernhardson inquired if Council had any questions or concerns regarding Item 6.18 that will be formally acted upon at the regular meeting later in the evening. He stated that a groundbreaking would probably take place later in the month and should be open by next fall.
- Regarding the Regular Council agenda, Bernhardson explained that the Public Works salt/sand building is needed as part of the NPDES (National Pollution Discharge Elimination System) requirement and thus necessitated the purchase of the land on the north side of Public Works. He inquired if Council had any questions regarding the architectural services portion of the salt/sand storage building and they did not.
- Lori Economy-Scholler Introduced to Council Bernhardson introduced Lori Economy-Scholler, the City's new Chief Financial Officer to the Council.
- Met Transit Sector 5 Presentation Jim Gates, Deputy Director of Public Works, introduced Adam Harrington, Planning Department Manager and John Dillery, Senior Transit Planner for Metro Transit, who presented the Sector 5 Transit Improvement Project Study. His presentation highlighted the following:
1. The Sector Study Overview: (Comprehensive planning approach, implement plan within three years and within current budget.)
 2. Planning Approach: (Evaluate existing transit service, integrate local plans, include local communities and stakeholders, and incorporate key regional transit objectives). Their staff profiled every route in the Sector 5 Study Area. He stated that 65-70% of their current service is oriented toward productivity and 30% toward coverage.
 3. Key Objectives: (Faster service to major destinations, fit frequency and network to density of development, optimize efficiency of routes and schedules, improve connections, and integrate plans for new facilities and services like Riverview, Hiawatha LRT, I-494, and I-35W stations.) A map was shown indicating the Met Council's 2025 transitways including proposed commuter rail corridors, proposed LRT corridors, busway corridors, and proposed bus and/or LRT corridors that the County is planning on pursuing.
 4. I-494 Survey: (950 people surveyed by employer locations in the Sector 5 area resulted in the following findings: 95% of people drive alone, 4% carpool, and less than 1% take transit. The average commute distance is 17 miles and the average commute time is 35-40 minutes.)
 5. I-494 Employee Response to Transit: (Interest in alternatives revealed that 34% are not open to alternatives, 11% are open to carpool, 30% are open to bus, and 26% would try anything.)
 6. I-494 Planning Strategies: (Must compete effectively with personal vehicle travel, provide fast travel and good access together with reliability, must be simple to use, must embrace a network of transit services that includes rapid services for I-494 and I-35W that need to connect, rapid services that need to connect with local bus/shuttles, service that directly connects with large destinations, and consider more than just the commute.)

7. I-494 Long Range Plan: (Rapid relocated to exclusive center lanes on I-494 with more frequent service and larger BRT vehicles, I-494 Rapid connection with I-35W Rapid through direct station connection and with West 7th Street Rapid and Hiawatha LRT through priority access to MOA, continue Ring Road, enhanced arterial, and shuttle routes, provide connection opportunities for corporate shuttles at new freeway center median stations, upgraded stations with weather protection, "next trip" displays, and additional amenities continue, and ITS support for Ring Road and arterial services to include signal priority, queue jumpers, and by-pass lanes.)
8. Facilities supporting the Sector 5 Plan (bus layover and turnaround space, park and ride lots, on-line bus stations on freeways, upgraded bus stops, upgraded passenger waiting facilities, ITS support for Ring Road and arterial services to include signal priority, queue jumpers, and by-pass lanes, and integrate with transit-oriented development.)

A list was provided showing some of the resources available to Bloomington in developing transit-oriented types of areas. The estimated annual funding available in 2002 and subsequent years and the application timeframes were also included. It was stated that a draft service plan for the entire Sector 5 area should be available by the end of October, would be brought to the public in January, 2003, with Plan approval in February as modified by the public. Implementation of the Plan is proposed for September 2003 at the earliest with a completion goal of April 2004 when LRT opens operations. The current and proposed funding for the next three years was discussed.

Dillery commented that two new Be Line routes may be added to serve west Bloomington.

Elkins stated that there are external sources of funding available to the City for both planning and for funding the actual facilities and land assembly, etc.

<Mayor Winstead turned the gavel over to Deputy Mayor Harden, as he needed to attend another brief engagement.>

Responding to a question from staff regarding the 98th Street Park and Ride, Harrington replied that it will be built by the end of 2003. In addition, he stated that St. Luke's Church parking lot will also be used as a park and ride lot.

Regarding a park and ride in the Hwy. 100 corridor, it was stated that the desire is to get something south of 494 on Normandale Boulevard but that it still needs to be explored with staff and developers. In addition, Met Transit is looking at a potential joint use further north in Edina for a park and ride. They would rather have two large facilities to drive the service rather than a series of small park and rides or local collectors. Dillery stated that short-range and long-range, a large park and ride lot is desired at 35W and the Ring Route. Ideally, a connection at the top of the bridge on 82nd Street would be good so people could make a convenient connection between the 35W Express Service and the east/west routes. Questions are, "Is 82nd Street the right location to do it and can it be done safely?" It was stated that the public has an issue with security and riding the bus, so Met Transit is looking to improve passenger waiting facilities to make them better amenities that are well lit and provide a sense of security for the riders. They want to promote the fact that they have security cameras on their buses and that the MTC is one of the safest bus systems in the country. A "How to Ride the Bus" campaign is in progress and is available on their website.

Adjourn Meeting

Mayor Winstead adjourned the meeting at 6:51 p.m.

Barbara Clawson
Council Secretary