

**Regular Meeting #6
Monday, February 1, 2010
Bloomington Civic Plaza
1800 West Old Shakopee Road
Bloomington, Minnesota 55431-3027**

**Call to Order and
Pledge to Flag**

Mayor Gene Winstead called the meeting to order at 7:04 p.m.

Roll Call

Present: Mayor Winstead, Council Members S. Elkins, A. Grady, T. Hulting, K. Nordstrom, S. Peterson, and V. Wilcox.

Absent: No one

**Adopted Resolution
Designating New
Principal Investigator
for Energy Efficiency
and Conservation
Block Grant (EECBG)
R-2010-6
ITEM 3.1**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to adopt a resolution designating Jennifer Desrude as the City's Principal Investigator for the administration of the Energy Efficiency and Conservation Block Grant. The motion carried, 6-0 (Hulting was out of the room).

**Ordered Feasibility
Study for Normandale
Lake District Sanitary
Sewer Improvement
Project
ITEM 3.2**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to order a Feasibility Study for the Normandale Lake District Sanitary Sewer Improvement project. The motion carried, 6-0 (Hulting was out of the room).

**Approved Distribution
of American Boulevard
Land Proceeds
ITEM 3.3**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to approve distribution of the land proceeds from 700 and 900 American Boulevard of \$804,623.48 and the write-down of remaining loan balance to funds that provided "gap" financing for the entire American Boulevard and Lyndale project activities. The motion carried, 6-0 (Hulting was out of the room).

**Authorized Transmittal
of Comment Letter –
Metropolitan Airports
Commission 2030
Long-Term
Comprehensive Plan
ITEM 3.4**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to authorize transmittal of a comment letter to the Metropolitan Airports Commission regarding their 2030 Long-Term Comprehensive Plan as included in the agenda material. The motion carried, 6-0 (Hulting was out of the room).

**Approved the 2008
Year-End
Encumbrance Rollover
ITEM 3.5**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to approve the rollover of outstanding 2009 encumbrances as listed in the agenda into the 2010 fiscal year with a reduction of the 2009 budget and an adjustment of the 2010 authorization by the same amounts. The motion carried, 6-0 (Hulting was out of the room).

**Awarded a Bid – Urban
Search and Rescue
Mobile Shelter System
ITEM 3.6**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to award a contract for the purchase of an urban search and rescue mobile shelter system to be utilized by Minnesota Task Force One to Western Shelter Systems of Eugene, Oregon in the amount of \$407,425.03. The motion carried, 6-0 (Hulting was out of the room).

**Approved 2010
Bloomington Fine Arts
Council Funding
Agreement
ITEM 3.7**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to approve the Agreement between the City of Bloomington and the Bloomington Fine Arts Council for the period of January 1, 2010 through December 31, 2010 for financial assistance in the amount of \$101,654. The motion carried, 6-0 (Hulting was out of the room).

**Approved 2010
Bloomington Theater
and Art Center Lease
Agreement
ITEM 3.8**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to approve the Lease Agreement between the City of Bloomington and the Bloomington Theater and Art Center for the period of January 1, 2010 through December 31, 2010 for financial assistance (in the amount of \$66,592), office space and additional shared use of the Bloomington Center for the Arts. The motion carried, 6-0 (Hulting was out of the room).

**Statewide Complete
Streets Policy Support
R-2010-7
ITEM 3.9**

Motion was made by Wilcox, seconded by Elkins and all present voting aye, to adopt a Resolution and authorize the Mayor to sign the Resolution expressing support of a Statewide complete Streets Policy. The motion carried, 6-0 (Hulting was out of the room).

**City Council Policy
and Issue Update
ITEM 6.1**

City Manager Bernhardson reported staff is looking to hold a 2010 Legislative meeting on March 5 in the BCS area. A 2010 Policy for Council review will be presented at the February 22 meeting.

Bernhardson reminded the Council the annual meeting of the Richfield-Bloomington Watershed Management Organization (RBWMO) is scheduled for 5:30 p.m. on March 1 at Bloomington Civic Plaza.

Elkins asked that at a future study meeting the Council discuss Personal Rapid Transit (PRT). Bernhardson explained the Governor has indicated some interest in having PRT explored and there have been two or three core groups looking at this issue. These groups believe the South Loop area would be a good candidate for this and they would like to discuss this further with the City and to have the City back this proposal. They are looking for right-of-way to develop a major system. Bernhardson explained internal staff has discussed this and felt it would be best to set up some parameters as to what is needed.

Keel reported MnDOT has no money available for PRT and there are no projects identified. Interest was generated at a symposium held in Rochester. The groups that have talked to the City have plans ranging from a simple test group on Phase II of the Mall of America to a system that runs up American Boulevard.

Winstead said in the news there was an item about a Jobs Bill being created and helping with Mall of America legislation. Bernhardson said last week he had received word that the House is looking to advance a Jobs Bill and this bill would allow for more flexibility to the legislation that was passed in 2008 as it relates to the Mall of America. Bernhardson said he has not had an opportunity to look at the entire bill and it is his understanding they are only talking about small changes to the 2008 legislation. Any changes to that legislation will require local approval.

**Variances and Final
Site Plans and
Building Plans for
White Castle System,
Inc., 9600 Lyndale
Avenue
Cases 7612AB-09 and
7612C-09
R-2010-8
Item 5.2A**

Larry Lee, Director of Community Development, presented a brief staff report explaining essentially this item was approved in 2007. The variance expired and the developer is proposing the same plan as previously approved. Lee said with the work being done on Lyndale Avenue this summer it is a good time to do this project. They are proposing to scrap the site and will be out of business during reconstruction.

In Cases 7612A-09 and 7612B-09, motion was made by Grady, seconded by Peterson and all voting aye, to adopt a Resolution approving variances to reduce the required minimum building floor area from 4,000 square feet to 3,016 square feet for a freestanding restaurant building at 9600 Lyndale Avenue subject to the following conditions:

- 1) The variance is applicable only to the building shown on plans in Case 7612A-09 and approved in the Final Site Plans and Building Plans in Case 7612C-09; and
- 2) The building must be in compliance with all other applicable regulations and performance standards;

and subject to the following Code requirement:

The variance will expire one-year from the date of City Council approval unless utilized in accordance with Section 19.23.01 of the City Code.

Item 5.2A (continued)

And a variance to reduce the required sign setback for an existing monument sign from 20-feet to 10-feet from the current property line and planned widened right-of-way for Lyndale Avenue at 9600 Lyndale Avenue subject to the following conditions:

- 1) Prior to the issuance of a sign permit for a new face in the existing monument sign, the applicant will submit to the Issuing Authority a recordable document, acceptable to the City Attorney, signed by the owner that guarantees removal of the monument sign from the non-conforming location upon notification to do so by the City based upon the approval of street improvements along the Lyndale Avenue frontage that would reduce the sign setback to less than 25 feet from the street;
- 2) The approved variance will be applicable only to the existing monument sign as shown in the plans submitted in Case 7612B-09;
- 3) The existing monument sign structure will not be altered as to size, height or amount of copy area; and
- 4) When the monument sign is removed, any relocation will only be to either a conforming location or one properly approved by the City and the applicant will obtain a proper sign permit for that location.

The motion carried, 7-0.

In Case 7612C-09, motion was made by Grady, seconded by Peterson and all members voting aye, to approve the Final Site Plans and Building Plans for a new freestanding restaurant and related site improvements at 9600 Lyndale Avenue subject to the following conditions being satisfied prior to the issuance of any site development or building permits:

- 1) Exterior building materials be as shown on the plans submitted in Case 7612C-09 and be approved by the Planning Manager;
- 2) An erosion control surety shall be provided to the Manager of Building and Inspection Division;
- 3) The Grading, Drainage, Utility, Erosion Control and Traffic Control plans shall be revised for approval by the City Engineer;
- 4) A Stormwater Management Plan shall be provided which includes:
 - a) Stormwater Rate Control;
 - b) Stormwater Volume Control;
 - c) Water Quality Treatment; and
 - d) Maintenance Plan to be signed by the property owner and filed of record with Hennepin County;
- 5) Access, circulation, and parking plans be approved by the City Traffic Engineer;
- 6) A National Pollutant Discharge Elimination System (NPDES) construction site permit and a Storm Water Pollution Prevention Plan (SWPPP) shall be provided if greater than one acre is disturbed;
- 7) A Minnesota Pollution Control Agency (MPCA) Sanitary Sewer Extension or Modification Permit shall be obtained or notification from the MPCA that this permit is not required shall be submitted to the City;
- 8) A maintenance schedule/plan for the grease interceptor shall be signed by the property owner and filed with the City Utility Division;
- 9) A Nine Mile Creek Watershed District Permit shall be provided;
- 10) Sewer Availability Charges shall be determined and fees be satisfied;
- 11) Approved erosion control measures shall be in place prior to issuance of grading permits; and subject to the following conditions:
 - 12) Alterations to utilities be at the developer's expense;
 - 13) The direct sidewalk connection to the Lyndale Avenue sidewalk shall be striped through the interior driveways and a bike rack for not less than five bicycles shall be maintained;
 - 14) All customer parking shall occur on-site and off of the adjacent public street(s);

Item 5.2A (continued)

- 15) All construction related parking, loading and unloading, staging, and material storage and stockpiling shall occur on-site and off of adjacent public streets except as may be approved by the Director of Public Works for a temporary period;
 - 16) All business related loading and unloading occur on site and off of public streets;
 - 17) Approved and installed erosion control barriers shall be maintained in an effective and functional condition throughout the construction period and shall not be removed until all disturbed areas are stabilized in an approved manner and removal is authorized by the City Engineer;
- and subject to the following Code requirements:
- 1) Electronic utility as-builts, per City of Bloomington requirements, shall be submitted to the Public Works Department prior to the issuance of the Certificate of Occupancy;
 - 2) Three foot high solid screening be maintained along Aldrich Avenue, Lyndale Avenue, and West 96th Street as approved by the Planning Manager (Sec. 19.52);
 - 3) Landscape plan shall be approved by the Planning Manager (Sec. 19.52);
 - 4) A landscaping surety shall be provided to the Manager of Building and Inspection Division (Sec. 19.52);
 - 5) All rooftop equipment shall be fully screened (Sec. 19.52.01);
 - 6) Poured-in-place concrete curbs be provided on the perimeter of parking lots and traffic islands (Sec 19.64);
 - 7) Unused water services shall be properly abandoned (Sec. 11.15);
 - 8) Building be provided with an automatic fire sprinkler system as approved by the Fire Marshal (MN Bldg. Code 903.1; MN Rules Chapter 1306; MN State Fire Code Sec. 903.1);
 - 9) Fire lanes shall be posted as approved by the Fire Marshal (Sec. 8.73 Bloomington City Code);
 - 10) Utility plan showing location of existing and proposed water main and fire hydrant locations shall be approved by the Fire Marshal and Utilities Engineer (Sec. 6.20 Bloomington City Code; MN State Fire Code Sec. 508);
 - 11) Food service plans be approved by the Environmental Services Division (Sec. 14.360);
 - 12) Parking lot and site security lighting shall satisfy the requirements of Section 21.301.07 of the City Code; and
 - 13) Except for the location of the existing monument sign as allowed by variance in Case 7612B-09, signage shall comply with the requirements of Chapter 19, Article X of the City Code.

The motion carried, 7-0.

Opened Public Comment Period

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

Interim Use Permit for Open Outdoor Storage Eric Hillger, 9054, 9060 and 9100 Grand Avenue Case 8055A-09 ITEM 5.2B

Larry Lee explained the City Council continued this item in November 2009 to give the applicant time to clean up this area and to come into compliance with the Environmental Code. The applicant is proposing to expand the area he is utilizing for exterior storage. There are still a number of violations of exterior storage at this location. Lee stated the City Council has three options they may take this evening. The Council can ask the applicant to continue this item again and to extend the deadline to April 27. Overall, the objective is to get this property into compliance not to put the applicant out of business. The Council may also approve a one-year interim use permit or they can approve it for a shorter time. The third option is to deny the application and ask for a Resolution of denial to be on the February 22 agenda for City Council consideration. If the Council chooses the

Item 5.2B (continued)

Resolution of Denial option, the City would begin enforcement of the property as a non-conforming use. Lee said staff is recommending the Council continue this item allowing the applicant to bring the site into compliance prior to approving an interim use permit.

Grady asked if they would be better off approving a one-year interim use permit giving the applicant a full summer to get the property into compliance. Lee responded this process was started one year ago and the applicant has had a complete year to comply. He said he is reluctant to give the applicant a year because the applicant may lose the sense of urgency.

Erick Hillger, applicant for the permit, said it is possible the April 27 compliance date could work. There is a semi-trailer on the property that needs to be removed but directly behind it is a large icy plow berm. Removal would have to occur in the spring.

Winstead said there is a much larger list of violations and the applicant has made some progress but still has a fairly significant list of things to do. Winstead said he would recommend they give the applicant a period of time to get into compliance since his track record is not that good. They are looking for compliance. Hillger said he believes he can get a lot of the work done fairly quickly. He said he does not have good excuses for not coming into compliance over the summer. His company, Fowler Electric, is a warehouse distributor and the pallets on the property are a regular part of the business. They do accumulate and they need to be disposed of. Hillger said he leases the building out for supplemental income.

Wilcox said he is in favor of continuing this item to April 27 with a firm note that is the end of deadlines in cleanup. If he requests additional time, Wilcox said he would vote against that request. Also, he must define where vehicles are stored on the lot as related to the surrounding residential property. Bernhardson pointed out any extension is predicated with the owner signing the extension. Hillger said he will sign the extension taking him through April 27. Lee pointed out the Interim Use Permit will come back to the City Council on April 26 and the Extension of Agency Action to be signed by the applicant will go to May 4.

Motion was made by Wilcox, seconded by Nordstrom and all voting aye, to extend the Interim Use Permit Open Outdoor Storage for James Hillger at 9054, 9060 and 9100 Grand Avenue to May 4 with the permit being considered by the Council on April 27 with the condition City staff work with the applicant. The motion carried, 7-0.

Closed Public Comment Period

The Mayor asked if anyone wished to address the Council during the public comment period, or it would be closed. No one came forward to speak so the public comment period was closed.

**Approved 2010 Collector Street Striping Reconfiguration Program
Item 5.3A**

Paul Jarvis, Traffic Management Coordinator, explained staff will be reviewing the Council approved street segments for the 2010 Collector Street Restriping Program. With this program they study collector streets that are scheduled to receive pavement management program work to evaluate if striping can be modified to accommodate additional modes of transportation within the existing roadway segment without negatively affecting vehicle capacity of the roadway. Jarvis reviewed the six road sections under consideration:

Category I Streets : West 102nd Street, West 106th Street, Portland Avenue, and two sections of Xerxes Avenue.

Category II Street: West 90th Street.

Jarvis indicated the Category I streets have the same typical section; a 12-foot drive lane and 10-foot shoulders with a few exceptions. Jarvis reviewed staff's recommendation for the reconfiguration of two lanes for all Category I streets.

Item 5.3A (continued) Amy Marohn, Civil Engineer, reported the only Category II street in this proposal is the segment of West 90th Street. Marohn explained the entire alignment from France Avenue to Penn Avenue is being reconstructed this summer and staff is recommending to bring the three-lane roadway from France Avenue to Xerxes; the segment identified as part of the route on the Alternative Transportation Plan. They will need full capacity at the intersection of Penn. Staff is also recommending they transition back to the four-lane just east of Xerxes Avenue to make sure they have full capacity and stacking on those four lanes as they approach the Penn Avenue intersection. They are not proposing any changes to the posted parking regulations. Marohn said there are some discrepancies in parking regulations in the City Code and what is posted on the street. Staff will be bringing forward an Ordinance to clear up those discrepancies. The intersection of France and 90th is also being proposed to be reconstructed. The changes through there are in alignment with the three-lane and staff is proposing to carry the bike lane through that intersection. There will no longer be a transition where you go from the four to three lanes as you approach Harrison west of the intersection.

Marohn reviewed staff's recommendations for each segment. She indicated staff received a petition from residents in opposition to the restriping of 90th Street. Marohn said at this time staff is recommending modifying the striping to Xerxes Avenue with the transition back to four-lanes occurring after Xerxes to the Penn Avenue intersection. Marohn displayed a map showing the proposed striping.

Grady questioned the petition stating the petition states they are opposed to the current proposal. She indicated that in front of the homes of the people who signed this petition, nothing changes. Marohn responded her interpretation would be that at the open house staff did not tell the residents what the recommendation was going to be because they were still gathering information. She said she believes the petition was in response to discussions at the open house. When staff was originally studying this proposal, they were proposing to extend the realignment to Penn Avenue. They are now not proposing changes from Xerxes Avenue to Penn Avenue. Elkins said the neighbor that contacted him was concerned they were proceeding with changing from four to two lanes to Penn.

Grady asked if they know anything about accidents along this route during games or General Dynamics in/out work times. There has also been some discussion from some of these residents regarding bus traffic coming through this area and a lot of other activity. Marohn answered staff looked at the crash data on this section and nothing seemed inordinate.

Hulting said at the Council's Study Session, he questioned the sampling staff had done for this project. Staff indicated there were several hundred homes in that neighborhood and they had fewer than 20 or 25 respondents to their sampling. He said this is a nominal sampling at best. It is difficult to draw any statistical significance from it if they were doing statistics. Hulting said he is unsettled by turning major traffic ways that residents all across Bloomington have gotten accustomed to using. Changing major east/west traffic ways such as 90th Street is a big deal. He stated he could see bikers getting run over. Reducing the roadway down to two lanes seems dangerous. Hulting said many more people use that road than the neighbors. He asked how broad of a sampling of people did staff do. Bernhardson responded ultimately that is what falls to this Council. The Council is representing the community and staff gives the Council a sample of what the neighborhood input is but it is up to the Council to decide what the overall collective wisdom of the community is. Winstead asked how large the notification range was. Jarvis responded there were probably 700 residents notified in this area. Winstead said this sampling is typical of what they see. It is a balance as to how far they go out with the notifications to make it practical.

Elkins explained this proposal is part of a multi-year program that they are now several years into. The Alternative Transportation Plan is also a year-long process with multiple hearings and opportunities for outreach as well. Everything they are considering is well founded by ample research. These changes are always somewhat controversial when they propose them but the

Item 5.3A (continued) neighborhoods always respond very favorably once they are implemented. It does slow down the traffic slightly, moves the traffic away from the sidewalks and people in the neighborhoods feel safer after the conversion has been made.

Peterson said this particular project is a little different from some of the other conversions. Since he has been on the City Council, they have been working on solving problems with traffic on Stanley Avenue between 84th Street and Nine Mile Creek Parkway. A study was recently done looking at what was driving people to use that particular segment. That segment carries 2,000 vehicles a day. The conversion to the three-lane configuration at France Avenue is part of solving this neighborhood's problem.

Wilcox said the Council has to be careful about stating every time they do a conversion like this it is positive thing. They closed 84th Street and actually drove the accident rate up on 86th and 90th Streets. They have to look at each project individually and make an intelligent decision based on that street.

The following spoke to the Xerxes Avenue: West 98th Street to Baillif Place project:

Kirk Nickman, 9908 Xerxes Curve, said he is in agreement with this proposal and is something they have been working on for several years. This will get the traffic away from the sidewalks and make it safer for the kids walking to the park.

Michael Gaughan, 9847 Xerxes Curve, said he is also in favor of this project. He hopes this will calm down the traffic speed and asked if the City would consider putting stop signs at 100th Street and Xerxes, the entrance into the park. Winstead said it is highly unlikely that would meet the test for stop signs.

Nanette Lindvall, 1011 Xerxes Avenue South, said she is in favor of this proposal and has been pushing for it for several years. Safety is their number one issue.

Julie Fisher, 9800 Xerxes Avenue South, said they are in favor of realigning Xerxes Avenue. However, with discussion regarding 90th Street, she asked when they realign this street will that in turn cause people to come down 98th Street on and off of Xerxes. Winstead said he highly doubts any changes being proposed or implemented on 90th Street will affect what goes on at 98th Street. Elkins said they would have to get traffic volumes above 15,000 a day before they would start to see diversions.

Chris Kobe, 7250 West 106th Street, said his concern is the rate of speed people travel when coming off of West Bush Lake east of Hampshire. He is supportive of bringing the lanes down to two and to have more room to back out onto the street.

Pete Hegna, 511 Layman Lane, said he is looking forward to having Portland Avenue turned into more of a parkway. Winstead said this conversion does slow traffic down and keeps the vehicles off of the inside lane. Hegna suggested they move the 30 mph sign north off of 102nd Street.

Motion was made by Grady, seconded by Peterson and all members voting aye, to approve the 2010 Striping Reconfiguration Program for Category I streets with the following striping configuration for each street segment:

- W 102nd Street; Lyndale Avenue and Nicollet Avenue – 2-Lane Reconfiguration
- W 106th Street: Bloomington Ferry Road and Hampshire Avenue – 2-Lane Reconfiguration
- Portland Avenue: E 102nd Street to 98th Street – 2-Lane Reconfiguration
- Xerxes Avenue: W 84th Street to W 90th Street – 2-Lane Reconfiguration
- Xerxes Avenue: W 98th Street to Baillif Place – 2-Lane Reconfiguration

Motion carried, 7-0.

The following spoke to the Category II Street reconfiguration:

Keith Olson, 2531 West 90th Street, said he is part of the group that submitted the petition. He said he is really concerned about the proposal and until this evening they were not told the realignment is not going to extend the reconfiguration beyond Xerxes. This is a partial solution. Because of the

amount of traffic and the kind of traffic, buses, semis, trucks, etc. using this street, he does not believe reducing the lanes will save a lot. He said he would rather see a 30 mile speed limit on this section of the road. As the traffic comes over the hill and has to slow down there will be accidents. Olson said he believes more study needs to be done before this plan is implemented. People do not ride their bikes on 90th Street that much and when they do, they ride the sidewalks. Elkins said that is why they are proposing this change so that it is not so dangerous for cyclist. Olson said narrowing the street from four lanes is going to create a bottleneck and cause accidents. Bernhardson pointed out they have a similar situation where 90th Street and Poplar Bridge come out on 94th Street. He does not believe they have seen a real speed up there. This is something they need to be very cognizant of. Olson said the amount of traffic west of France Avenue is not near as it is east of France. He said he is not totally against the whole concept but is concerned with the 90th Street change.

Peterson said they did look at some changes that involved changing the shape of the street through this segment and those were rejected. He said he is open minded that if these conversions don't work out and since it is just painted stripes on pavement they can go back to what was originally there.

Dan Mooney, 2521 West 90th Street, explained the biggest fear he has with this plan is during the afternoon rush hour traffic their speed will pick up considerably when the lanes open up to four lanes. They will not stay at a nice steady pace but will go faster. Also, with this street being a major thoroughfare for emergency vehicles, again during rush hour there will be a bottleneck. Mooney said he is deathly afraid of backing over a bicyclist if they begin to use the side of the road as a bicycle path. Elkins responded people do notice a difference in the speed limit but on average it is about two-miles per hour between a four-lane segment and a three-lane segment.

Ron Palmer, 2740 West 91st Street, said he tends to see this reconfiguration from 90th Street to Penn Avenue as unnecessary. He does agree people drive too fast so maybe they need to step up enforcement. Palmer said the main problem he sees on 90th Street is the crosswalks. If they want to do anything they should put a stop sign or signal light at the crosswalks. He said he also believes this will cost money and is an unnecessary expenditure. Winstead explained the City does this at a time when other work is being done on the street. They have to restripe the street regardless of whether or not they realign the lanes. Palmer said he believes there will be congestion problems if they do part of the street. He also believes the safety issue is not going to change. Elkins pointed out there are things they can do with crosswalks on a two or three-lane street that is not safe to do on a four-lane street.

Scot Gore, 9503 Briar Circle, said he uses 90th Street every day and also was a citizen member of the Alternative Transportation Task Force. He is pleased to see staff is proposing what was recommended by the Task Force. Gore said he rides his bike on 90th and 86th Streets and he is glad to see there will be some buffer on 90th Street so he is not riding in the vehicle lane. The reconfiguration of Nesbitt is a success story and he is glad to see they are moving forward with this program.

Brian Gustafson, 2831 West 91st Street, said he has a family member who lives in West Bloomington and she refuses to turn left onto 90th Street because of the heavy traffic. Also, there is a hill on this street and people fly down that hill. Gustafson said he feels what they are proposing is regressive for a progressive city like Bloomington to be restricting growth. Winstead said this Council has seen roads of this style and type that have gone to a different lane configuration that traffic has slowed down and they have become safer. Gustafson said street speed limit signage is very limited on 90th. Also, with regard to additional cost, Gustafson said it has been stated that replacement of approximately 1,100 linear feet of curb and gutter from Xerxes Avenue to West 90th is required. He asked what the cost for this would be. Winstead responded the street is being repaired and constructed no matter how they restripe it. Gustafson said 90th Street is not a quiet, calm street, it is a thoroughfare. There is plenty of sidewalk on the north side of 90th Street that could be used for bikes. He suggested they make that sidewalk or add sidewalk to make it a

Item 5.3A (continued) bikeway so that people can safely bike. This proposal will make it more difficult to access 90th and all of the traffic on 90th Street will be stretched out and they will never be able to turn left onto 90th. Gustafson asked if the proposed shoulder will be a right-hand turn lane. Marhon responded the striped shoulder is not to be used as a right-turn lane. There is a solid stripe they are not to cross.

Grant Spencer, 9116 Vincent Avenue, said it is difficult to make a left turn when school buses go down Vincent. He is not against progress but during the school period there appears to be a problem. He suggested they increase law enforcement. Winstead said the school bus drivers like the three-lane conversions due to the fact it pushes the bus to a single-lane with a wider shoulder and allows them to take wider left and right turns.

Police Chief Potts addressed law enforcement and explained last year they issued 13,000 to 15,000 tickets. The Police Department is pretty active with traffic law enforcement and explained what drives their traffic enforcement efforts. This includes accident data and they focus on enforcement during rush hours Monday through Friday. Chief Potts said they are data driven but are also complaint driven and if they have an area they would like enforced the Police will come out to monitor that street.

Grady said they have been talking about the Vincent Avenue segment and the school buses and she asked if there is a way to stretch what they are talking about on the west side past Vincent or did they need all of that distance to Penn to make the transition. Marhon said this is something they could look at to see if they could fit the transition in there. They start to run into the existing center medians then can't work a transition through. She indicated they would look at protected turn lanes at Vincent since that appears to be an issue. Grady asked staff to talk about the queuing issue at this location. She said she understands the neighborhood concern if they are going to take four-lanes of traffic and put it all in one lane. Marhon says it does sound a little counterintuitive to reduce the number of lanes and not increase the queue length but with the 11-foot wide lanes seldom do they see vehicles traveling exactly side-by-side. They self stagger. Marhon said they will look at their turning-movement counts at that intersection and see if it would extend that far and also look at turning-movement counts at Penn Avenue and do a few more field observations to review the stacking.

Judy Jones, 3809 Shepherd Hills Curve, said she is concerned about the transition zone where all of a sudden they are merging from four lanes into two lanes. She said she has been watching 90th Street and sometimes there are few vehicles on the street but at rush hour it is a totally different street. Jones said one thing they haven't talked much about is that some cars will be diverted to side streets. If they slow down 90th Street people will be encouraged to go through the side streets where there are kids, strollers, etc. She indicated the idea of this program is to calm 90th Street but there are people speeding down France Avenue and suggested they also consider making France three lanes.

Motion was made by Wilcox, seconded by Nordstrom and all present voting aye, to close the public hearing. The motion carried, 7-0.

Wilcox said this is one of the proposals he is not uncomfortable going from the four lanes to three lanes on the west side. This is very workable on this street and he is encouraged to see the four lanes maintained on the east side. Wilcox said he is concerned about the transition street. He asked how they would propose to handle that. Bernhardson said staff will bring back alternatives for the transition of that section of the street.

Grady said she knows there have been issues with buses at Hillcrest not taking the route they were supposed to. She thought the route was to go down Penn. Grady asked staff to check with the School District to see if they should be taking Vincent. She said she would also be interested in seeing if they can continue to slow some of the speeding past the Vincent intersection and transition after that.

Item 5.3A (continued) Motion was made by Elkins, seconded by Nordstrom to approve the restriping from France Avenue to Xerxes Avenue and direct staff to re-evaluate whether the transition is best made at Xerxes or Vincent and come back to the City Council with a recommendation. All members present voted aye except Hulting who voted nay. The motion carried, 6-1.

Elkins asked staff to put together a new map showing after this year what they have done and what they are proposing to do. Wilcox asked what date these changes would come back to the Council so the neighborhood can view those changes. Bernhardson said it will be brought back to the City Council on April 22. Wilcox asked that a mailing be sent to the people who signed the petition.

Adjourn Meeting Mayor Winstead adjourned the meeting at 9:03 p.m.

Carol Pelzel
Acting Council Secretary