



**PLANNING COMMISSION MEETING  
THURSDAY, DECEMBER 4, 2025  
(IN PERSON AND VIA WEBEX)  
BLOOMINGTON CIVIC PLAZA – CITY COUNCIL CHAMBERS  
1800 WEST OLD SHAKOPEE RD.  
BLOOMINGTON, MN 55431  
6:00 PM**

This meeting will be held in person and electronically via Webex. Some Planning Commission members, testifiers, and presenters may participate electronically as permitted by Minnesota Statutes. Members of the public may participate in person or electronically. Directions are provided below.

**To watch or listen to the meeting or to provide testimony:**

1. Attend in person
2. Watch BTM (Comcast channels 859 or 14)
3. Watch online at [blm.mn/btv-live](http://blm.mn/btv-live) or the City's YouTube Channel: [blm.mn/youtube](http://blm.mn/youtube)
4. Participate via phone (testimony for public hearings only) by dialing 1-415-655-0001. Enter the access code: 2631 950 8838 and the password: 7526#. Press \*3 to "raise your hand" to indicate a desire to speak; your line will remain muted until it is your turn. When it is your turn to speak, the meeting operator will call on you by the first six digits of your phone number and will unmute your line. Listen for notification that your line has been unmuted and state your name before speaking. (Note: long-distance call. Consider calling methods to reduce or eliminate long distance charges.)

To aid in the smooth running of the meeting, the City recommends pre-registration for remote testimony for public hearing items:

e-mail [Planning@BloomingtonMN.gov](mailto:Planning@BloomingtonMN.gov) or call 952-563-8920 any time prior to 4:30 p.m. on the date of the meeting to register and receive instruction.

<b>ITEM 1</b> (study item)	City of Bloomington Bloomington Ferry Road Corridor Study Presenter: Amy Marohn
<b>ITEM 2</b> (study item)	Case #PL2025-170 City of Bloomington Fence Standards Review Presenter: Dylan Palmer
<b>ITEM 3</b> (study item)	City of Bloomington Consider approval of 11/06/25 Planning Commission meeting synopsis
<b>ITEM 4</b> (study item)	City of Bloomington Planning Commission Policy and Issues Update

**BloomingtonMN.gov:** A yearly meeting schedule, agendas, and the official minutes once approved are available. If you require a reasonable accommodation, please call 952-563-8733 (MN Relay 711) as soon as possible, but no later than 9:00 a.m. one business day before the meeting day.



## Planning Commission Item

Originator Engineering	Item <b>1.1 Bloomington Ferry Road Corridor Visioning Study</b>
Agenda Section Item 1	Date December 4, 2025

Requested Action:

Staff request that this item be open to public comments before Planning Commission action.

Staff recommends the following motion:

Motion by \_\_\_\_\_ second by \_\_\_\_\_ to recommend that the City Council adopt the recommendations from the Bloomington Ferry Road Technical Advisory Committee:

- Corridor Vision preferred alternative Concept C, with project design working to hold one curb line to preserve some existing infrastructure, and
- Interim safety improvements that include striping changes and intersection control modifications.

Item presented by: Amy Marohn; Assistant Traffic Engineer  
Philip Kulis; SRF Consulting

Description:

The City of Bloomington is undertaking a corridor vision study for Bloomington Ferry Road from Ensign/Veness Road to Dred Scott Park/110th Street. This is an opportunity for the City to revisit the needs of all users along Bloomington Ferry Road and create a roadway that better serves the current and future users of the corridor, with a focus on how we can meet these needs and improve the environmental resiliency of the corridor.

The Planning Commission had an opportunity to provide initial guidance and specific study consideration at the July 10 Planning Commission meeting.

Tonight's item with the Planning Commission will share the following:

- Reminder of study overview and goals;
- Corridor concepts developed and studied;
- Summary of the second round of public engagement;
- Post engagement activities;
- Evaluation results;
- Technical Advisory Committee (TAC) recommendations;
- Sustainability Commission comments;

- Requested Council Action; and
- Next steps

This item is intended to have a public comment session.

Detailed layouts of the corridor concepts are available on the studies Let's Talk Bloomington page at [blm.mn/BFRStudy](http://blm.mn/BFRStudy)

The Planning commission is asked to consider the study information, resident comments and TAC recommendation, and make a recommendation to the City Council to adopt the study recommendations from the TAC or some other recommendation to move forward.

This item is anticipated to be presented to the City Council with a public hearing at the December 22, 2025 City Council meeting.

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Attachments:

[BFR Concepts for Evaluation](#)  
[BFR Study Public Comment Summary](#)  
[BFR Study Public Email Comments](#)  
[BFR Evaluation Matrix](#)  
[BFR Presentation Slides](#)

# Concept A: One-way Bikeways + Sidewalks



# Concept B: Shared Use Paths



# Concept C: Two-way Bikeway + Sidewalks



Bloomington Ferry Road Study Comments

#	Date Rcvd	Name	Contact Info	Comments
1	9/18/2025	Elizabeth Pillia	952-486-9859	Clarification on vision study vs project. Focus design on speed reduction. Is there something that can be done (striping, etc) to address speeds until a project is completed on the north end? Where possible, move traffic further away from park activity.
2	9/19/2025	Jill Tolkinen	<a href="mailto:jillastolkinen@gmail.com">jillastolkinen@gmail.com</a>	Don't use roundabouts (confusing and cause issues, especially at night). Concerned that traffic will divert from BFR and use 101st Street that already has excess and high speed traffic.
3	9/19/2025	Cathy Neumann	<a href="mailto:neumie04@comcast.net">neumie04@comcast.net</a>	Requested info to be prepared for open house - wanted number of homes lining the corridor, previous road projects from Ensign to Pioneer and cost.
4	9/20/2025	Tara Epps	<a href="mailto:1972tmb@gmail.com">1972tmb@gmail.com</a>	Comments and questions (see email).
5	9/19/2025	Austin Hummel	952-270-8372	Questions about the study. In hospital and not able to attend the open house. Expressed interest in wider walking facilities and narrowing the roadway. Will try to view options and leave comments on LTB page
6	9/22/2025	Stephanie	602-790-4725	Questions. Left vm response 9/22 3:40
7	9/24/2025	Jill Bickett	<a href="mailto:jillbickett@hotmail.com">jillbickett@hotmail.com</a>	Comments and questions (see email).
8	9/25/2025	Cathy Kruse	<a href="mailto:ckruse2@comcast.net">ckruse2@comcast.net</a>	Comments and questions (see email).
9	9/25/2025	Elizabeth Pillia	952-486-9859	Requested information about the traffic volumes on the roadway and with the understanding that volumes were close to 5,000 vpd asked that her comments at the open house about needing to keep the signal and turn lanes at Veness Road, be removed from the layouts. She doesn't think they are needed with the volumes that low.
10	9/25/2025	Gail Ann Witzel	<a href="mailto:gailannwitz@gmail.com">gailannwitz@gmail.com</a>	email to CM Nelson. Doesn't want to see the big changes or ideas shown in the layouts. Just wants to see all way stop at Lindstrom with marked crosswalks. See email.
11	9/25/2025	Carrie Olson	<a href="mailto:carrieolson339@gmail.com">carrieolson339@gmail.com</a>	Likes removing the signal at 102 and the roundabout at Pioneer would be acceptable. Wants a center median. Keep the same bike/ped treatment as current. See email

Bloomington Ferry Road Study Comments

#	Date Rcvd	Name	Contact Info	Comments
12	10/3/2025	John Moore	<a href="mailto:jdmoore1@comcast.net">jdmoore1@comcast.net</a>	At the intersection of Bloomington Ferry Road and Ensign/Lindstrom please consider making this a four-way stop intersection. When crossing or turning on BFR, it is difficult to see BFR oncoming traffic which is typically traveling well over the speed limit. A stop sign for BFR traffic would reduce speeds along this stretch and provide a much safer intersection for cars, pedestrians and cyclists. (see email)
13	10/2/2025	Honey and Larry Buck	<a href="mailto:honeybuck@comcast.net">honeybuck@comcast.net</a>	Concerned about safety of children going to Countryside Park on the south side of BFR. We can observe traffic from our back windows, and often witness vehicles totally ignoring the stop sign on BFR. At Yukon/BFR intersection, as well as the 102nd Street/BFR stop light, safety is of the utmost concern for our neighborhood. (see email)
14	9/30/2025	Jan Mahony	<a href="mailto:jmahony458@gmail.com">jmahony458@gmail.com</a>	Provided 4 categories of comments related to reconfiguration (likes the proposed reconfiguration), upfront cost (would like striping changes/interim options but supports the intersection control changes), Ongoing costs (worried about current and future maintenance of green spaces), sight lines (concerns at BFR and 98th Street). (see email)
15	9/26/2025	Marty Anderson	<a href="mailto:martyanderson1@gmail.com">martyanderson1@gmail.com</a>	Prefers Concept C, but would like the facilities on each side to be wider than 10' and have designated space for walkers and bikers. See email
16	9/26/2025	Scott Saueressig	<a href="mailto:smsaueressig@gmail.com">smsaueressig@gmail.com</a>	See email. Prefers no build and requests a financial business case be evaluated for the roadway
17	10/1/2025	Bob Kruse	612-202-5471	Doesn't like the striping changes that were made by HC on Bush Lake Road and thinks we are trying to arbitrarily remove vehicle lanes to bring traffic to a stop all over the city. Changes on BFR are a terrible idea and he wants to see no change.
18	10/1/2025	Amir Azizi	612-306-8636	Requesting links to the project info.

Bloomington Ferry Road Study Comments

#	Date Rcvd	Name	Contact Info	Comments
19	10/1/2025	Terry Lubbers	952-942-7083, tmlubbers@comcast.net	Many questions, comments and concerns about the study recommendations. BFR/Lindstrom - sight line concern and pedestrian crossing safety. Questioning of the volume data, the signal warrant analysis, crash data, and wants to Ensign signal maintained for pedestrian safety.
20	10/3/2025	Ross Johnson	612-481-6866	keep the lanes on Pioneer and approaching Pioneer for the drivers that are queued up to get onto 169 in the pm rush hour
21	10/29/2025	Karen Diller	<a href="mailto:karendillermn@gmail.com">karendillermn@gmail.com</a>	Concern about sight lines at BFR and Yukon, if the all way stop is removed.
22	10/16/2025	Theresa Lubbers	<a href="mailto:tmlubbers@comcast.net">tmlubbers@comcast.net</a>	email to Council. 1.BFR/Lindstrom sight lines (add marked crosswalk) 2. Signal at Ensign (keep it for ped safety) 3. Pioneer Trail roundabout (keep all way stop) 4. Keep corridor as is 5.reduce the trails and sidewalks to save maintenance money and use that money for a signal at Ensign and crosswalks at Lindstrom.
23	10/15/2025	Dan Swedberg	<a href="mailto:plymkr@comcast.net">plymkr@comcast.net</a>	emailed comments on 10/8 and 10/15 to Council. Top priority is to at all-way stop at BFR and 98th to improve safety. Also add crosswalks at 98th, improve safety for pedestrians (from bikes) using the tunnel, add signage for crossings at the private school and parks on the corridor, consider renaming the roadway Anderson Lakes Parkway as an extension of the road in Eden Prairie.
24	10/13/2025	Ron Eckstam	<a href="mailto:reckstam@gmail.com">reckstam@gmail.com</a>	See email. Prefers to keep signal at Veness, remove signal at 102nd, add roundabout at Pioneer, don't reduce lanes to add bike lanes but keep the existing bike facilities, there are other places to fix first
25	10/13/2025	Richard Kilkmann	<a href="mailto:rkolkmann@me.com">rkolkmann@me.com</a>	See attachment. Concerned about the permance of the changes proposed - do a trial before constructing. Highest priority is pedestrian crossings.

Bloomington Ferry Road Study Comments

#	Date Rcvd	Name	Contact Info	Comments
26	10/12/2025	Dan & Shari Hallberg	<a href="mailto:dphallberg@gmail.com">dphallberg@gmail.com</a>	See email. Would like to add all-way stop at Lindstrom, keep the signal at Veness, don't hadd roundabout at Pioneer, focus efforts elsewhere.
27	10/12/2025	Sue Deal	<a href="mailto:flyer52@comcast.net">flyer52@comcast.net</a>	See email. Keep the signal at Ensign, keep the lanes and existing bike/ped facilities, roundabout at Pioneer is ok if we insist on spending money, add all way stop or round about at Lindstrom.
28	10/12/2025	Steve Deal	<a href="mailto:Dealer1972@outlook.com">Dealer1972@outlook.com</a>	See email. Keep signal at Ensign, keep lanes for cut-through traffic, add roundabout at Pioneer, add allway stop at Lindstrom, road sharing for bikes is good so keep the lanes.

**Marohn, Amy**

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**From:** Marohn, Amy  
**Sent:** Thursday, November 6, 2025 9:26 AM  
**To:** Karen Diller  
**Subject:** RE: Bloomington Ferry Road Corridor Visioning

Hi Karen,

Thank you for your additional comments and consideration of the alternatives that were shared at the public open house #2. After the open house, the project team went out and completed intersection sight distance evaluations at all of the locations where intersection control changes are proposed, for both the existing and proposed future roadway configurations. As you indicated in your email below, this evaluation of sight lines will affect the recommended future intersection control at Yukon. I believe the adjusted recommendations will include all-way stop, mini roundabout or side street stop with grade changes on the alignment.

Sight lines for vehicles and pedestrians are a key safety item and will continue to be addressed in the corridor recommendations.

Thanks again for your comments,  
Amy



**Amy L Marohn**  
Assistant Traffic Engineer  
PH: 952-563-4532  
**DELIBERATIVE | RELATOR | MAXIMIZER | ACHIEVER | CONSISTENCY**

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**From:** Karen Diller [REDACTED]  
**Sent:** Wednesday, October 29, 2025 9:39 AM  
**To:** Marohn, Amy <amarohn@BloomingtonMN.gov>  
**Subject:** Bloomington Ferry Road Corridor Visioning

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Hi there!

I was able to attend the open house on Sept 23rd, briefly, and after some time and more time driving on Bloomington Ferry, I have a couple of things I'd like to reiterate.

The intersection at Yukon Ave S and Bloomington Ferry Rd crossing between the residential area and the park is my primary concern. Right now it has a 4 way stop, however we often see that people choose not to stop, and if they do, it's certainly not a complete stop. I believe the recommendation is to move this to a 2 way stop so there is no stop sign on Bloomington Ferry. My concern is for pedestrians hoping to cross - especially children. As I approach that intersection on Bloomington Ferry, particularly from the south, I dont believe the visibility is good enough to see little children crossing (or for little children to see cars

from a distance to make a decision about whether it is safe to cross). Will there be changes made to the roadway to ensure that if there is not a stop sign, that visibility will be strong? Again, as I approach from the south, I can see the stop sign at all times, but not the bottom half of the post until closer to the intersection.

I want that intersection to be safe for all drivers and pedestrians.

Thanks,  
Karen Diller  
(8216 W. 102nd Street)

**Marohn, Amy**

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**From:** Marohn, Amy  
**Sent:** Friday, September 19, 2025 7:55 AM  
**To:** 'Jill Tolkinen'  
**Subject:** RE: Bloomington Ferry Road

Hi Jill,

Thank you for taking the time to reach out with your comments about Bloomington Ferry Road. I see you are not a fan of roundabouts. The analysis done does recommend a roundabout be designed and constructed at the intersection of Bloomington Ferry Road and Pioneer trail to provide better guidance and safety to drivers in this large intersection location. It would be different than the design of the neighborhood traffic circle that you referenced at the intersection of the two local roadways of W 101<sup>st</sup> Street and Utah Avenue. The recommendations for Bloomington Ferry Road are designed to accommodate the existing and future traffic volumes for this area and are not intended to push any traffic away from this collector street and onto the local roadway system.

The alternatives being considered will be made available on the Let's Talk Bloomington page shortly after the open house on Tuesday, September 23. If you are able to attend the open house in person we will have everything printed out and ready to view and discuss. If not, you can view the info after the open house on the webpage. We will have comment card options available both in person and on the website.

Thanks,  
 Amy



**Amy L Marohn**  
 Assistant Traffic Engineer  
 PH: 952-563-4532  
**DELIBERATIVE | RELATOR | MAXIMIZER | ACHIEVER | CONSISTENCY**

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**From:** Jill Tolkinen [REDACTED]  
**Sent:** Thursday, September 18, 2025 5:24 PM  
**To:** Marohn, Amy <amarohn@BloomingtonMN.gov>  
**Subject:** Bloomington Ferry Road

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Received a postcard on the plans to review options for Bloomington Ferry Road.

I live a few blocks away on West 101st Street.

I was trying to review the map areas and comments, but it was difficult to navigate.

There was a comment on adding Roundabouts. Please do not add those. They are confusing and cause issues, especially at night.

I am very concerned with all the traffic that already cuts through on 101st to get to Bush Lake Road. Will even more traffic be deferred here, depending on BFR changes? We already have excess and high speed traffic on our street. They did add a small Roundabout at one intersection, which has not deterred or slowed them down.

Will look for updates, when they are posted.

Thanks!

Jill Tolkinen

**Marohn, Amy**

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**From:** Marohn, Amy  
**Sent:** Friday, September 19, 2025 9:02 AM  
**To:** 'Cathy Neumann'  
**Subject:** RE: Bloomington Ferry Road corridor Visioning study

Hi Cathy,

Thank you for taking the time to reach out with your questions about the Bloomington Ferry Road Study. This is a planning effort to help set a vision for the corridor that will help guide future projects in the area, but there is no current project being proposed. I don't have all of the info you are asking for, but here is what I do have:

Number of homes along the corridor? I don't believe there are any front doors/driveways on Bloomington Ferry Road. The notification area of our mailing to affected properties was a little over 4,000 households. This is the area of homes and businesses that rely on Bloomington Ferry Road as the collector street for access and egress through the area.

Last pavement management work on Bloomington Ferry Road between Ensign and Pioneer and cost? The entire segment received a seal coat (that is just a new tack and rock layer) in 2024. The last pavement overlay for Ensign to 96th was in 2006 and 96th to Pioneer was in 2024. I don't have the exact project costs for those years but in today's dollars we estimate pavement overlay projects to cost about \$650,000 per mile.

Look forward to sharing alternatives and having discussions at the open house on Tuesday.

Thanks,  
Amy

Amy L Marohn  
Assistant Traffic Engineer  
PH: 952-563-4532  
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-----Original Message-----

**From:** Cathy Neumann [REDACTED]  
**Sent:** Monday, September 15, 2025 1:42 PM  
**To:** Marohn, Amy <amarohn@BloomingtonMN.gov>  
**Subject:** Bloomington Ferry Road corridor Visioning study

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Hello,  
We received a flyer today that invites us to a open house #2 for this study.  
I would like to come prepared to the open house, I am requesting some statistics and facts before I go to the open house.

What is the number of homes/apartments/townhomes that directly line this corridor?

When was the road from Ensign to BFR/pioneer trail paved....I believe it was recently?

What was the cost of that project?

Thank you

**Marohn, Amy**

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**From:** Marohn, Amy  
**Sent:** Monday, September 22, 2025 2:54 PM  
**To:** TMB  
**Subject:** RE: Bloomington Ferry Corridor

Hi Tara,

Thank you for taking the time to reach out with your questions about the Bloomington Ferry Road Study. This is a planning effort to help set a vision for the corridor that will help guide future projects in the area, but there is no current project being proposed.

The study was communicated at the start of the process via a direct mail postcard to the affected area. In this case it was over 4,000 addresses. We used the exact same mailing area/address list for this second post card (that you noted you received) to notify people of this second open house. Information is and will continue to be shared on the website you visited, <https://letstalk.bloomingtonmn.gov/bfrstudy>. The info that will be shared at the second open house will be added to the webpage after the event. Anyone unable to attend the open house or who wants more time to review options will be able to view the information and submit a comment card until October 13. The closed map that you noted was used during the first round of engagement when we asked users on the corridor to identify issues and as you noted, that round of engagement is now closed.

Your comments below will be noted and shared with the study team.

Thanks,  
Amy

Amy L Marohn  
Assistant Traffic Engineer  
PH: 952-563-4532  
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-----Original Message-----

From: TMB [REDACTED]  
Sent: Saturday, September 20, 2025 9:57 AM  
To: Marohn, Amy <amarohn@BloomingtonMN.gov>  
Subject: Bloomington Ferry Corridor

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I received a postcard in the mail regarding the Bloomington Ferry Road corridor project that has been underway since May, first I've heard of it. The postcard invited me to scan the QR code to read more. The read more area has a link where additional comments on the map could be pinned but it's closed to comments.

How was this project communicated to surrounding neighborhoods? We use this road several times per week to access multiple businesses and the freeway. We would like to have an opinion.

Narrowing the road just occurred on Bush Lake Road and Old Shakopee Road, without public input, and there was a 5 car accident within days. I don't believe narrowing the road is a solution and will only continue to exacerbate the already clogged evening commute. No one obeys traffic rules on Old Shakopee Road and they routinely block the intersections, in both directions, at Bloomington Ferry Road and Bush Lake Road, so we can't get out of our neighborhoods because this clogs traffic back to the stop signs at Bloomington Ferry Road and 106th Street. Now that Bush Lake is narrowed, it clogs traffic back to 106th here as well. The closure of France Avenue has not helped. This is creating road rage and erratic driving and speeding through the neighborhood side streets.

Before you consider roundabouts, look at what happened in Lakeville and the number of accident that occurred in heavy commuter trafficked area because people do not learn how to drive in roundabouts in driving school. This is not necessarily a safe option.

I do agree that we need more cross walks like what is at 102nd and Bush Lake Road and perhaps cameras to catch those that violate cross walk rules.

There needs to be more community input and not all community members can attend your meeting times.

Tara Epps  
Sent from my iPhone

**Marohn, Amy**

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**From:** Jill Bickett [REDACTED]  
**Sent:** Wednesday, September 24, 2025 8:57 PM  
**To:** Marohn, Amy  
**Cc:** [REDACTED]  
**Subject:** Bloomington Ferry Road Corridor Visioning Study Feedback

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Hello,

We were sorry to miss the meeting regarding Bloomington Ferry Rd Tuesday night at Sunrise Park. We had a few questions/comments we wanted to address. We use Bloomington Ferry Rd from 169 to Pioneer Trail 10+ times a day. We read the comments on the map on the website and are concerned only a few voices are being heard not the majority of people who live in the area.

We are for improvements such as easier pedestrian crossing at 96<sup>th</sup> Street and Lindstrom and a potential roundabout to help with traffic flow, speeding and safety.

Our concern is reducing the lanes from 4 lanes to 2. There are times of the day where traffic will get bottled up if there is only 2 lanes making it painful for residents and make it less safe as drivers get frustrated with the increased traffic. We saw in one comment that it was recommended to reduce the lanes for less speeding and "drag racing". We can guarantee that will not happen as we see/hear it all the time on Bush Lake Rd which is a two lane road. A roundabout is the best option for reducing speed.

Our last concern is the substantial spend this would entail. It does not seem the need matches the spend and those funds could be spend on other areas that should take precedence.

We wanted to make sure our voice was heard and are happy to answer any follow up questions.

Thank you for your time and consideration.

Dan and Jill Bickett  
Wyoming Circle  
Bloomington, MN

**Marohn, Amy**

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**From:** Engineering  
**Sent:** Thursday, September 25, 2025 7:59 AM  
**To:** Marohn, Amy; Rezac, Darin  
**Subject:** FW: Feedback - Bloomington Ferry Road Corridor Visioning Study

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Wednesday, September 24, 2025 4:37 PM  
**To:** Engineering <engineering@BloomingtonMN.gov>; Nelson, Shawn <snelson@BloomingtonMN.gov>  
**Cc:** Busse, Tim <tbusse@BloomingtonMN.gov>; BPD Reserves <BPDReserves@BloomingtonMN.gov>  
**Subject:** Bloomington Ferry Road Corridor Visioning Study

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Hello:

I was unable to attend yesterday’s meeting at Sunrise Park due to a previously scheduled conflict and, unfortunately, only recently became aware of this project. There haven't been many attempts to broadly communicate details to those affected by it.

As a longtime resident of the South Bay neighborhood, and as a Bloomington taxpayer, I have several concerns:

\* I have lived in South Bay since 1989. As an original member of the neighborhood, and as someone who drives along Lindstrom Drive and Bloomington Ferry Road almost daily, I have never seen an accident along these streets. Also, I live close to Lindstom and can hear the sirens when they travel down that street. This happens very infrequently. Hence, very few serious situations occur nearby.

\* The proposed plans all reduce the current two lanes of BFR to one. Unnecessary. Wasteful spending. BFR is a wide street that fairly accommodates current traffic. Changing BFR to one lane only introduces a new set of problems. There is no need to eliminate two lanes in both directions. Which problems specifically need to be addressed by single lanes? Where is the proposal that preserves the two current lanes in each direction?

\* There are very few bikers and pedestrians along Bloomington Ferry Road. Very few. Most bikers travel along either West or East Bush Lake Road. (And East Bush Lake Road has recently had its lanes narrowed to accommodate bikers. Plus the passing zone has been eliminated.) Those who ride along Bloomington Ferry Road are few and far between. That road really doesn’t connect the best bike trails. When the seldom biker travels along Bloomington Ferry Road, he or she rides along the very wide shoulder or on the sidewalk. There are perhaps a half dozen walkers along both sides of the sidewalk at any given time. And that would be considered rush hour on BFR. There actually are more geese in the spring than walkers or bikers. (Two lanes come in handy then because geese often need to be passed.) So when bikers need to

travel on sidewalks they basically have those sidewalks to themselves. Or if they choose the street, there's plenty of room for bikers as well as cars.

\* There are more cars on BFR than bikers or walkers, so the vehicles warrant preference. Keep the current two lanes. No need to create a bike lane. Bikers can use the shoulder or sidewalk. Besides, they only are biking for approximately half of the year when there isn't snow and slush.

\* Yes, Lindstrom can be a thoroughfare during rush hour, but the backup is limited. And there are other options for transversing from West Bloomington to Eden Prairie. Drivers choosing Lindstrom know that there will be a minor delay. Just as there is anywhere in the Twin Cities during busy rush hour areas. They can choose another route.

\* Has there been a serious issue or fatality at the intersection of Lindstrom and BFR? I'm not aware of any. If it's a significant issue, establish a Pedestrian Crossing there before instituting any other changes. If, in several years, that doesn't help, then try a roundabout. But two lanes vs. the current four is not going to resolve the issue.

\* Try also a Pedestrian Crossing at Ensign Road and BFR if need be.

\* The only potential issue that has occurred in the 36 years I've lived near BFR is some speed racing late at night along the stretch between Highway 169 and Pioneer Trail. That has only happened since Covid, and it's not frequent. Has the city tried stationing police officers at either end or along the route to deter fast drivers? What about hiring more police officers to patrol that area? That likely would be far more efficient overall. During the daytime the additional officers could assist with school and city safety which is a much larger issue than traffic along BFR.

\* This plan will affect the daily QUALITY OF LIFE of many local residents and taxpayers. A far higher proportion of people who live and work nearby every day is affected than the few bikers or walkers who may use BFR. And, as a local resident, I also am one of those bikers and walkers. Traffic or safety has never been an issue for me. Those who have developed and plan to implement this study likely don't live in the area. They aren't aware of daily traffic patterns. And when this project ends they'll move on to another. one. They won't have to live with the consequences, but those of us who live here will.

Please SERIOUSLY CONSIDER all of the ramifications of this study before making any changes.

Respectfully,  
Cathy Kruse

**Marohn, Amy**

---

**From:** Long, Julie  
**Sent:** Thursday, September 25, 2025 4:26 PM  
**To:** Marohn, Amy  
**Subject:** FW: Ferry Road redesign

Can you please respond? Thanks!

---

**From:** Hedin, Kathy <[khedin@BloomingtonMN.gov](mailto:khedin@BloomingtonMN.gov)>  
**Sent:** Thursday, September 25, 2025 4:18 PM  
**To:** Long, Julie <[jlong@BloomingtonMN.gov](mailto:jlong@BloomingtonMN.gov)>  
**Subject:** FW: Ferry Road redesign

Hi,  
See below. Can one of your team members provide some info to CM Nelson, please.



**Kathleen (Kathy) Hedin, Interim City Manager**  
**Email:** [khedin@bloomingtonmn.gov](mailto:khedin@bloomingtonmn.gov)  
**Office:** 952-563-8836  
1800 West Old Shakopee Road, Bloomington, MN 55431

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**From:** Nelson, Shawn <[snelson@BloomingtonMN.gov](mailto:snelson@BloomingtonMN.gov)>  
**Sent:** Thursday, September 25, 2025 4:14 PM  
**To:** City Manager <[citymanager@BloomingtonMN.gov](mailto:citymanager@BloomingtonMN.gov)>  
**Subject:** Fw: Ferry Road redesign

Can I get assistance in addressing these concerns? Also, can I get a copy of the plan/presentation?

Thanks,  
Shawn

Shawn Nelson  
Council Member - District 2  
City of Bloomington  
952-479-0471  
[snelson@bloomingtonmn.gov](mailto:snelson@bloomingtonmn.gov)

---

**From:** Gail Ann Witzel [REDACTED]  
**Sent:** Wednesday, September 24, 2025 6:41 PM  
**To:** Nelson, Shawn <[snelson@BloomingtonMN.gov](mailto:snelson@BloomingtonMN.gov)>  
**Cc:** John Witzel [REDACTED]  
**Subject:** Ferry Road redesign

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Shawn,

We live in your district on 96th and BFR, and like many of our neighbors, we attended the open house for the early designs held at Sunrise Park last night.

A lot of material was generated by the consultants, mostly showing various ways to provide two dedicated bike lanes and separate walking trails on both sides of the street.

Unfortunately, we do not feel they addressed the neighborhood's primary concerns: traffic speeds and pedestrian safety. These were highlighted many times in the electronic comments we all submitted months ago. It was also disappointing to hear that the possible improvements would not actually take shape for 5 - 10 years and at substantial cost.

Shawn, what we need now could be addressed simply and cheaply until the grand design is implemented.

Painted and signed crosswalks at the existing trails and sidewalks, with some flashing lights, maybe, would help us all get across more safely.

The pedestrian visibility of on-coming traffic at the speeds they are going make it difficult to get all the way across. Strollers, toddlers, elderly are all challenged.

As far as slowing traffic on our section, a four-way stop at Lindstrom would do wonders to interrupt the drag racing and rush hour roar.

Shawn, we aren't asking for grandiose things here. The above suggestions are cheap, quick and easy and do not require years of study by consultants.

We would hope you could look into this on our behalf.

Thank you!

John and Gail Ann Witzel  
8124 W 96 Str

Sent from my iPhone

**Marohn, Amy**

---

**From:** Carrie Olson [REDACTED]  
**Sent:** Thursday, September 25, 2025 11:26 AM  
**To:** Marohn, Amy  
**Subject:** Bloomington Ferry Road Corridor Study

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Hello,

I was at the open house with proposals for Bloomington Ferry Road earlier this week, but my two crabby children prevented me from filling out the feedback form on site! So I hope this email works well for you.

First off, I'll say that as I was there the feedback was mainly negative, but the folks from the city working did a good job of taking the feedback politely and providing what answers they could. So I appreciated the professionalism!

Unfortunately, my feedback is mainly in the negative column too, but I have other ideas too!

Things I liked:

- 1. The idea of getting rid of the light at 102nd made sense to me as it's not a very busy intersection.
- 2. Turning the BFR/Pioneer Trail intersection into a roundabout is something I see as a neutral. I haven't found most roundabouts to be much more efficient than 4-way stops, but I'm not against them either.

Things I didn't like:

- 1. I can't vote for any of the 3 concepts since all involved getting rid of the center median.
  - a. Our family lives on Wyoming Terrace, within the Southbay subdivision, so we drive on some part of BFR pretty much every day on the way to daycare drop off or running errands. To me, the tree-filled median is a really lovely part of that road, keeps traffic slower, and makes the road feel more suburban/sedate. We used to live in Eagan off a similar side road, but it was two lanes each way without a median and felt much more highway-like and less easy to cross as a pedestrian.
- 2. The addition of bike lanes on both sides.
  - a. The entirety of BFR has a bike lane right now, and I've used all of it many times. So I don't understand why more lanes would be needed. Additionally, there's a walking path on the opposite side of the road for pedestrians, which I've seen used a lot by dog walkers. So it feels like the current setup already delineates traffic and provides solutions for cars, bikes, and walkers.

Alternative idea:

1. If there's concern about on-road bikers, I don't think adding more bike lanes would be helpful (East Bush Lake road is a terrible road for biking safely, and has bike paths along the whole thing, yet the road bikers continue).

a. Instead, could you consider re-lining the road to be one lane each direction, with a wider shoulder that could accommodate road bikers? This was done on American Boulevard east of Bush Lake road a few years back and was honestly what I assumed would be proposed here as well.

## Marohn, Amy

---

**From:** [REDACTED]  
**Sent:** Friday, October 3, 2025 8:20 AM  
**To:** Marohn, Amy  
**Subject:** Bloomington Ferry Road Project

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Amy:

Thank you for your work on this project.

At the intersection of Bloomington Ferry Road and Ensign/Lindstrom please consider making this a four-way stop intersection. When crossing or turning on BFR, it is difficult to see BFR oncoming traffic which is typically traveling well over the speed limit. A stop sign for BFR traffic would reduce speeds along this stretch and provide a much safer intersection for cars, pedestrians and cyclists.

**John Moore**  
9400 Woodbridge Road, Bloomington, MN 55438

Mobile: [REDACTED]

*"The heart has its reasons that reason knows not."*  
**BLAISE PASCAL**

## Marohn, Amy

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 1, 2025 5:10 PM  
**To:** Marohn, Amy  
**Subject:** FW: Neighborhood-2 things

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Hi Amy,

I hope all is well!

We were out of town last week and not able to attend the meeting. Larry & I have lived at 8117 W 102nd Street for 42 years. Bloomington Ferry Road is directly behind our home to the south. During that time we raised 2 children. In the early 80's our neighborhood petitioned the city to install a stop sign at Yukon and BFR because traffic rarely observed the 30 mph speed limit, and it was dangerous for our young children to go the Countryside Park on the south side of BFR. We can observe traffic from our back windows, and often witness vehicles totally ignoring the stop sign on BFR.

The bottom line is that whatever the city plans to do to the Yukon/BFR intersection, as well as the 102<sup>nd</sup> Street/BFR stop light, safety is of the upmost concern for our neighborhood – both young and old.

Thank you for your consideration.

Honey & Larry Buck

---

**From:** Steven and Rochelle Brecheisen [REDACTED]  
**Sent:** Monday, September 29, 2025 8:09 PM  
**Subject:** Neighborhood-2 things

Hi Neighbors,

I hope everyone is enjoying the fall so far.

First of all, I wanted to say thank you for all of the care and concern after our son was hit by a car coming off the school bus two weeks ago. Thankfully he didn't hit his head or break any bones. His bumps, bruises and scrapes are healing. (The driver went around the stopped bus with its stop sign out.)

The second thing I wanted to mention is related to the Bloomington Ferry Road Corridor Visioning Study that is taking place. I attended the information session last week at Sunrise Park. There are three ideas that the city is considering. I would encourage you to take a look at these plans and share your comments with the city. A couple things to note on these plans is that the 4-way stop at the corner of Bloomington Ferry and Yukon will become a 2 way stop and Bloomington Ferry will be 2 lanes instead of 4. They are also planning to take out the stop light across from Countryside Park and make it a 2 way stop. They said they would reduce the speed limit to 30mph on Bloomington Ferry Road. I wanted all of you to be aware of these possible changes since most of us use Bloomington Ferry Road almost daily and

many of us walk around the neighborhood often. I have some safety concerns with these plans but my goal is not to persuade you in your thoughts on this but to let you know that this is happening and encourage you to share your thoughts on it with the city.

I have included the link below where you will find more information. You will find the links to the three ideas/maps (Corridor Layout Concepts A, B, and C) that they are considering toward the bottom in the Important Documents box. (The maps may take a bit to download but it is worth taking a look at them.)

[https://letstalk.bloomingtonmn.gov/bfrstudy?tool=news\\_feed#tool\\_tab](https://letstalk.bloomingtonmn.gov/bfrstudy?tool=news_feed#tool_tab)

Thank you for your time and let me know if you have any questions!

Rochelle Brecheisen  
(Golden Retriever) :)

**Marohn, Amy**

---

**From:** Jan Mahony [REDACTED]  
**Sent:** Tuesday, September 30, 2025 6:00 PM  
**To:** Marohn, Amy; Rezac, Darin  
**Subject:** Bloomington Ferry Road Corridor Visioning Study

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First, I want to thank you for your work on this project. I looked at the Comment Card survey attached to this project, and, unfortunately, realized that my “comments” would not be relevant to the survey questions, so the following are my comments as someone who has lived in the area (8024 W. 97<sup>th</sup> St) since 1989 and primarily use Bloomington Ferry Road (BFR) from 169 to Pioneer Trail.

Street reconfiguration: Changing BFR to one-lane in each direction is a good idea and may help to reduce the speed of drivers on BFR as well as make it easier for drivers to turn out onto BFR.

Upfront Cost: Any of the options outlined would be massive, inconvenient for drivers, and a very costly project. I believe that you mentioned that parts would be done as money was available, but it is still quite a bit of money that would be required. Did you study simply repainting BFR to change the configuration from two lanes to one lane plus a bike lane in each direction? That would be much cheaper and be an immediate test of whether one lane in each direction calms traffic speeds on BFR. I think that removing the stop light at BFR and Veness and making it a 4-way stop would be a good idea, as well as installing a roundabout at BFR and Pioneer Trail. However, I think drivers will continue to speed on the stretch from Veness to Pioneer Trail without a 4-way stop/roundabout at roughly Lindstrom.

Ongoing Cost: Unless Bloomington gets additional funds, it seems unable to maintain BFR’s existing green median space (besides mowing) between 169 and Pioneer Trail, so I don’t think that the options outlined of two green “buffers” on either side will be maintained well either. In 35 years, the same sad spruce and various other trees lingered in the median, until several years ago (in the midst of the drought) when some were removed and a number of new trees added that were planted fairly closely together. Currently, while some are growing, others look half-dead. Why not take care of what is there instead of ripping it all out? In addition, what are the cost trade-offs of maintaining a portion of the existing roadway as the bike lanes vs. maintaining new bike lanes by the shared walkway? Environmentally, the amount of impermeable surface seems to be about the same between the current configuration and the three options.

Sight lines: Turning left from Lindstrom onto BFR is difficult due to the rise of the land as well as trees on the NE corner of the intersection. Currently, in order to see southbound traffic, I must pull out almost into the intersection, blocking the pedestrian right-of-way. The sight lines would be worse with the addition of bike lanes and planted buffers (snow piles are a wild card). The intersection is also very backed up at evening rush hour as commuters drive through the neighborhood in order to access southbound 169 at Pioneer Trail.

Once again, thank you for all your work on this project. Please let me know if you have any questions regarding my comments.

Jan Mahony  
8024 W. 97<sup>th</sup> St.  
Bloomington

**Marohn, Amy**

---

**From:** THERESA LUBBERS [REDACTED]  
**Sent:** Thursday, October 16, 2025 3:54 PM  
**To:** City-Council  
**Cc:** Marohn, Amy  
**Subject:** Bloomington Ferry Road Visioning Project

**Follow Up Flag:** Follow up  
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Dear Council Members:

I am writing about the visioning study for Bloomington Ferry Road. My concerns are for safety along the newly designed roadway.

1) Currently, there is no crosswalk or 4 way stop for the Bloomington Ferry Road/Ensign/Lindstrom 98th Street. This is an extremely dangerous intersection for both drivers and pedestrians. If you are east bound on Ensign trying to turn or cross Bloomington Ferry Road, there is a dip in the road making it extremely difficult to see cars on south bound Bloomington Ferry Road. In summer you have a chance to safely make your turn or cross Bloomington Ferry Road, but in the winter when traction is less, most residents avoid this intersection. You cannot see cars coming. This intersection is also the south intersection closest to Sunrise Park. There are children and adults who need to cross this intersection to safely get to the park. I have talked to Amy about it, and she said there are currently no plans for changes at this intersection. She mentioned money and utility lines as a reason. My feeling is that the primary reason to reconstruct this road is safety. Please do without the "frills" of two walking paths and two bicycle paths (one of each is sufficient if you have adequate crosswalks and stops signs so people can get safely to the other side).

2. The current visioning study also removes the stop and go light at Ensign and Bloomington Ferry Road. I was told "car numbers" do not support the stop and go light. This is the intersection that my neighbors and I need to cross with our children and grandchildren to get to Sunrise Park or Bush Lake. As a pedestrian, this crossing is difficult even with a light given the busyness of the intersection which includes traffic going straight as well as 6 different turn lanes. I am not sure if the studies that were done merely counted "numbers" or also factored in parks with both children and adults present, a walkway to the lake, as well as children on bikes and scooters trying to access McDonalds. I am requesting that this stop and go light that is currently at this intersection be kept. I was told money and intersection usage where factors in this decision. Why was safety not a factor?

3. I have asked Amy for the number of crashes at the intersection of Bloomington Ferry Road and Pioneer Trail that necessitates the changing of this intersection to a roundabout (where people do not have to slow their speed and stop). However, she has not been able to provide any information on crashes. If the intersection is not broken, why are we spending money to fix it?

4. The number of cars on this road between Highway 169 and Pioneer Trail is considerable. The divided four lane roadway is a safer alternative than two lanes going head to head. The remainder of this road does not have the traffic that this section does. I am in favor of keeping this stretch of road as the current divided four lane roadway keeping the beautiful mature trees that are currently growing in the median. Yes, the sidewalk does need some repair, but there is far less pedestrian/bike traffic that is currently allocated 4 lanes (bike and walking on each side) which is only used part of the year due to our weather. Cars far outnumber bikes/pedestrians and yet get only two lanes.

5. The extra bike/pedestrian paths will create extra maintenance costs for the city in the winter due to plowing when they will be only sparingly used. I proposed that the number of bike/pedestrian paths be reduced and the money be put toward safety, i.e. continuation of the stop and go light, add cross walk and 4 way stop at Lindstrom. The life you save may be yours, your children's, your grandchildren's or another loved one.

Bottom Line: What is not broken in the existing road design does not have to be fixed. Instead use the savings to put toward safety.

Theresa Lubbers  
9503 Woodbridge Road

**Marohn, Amy**

---

**From:** Dan [REDACTED]  
**Sent:** Wednesday, October 15, 2025 2:26 PM  
**To:** Dan Swedberg  
**Cc:** City-Council; Marohn, Amy  
**Subject:** Re: Suggestions regarding Safety on Changes to Bloomington Ferry Road (BFR)

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To Council members and Amy Marohn,

My highest priority, by far, of the 5 suggestions of my Oct 8, 2025 email, below, is #1 (Add a four way stop to Lindstrom Drive/N 98th Street intersection). Note also, that adding these stop signs could easily be done immediately with "STOP AHEAD", indicating signs also easy to add now. Please give full consideration to this suggestion, and to the recognition that SAFETY IS AN IMPERATIVE, AND NOT MERELY THE HIGHEST PRIORITY.

My other four points would reinforce the safety created by implementing #1, for they are along similar principals to #1.

Thanks very much for giving these suggestions consideration,

Dan Swedberg

> On Oct 8, 2025, at 4:52 PM, Dan [REDACTED] wrote:

>

> To Amy Marohn and Council Members,

>

> As a retired Principal Architect that has led the planning of dozens of large schools, integrating the access to the buildings of students K-12, on buses, dropped off, and particularly, picked up by autos, plus pedestrian students, staff, and visitors, from sidewalks, parked autos and bikes, I feel well qualified to offer guidance on this work. I feel this way in particular, after living in Woodbridge Townhouses for thirty years and traveling the north one-third of the BFR project most days during that time.

>

> In creating access to schools we believed that safety was not merely the highest priority, but that it is a lone imperative. All other considerations for design work could be set into ranked priorities, but safety trumped each one of them, hands down! From what I see of the favored direction now being focused on, there seems to be many good features to make a highly improved plan for it's current needs. I offer a few changes for the north one-third (Ensign south to Pioneer Trail) that I think would improve safety for users in my neighborhood:

>

> 1- Add a four way stop to the Lindstrom Drive/N 98th Street

> Intersection—

- >
- > Reasoning: Multiple times I have come to that intersection finding cars driving southbound on BFR crashing into northbound cars turning left (west), onto North 98th Street. I believe that this happens for there is a dip in this BFR southbound lane, so particularly low vehicles, cannot be seen by the left turners until they are right on top of them. This is compounded by the excessive speed of many drivers, on BFR in both directions, on the quarter mile stretch north of Lindstrom Drive, known with un-affection in the neighborhood as— “test how loud you can make your muffler”, or, “can I bait this driver, beside me, to drag race (south to Pioneer Trail, or north to Ensign)”.
- > As a pedestrian crossing BFR not seeing cars “in the dip” has made me very uncomfortable— can you imagine how young children feel that want to cross here, whether they are walking, skating, skateboarding, biking or other means.
- >
- > 2- Include a marked crosswalk with indicating signs, on the pavement of BFR at West 98th Street, for all of the reasons mentioned in #1 above. There are many children and others that use this route, that crosses at about the middle of the muffler test/drag race zone.
- >
- > 3- It appears that the pedestrian tunnel under BFR near Pioneer Trail will be retained. If so, please include a prominent "Pedestrians Only — Walk Your Bike" sign , or use some more effective method, like reverse swinging (towards you) gates at each entrance to the tunnel. This would be to prevent another event, like the fatal bike crashing into a walker, at the tunnel under East Bush Lake Road, at the West 86th Street intersection, a few years ago.
- >
- > 4- Use marked crosswalks with indicating signs, to access the school and the three parks on the entire length of the BFR renewal project. Consider using the design features and street dimensions, signs and speeds, maybe including the “Stop for Pedestrians in the Intersection” (that pop up, if run over, sign) used in Eden Prairie by the school, a mile to the west of #169, on Anderson Lakes Parkway (ALP).
- >
- > 5- Consider changing the name and calling the new BFR, Bloomington Ferry Parkway, to what it is really becoming— is an extension of ALP, and similar designs on the two would promote familiarity and SAFETY.
- >
- > Just think is one person could be saved from being in an accident from these simple changes...and maybe, many more.
- >
- > I would be happy to listen to and discuss any of these, or other thoughts further.
- >
- > Dan Swedberg,
- > Retired Principal Architect, 30 years at a prominent local firm Cell#  
[REDACTED]

**Marohn, Amy**

---

**From:** [REDACTED]  
**Sent:** Monday, October 13, 2025 2:47 PM  
**To:** 'Dan Hallberg'; Marohn, Amy  
**Cc:** City-Council  
**Subject:** RE: Proposed changes to Bloomington Ferry Road

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- Amy,
- 1) AGREE with Dan on 4 lane traffic. It works fine.
    - a) One side of the street side walks are bike lanes already. Maybe a little wider / better markings. I bike a LOT. I seldom see bikes on BF Road to start out with. Most already use the extra wide side walk. To reduce traffic lanes to 1 lane to add a bike lane is crazy. (and there are very FEW bikes on BF Road to begin with. )
  - 2) Stop lights in general - we are in 2025. Everything is electronic and AI. Hasn't anyone invented a 'Smart' stop light that recognizes the traffic arriving and adjusts the stop lights based on actual traffic??? Seems to me that good software could also figure out when blinking RED / Yellow lights at night would make sense when traffic is low. It shouldn't be a stop light / stop sign question. It should be a SMART light system that optimizes traffic flows. Stop sign is the WORST option.
  - 3) I differ with Dan - I like the idea of a round-about at Pioneer trail. Plenty of space and traffic flows well with roundabouts. I might consider a roundabout at the stop sign north of OSR by the school. Only during 'rush hour' do I typically wait for any cross traffic there.
  - 4) Agree w/ Dan - plenty of roads much worse than BF Road. Do minor updates and focus on bigger problems.
  - 5) Take the stoplight OUT at the park - make it a PUSH button to walk flashing light system. Few cross the road there. And take the stop sign out at the top of the hill north of the park - put a Your Speed is XX sign there.

Ron Eckstam

7 1/2 year resident along BF Road who drives, walks and bikes along it all the time.

-----Original Message-----

**From:** Dan Hallberg [REDACTED]  
**Sent:** Sunday, October 12, 2025 2:33 PM  
**To:** amarohn@bloomingtonmn.gov  
**Cc:** council@bloomingtonmn.gov  
**Subject:** Proposed changes to Bloomington Ferry Road

Amy, we did not attend the open house at Sunrise Park on September 23. However, we spoke to several of our neighbors who did and based on those discussions, here's our comments and recommendations:

- 1) We've lived at Woodbridge Village for 11 years and use Ferry Road daily, primarily between Highway 169 and Pioneer Trail. We like the four lane traffic availability and feel safe and comfortable driving it. The only change we would recommend is stop signs at 98th St.. Cars coming up the hill from the west are difficult to see until very close to the intersection. This would be a safety upgrade.
- 2) Replacing the stoplight at Ensign Avenue with stop signs would be a giant step backward. We go through that intersection every day and feel safe and comfortable with the lights that are there. Also, we notice that pedestrians use the walk lights, which makes us as drivers feel more comfortable. This is not broken, so do not change it.
- 3) We don't see any need for a proposed roundabout at Pioneer Trail. Again, we feel safe and comfortable going through that intersection with the stop signs. No need to change this.
- 4) We've lived in Bloomington since 1972 and can assure you there are many roads that need to be improved and upgraded. This is not one of them.

Thanks,

Dan & Shari Hallberg  
9425 Woodbridge Rd.  
Bloomington, MN 55438

██████████  
Sent from my iPad

## Bloomington Ferry Road options

My wife and I have lived in the 9500 block of Xylon Avenue for 41 years and routinely use Bloomington Ferry Road as one of the two roads out of the neighborhood, the other being West Bush Lake Road.

The proposed changes will be costly and irreversible if approved. While the cost will be known and paid for over many years some of the potential benefits are subjective and may or may not materialize. The proposals affect only a small percentage of the population while all Bloomington households and businesses will pay the price.

Is this the highest priority use of taxpayer dollars or are there other projects that would deliver a higher benefit?

We believe the proposed changes for Bloomington Ferry Road are unnecessary and will impose additional costs with speculative benefits. What is needed can be achieved at a significantly lower cost.

Objectives of the study:

- better utilize the existing right-of-way to serve all users (motorists, bicyclists and pedestrians);
- improve management of traffic at intersections;
- enhance pedestrian crossings;
- reduce impervious area and improve stormwater management, and
- reduce greenhouse gas emissions

### **Pedestrian Crossing**

As someone who driven the streets and walked and jogged the path for over 40 years, cars, bicyclists and pedestrian have co-existed, to my knowledge, without incident.

Of the five objectives of the proposal, one is worth considering, enhance pedestrian crossing. That can be done without any of the proposals. I point to the use of a flashing warning lights that are used at various locations in the city. I am most familiar with the one on East Bush Lake Road at the crossing from the park trail to Bush Lake. I have stopped at it many times to let bicyclists and pedestrians cross the road. I also point to the pedestrian crossing on American Boulevard midway between Lyndale and Nicollet. It has much more traffic than BFR. The attached photo was taken at about 2:45 PM on Wednesday October 1.

Notice a pedestrian and bicyclist crossing with traffic at a full stop in both directions. Surely this type of crossing would be much less expensive than any of the proposals.



## Speeding

Some vehicles speed on BFR and some don't come to a complete stop at a stop sign. Where isn't that true in the Twin Cities or everywhere else?

I don't condone unsafe speed but while people speed on BFR I have not observed what I would consider dangerous driving. Above the speed limit yes but not dangerous. What I have observed with roundabouts is that people speed up to a roundabout and once they are through it they speed again.

People routinely drive on two lane roads at speeds in excess of 60 mph. Just because a road is two lane doesn't mean people won't speed. If there is no traffic in front of someone on BFR and it's two lanes, there's no deterrent to speed except common sense. The only

deterrent is a hefty fine. Minneapolis is installing speeding cameras in several locations where it has a speeding problem. I would endorse that.

## **Environmental Impact**

We consider ourselves supportive of the environment. We recycle, we compost, we plant flowers for the bees and butterflies and we bundle our shopping so we minimize our driving.

I'm an engineer and can't imagine how any of these proposals would reduce greenhouse gasses. I think it's likely that all three proposals will increase greenhouse gas emissions rather than reduce them.

These proposals will not reduce the number of vehicles on BFR. We use it to get to and from work, shopping and other necessary activities. That's not going to change with any of the proposals.

The attached chart validates what we all know intuitively, stopping and starting produce more emissions than driving at a constant speed

The graphic is from an article, Traffic Congestion and Greenhouse Gases. While the article is lengthy it is easily understandable.

<https://www.accessmagazine.org/fall-2009/traffic-congestion-greenhouse-gases/>

A conclusion is:

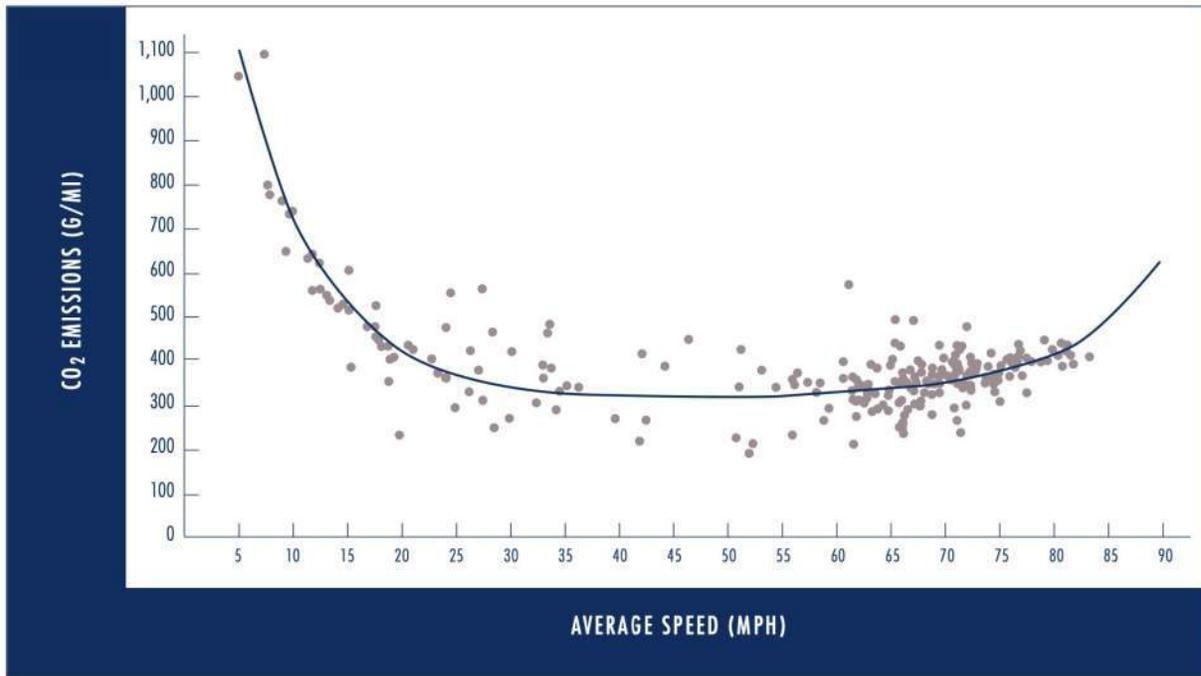
“Smoothing the stop-and-go pattern of traffic so that cars move at a relatively constant speed will reduce CO2 emissions.”

The graph below, Figure 5, shows that at average speeds below 25 MPH CO2 emissions rise sharply.

Stop and go or acceleration and deceleration, as will occur in any of these proposals, will increase CO2 emissions.

**FIGURE 5**

Emission-speed plot of individual trips or trip segments



What is the environmental impact of heavy construction equipment burning diesel and gas, tearing up miles of good roadway, curbing and trees and trucking it off to a disposal site only to manufacture and lay new asphalt, curbing and plant new vegetation?

## Safety

I awoke one evening to see several fire trucks at my neighbors house. He had a a fire. After the situation was under control one of the firemen told me that time to reach a fire is critical. A fire can double in size in 30 seconds. I'm sure the same is true with a heart attack or stroke.

BFR is the primary access to many of the homes on either side of the road. If my measurement is correct, the current 2 lane roadway is 26 feet wide. A fire engine is 8.5 feet wide.

Reducing the roadway to one lane in each direction will make it more difficult for emergency vehicles to quickly move into and out of the areas adjoining BFR, especially during times of heavy traffic. Today that's not an issue.

What happens if there is an accident blocking one lane - vehicles are stuck behind the accident until the accident is cleared or the other lane opens up. How do emergency vehicles get to the accident?

## **Conclusion and suggestion**

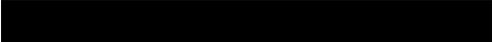
Don't spend our property tax dollars replacing a system that isn't broken. Fix what needs to be improved. Our question to the City Council is "Is this the best use of our money?"

As we said at the outset; The proposed changes will be costly and irreversible if approved. While the cost will be known and paid for over many years some of the potential benefits are subjective and may or may not materialize.

Our suggestion is what any business would do before making a major capital expenditure. Test the concept.

You can do this at low cost by blocking off one side of BFR for a few weeks to study how BFR would work as a two lane road.

Cordially,

Richard and Elaine Kolkmann  


**Marohn, Amy**

---

**From:** Dan Hallberg [REDACTED] >  
**Sent:** Sunday, October 12, 2025 2:33 PM  
**To:** Marohn, Amy  
**Cc:** City-Council  
**Subject:** Proposed changes to Bloomington Ferry Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Amy, we did not attend the open house at Sunrise Park on September 23. However, we spoke to several of our neighbors who did and based on those discussions, here's our comments and recommendations:

- 1) We've lived at Woodbridge Village for 11 years and use Ferry Road daily, primarily between Highway 169 and Pioneer Trail. We like the four lane traffic availability and feel safe and comfortable driving it. The only change we would recommend is stop signs at 98th St.. Cars coming up the hill from the west are difficult to see until very close to the intersection. This would be a safety upgrade.
- 2) Replacing the stoplight at Ensign Avenue with stop signs would be a giant step backward. We go through that intersection every day and feel safe and comfortable with the lights that are there. Also, we notice that pedestrians use the walk lights, which makes us as drivers feel more comfortable. This is not broken, so do not change it.
- 3) We don't see any need for a proposed roundabout at Pioneer Trail. Again, we feel safe and comfortable going through that intersection with the stop signs. No need to change this.
- 4) We've lived in Bloomington since 1972 and can assure you there are many roads that need to be improved and upgraded. This is not one of them.

Thanks,  
Dan & Shari Hallberg  
9425 Woodbridge Rd.  
Bloomington, MN 55438  
[REDACTED]

Sent from my iPad

**Marohn, Amy**

---

**From:** flyer52 [REDACTED]  
**Sent:** Sunday, October 12, 2025 2:11 PM  
**To:** Marohn, Amy  
**Subject:** Bloomington Ferry Road project

**Follow Up Flag:** Follow up  
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Dear Amy and City Council

I am a Bloomington resident who recently became aware of some proposed changes —Bloomington Ferry Road Project.

1) I am first and foremost opposed to changing the signal light at Bloomington Ferry Road and Ensign Road with a four way stop sign. This is a terrible idea. This is a busy intersection. Currently, many people coming out of the road where McDonalds, gas station, liquor store, etc , already do not stop, at that stop sign. People are distracted and sadly many drivers are in a hurry. A four way stop will back up, during rush hour. A four way stop is also more stressful, especially in a busy intersection, that incidentally, will only get busier over the next years. Pedestrian crossing will become more harried, as of now, there is a "walk" button for walkers to assure they have the right away.

2) The number of traffic lanes on Bloomington Ferry Road will be reduced from four to two. Again, this is a road that has become more traveled and more busy. I am a walker, I walk every day. I do not need a better path or sidewalk. My husband is a biker. He is fine with what is presently there. I am getting weary of the bike lobby that keeps pushing for designated lanes. There are many, many more cars that travel that road compared to very few bikes. Anderson Lakes Road is currently two lanes. It is a busy road. What I have found there is that the fast drivers are on my tail the entire time. That is dangerous too. At least with four lanes, people can pass, with out the road rage. Where you really need bike lanes are on Bush Lake Road. If, however you want to give a lane to bikes, there is plenty of space between the curb and walking path to put in a bike lane ( where the grass is now).

3) The current three way stop at Bloomington Ferry and Pioneer works fine. But if you must spend my tax dollars, a roundabout is understandable.

4) Where a change is needed, is the intersection at Bloomington Ferry and Lindstrom. That intersection remains a bit dicey, for walkers, bikers, and cars. At the very least put in a crosswalk with lights alerting drivers. That would be a good spot for a four way stop or a round-a-bout.

I would much rather this money be spent in our schools, than on roads that are working. This is disheartening to me, and so much of it appears unnecessary. I have lived in Bloomington for 17 years. I love the trails and green spaces. But I am wondering why you are trying to fix areas that are working?

If you do nothing but one request, then leave the signal light at Bloomington Ferry Road and Ensign. PLEASE.

Sincerely ,

Sue Deal

**Marohn, Amy**

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**From:** Steve Deal [REDACTED]  
**Sent:** Sunday, October 12, 2025 11:47 AM  
**To:** Marohn, Amy  
**Cc:** Steve Deal  
**Subject:** Corridor Visioning Study for Bloomington Ferry Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Dear Amy and Bloomington City Council,

I am a long-time homeowner in Woodbridge Townhouse Association. I attended the subject Bloomington Road open house on September 23rd, at Sunrise Park. I am encouraged to see the interest and investment in improving roadways in Bloomington, but I do have some significant concerns of some of the proposed changes that I believe would be detrimental to the people living in and around our neighborhood and I would like to share my thoughts below.

As an overarching comment, in my opinion, the entirety of the scope of the proposed changes are not needed and could be tailored to work within the existing structure while still incorporating some specific changes.

Replacement of the signal light at the intersection of Bloomington Ferry Road and Ensign Road with a four-way stop sign is very concerning. This includes the existing pedestrian crossing signals. The current signal light functions perfectly well and allows traffic to flow safely in and out of neighborhoods and the adjoining mini shopping mall at Bloomington Ferry and Ensign. This is a high traffic intersection that would almost certainly turn into a congestion and safety issue.

Traffic on Bloomington Ferry has increased significantly over the past 10 years, especially as motorists wind their way through our neighborhoods to and from work in an attempt to avoid the parking lot called hwy 169. Reducing traffic lanes from 4 to 2 will only make a bad situation worse now and in the future. As I witness several times a week on Anderson Lakes Parkway which is two-lanes, auto traffic lines up many cars deep as impatient drivers tail gate one another that impedes traffic flow and creates safety concerns.

The current three way stop with right turn lanes with yield signs at the intersection of Bloomington Ferry Road and Pioneer Trail proposed change to a roundabout would seem to be a good application of this technology. That said, the current all-way stop works fine and does not impede traffic flow.

The study has no address of the intersection of Bloomington Ferry Road and Lindstrom/98th Street has no consideration for improving crossing this intersection. This is a highly used intersection that is currently unsafe for crossing by auto, bike or walking. There is currently no crosswalk here and the next nearest crosswalk is about a mile in either direction. This may be an ideal location for a 4-way

stop to allow safe crossing and also would slow traffic on this long stretch of road. Very inexpensive solution.

I am an avid biker and walker and appreciate the existing Bloomington Ferry bike and walking paths. Of course, enhancement of these trails would be welcome, but I must say the bike and foot traffic on these trails is very light. Many of the bikers currently opt to ride on the road vs the trail - not sure that would change especially for the groups of bikers. If the road is changed two-way, road sharing could become a problem... There appears to be adequate space for improvement on the existing footprint for these trails.

Thank you for your efforts to address traffic considerations in our city and thank you for listening.

Sincerely,

Steve Deal  
9413 Woodbridge Road  
Bloomington, MN 55438

**Marohn, Amy**

---

**From:** Marty Anderson [REDACTED]  
**Sent:** Friday, September 26, 2025 1:47 PM  
**To:** Marohn, Amy  
**Cc:** Cecilia Muñuzuri Anderson  
**Subject:** BFR comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hi, I just reviewed the proposals from the website and are sending you some comments. Our home backs up onto Bloomington Ferry Road at 103rd and we use the path behind our house every day. As you may know, the current behavior is people will walk and bike on the sidewalk on the east side and walk and bike on the bike path on the west side. Even though we have a sidewalk on the west side, most of us walk on the bike path because it's nice and wide and there aren't that many bikes.

I would think Concept C, a shared path on both sides of the road would be sufficient. However, I suggest increasing the width on both sides to be more like 15 or 20 feet rather than 10 feet. Adding lines to indicate where people should walk and ride their bike would be helpful, especially for those of us who walk dogs or strollers and need to know which side to be on so we don't get run over by a bike.

I would also think it would be easier to maintain especially for snow removal if there was just one path on each side of the road to clear (rather than a sidewalk and an asphalt path.)

Happy to discuss further if you want to contact me.  
Marty

Marty Anderson  
10301 Virginia Rd.  
Bloomington, MN 55438  
[REDACTED]

**Marohn, Amy**

---

**From:** Scott Saueressig [REDACTED] >  
**Sent:** Friday, September 26, 2025 12:44 PM  
**To:** Marohn, Amy; Rezac, Darin  
**Cc:** Dallessandro, Lona  
**Subject:** Bloomington Ferry Road Visioning Study Feedback

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Amy and Darin,

I was unable to make this week's Bloomington Ferry Road Visioning Study open house, but was able to review the associated material via the website. After reviewing the documentation, I have significant questions about the necessity of this project as well as the assumptions behind the three design concepts.

### 1. Necessity and Budget Priorities

- What is the **financial business case** for reconstructing Bloomington Ferry Road?
  - What are the **current annual maintenance costs** for pavement, striping, and landscaping on this segment?
  - What are the **estimated capital costs** (even ballpark) for each of the three concepts presented?
  - What are the **projected 20-year maintenance costs** (pavement, landscaping, striping, snow plowing) for each concept compared to existing conditions?
- Will implementation require **new tax revenues**, or will funding be drawn from existing CIP budgets, grants, or county/state contributions? Basically, what's the probability us taxpayers get hit with an increase, with this serving as a (even partial) driver?
- How does this project rank relative to **other street segments in Bloomington with higher traffic, safety, or maintenance needs**?
- Has the City conducted a **life-cycle cost analysis comparing "maintain as-is" versus full reconstruction with lane reduction**?
- What **traffic modeling** has been completed to demonstrate that the proposed lane reductions will accommodate projected 2040 traffic volumes without unacceptable congestion or diversion to parallel routes?

---

### 2. Design Concepts

- For Segments 1 and 2, do the concepts assume that **both existing roadway halves will be removed** and a new 2-lane section constructed down the center, or would **one side be reconstructed and the other retained**?
  - Would **Segment 1 (Hwy 169 to Veness Road)** remain a 4-lane facility, or is a lane reduction being evaluated in this segment?
  - What opportunities exist to incorporate **native, low-maintenance vegetation** in medians and boulevards to reduce mowing requirements while improving corridor aesthetics?
  - For each intersection under review, has a **formal signal warrant study (per MnDOT/MUTCD standards)** been completed, and will the results be shared?
  - Why is a **roundabout not being proposed** at Ensign/Veness, given that roundabouts generally reduce severe crashes and long-term signal maintenance costs?
- 

I strongly urge the City to include a **“no build / maintain existing condition” option** in its analysis, with clear cost-benefit comparisons against reconstruction alternatives. This would give residents a transparent picture of whether the project is truly necessary and fiscally responsible.

Thank you for your time and I look forward to your response.

Scott Saueressig

Area	Goal	Measure/Criteria	Existing/No Build	Alt A (Reduction = 2.5 acres)	Alt B (Reduction = 4.7 acres)	Alt C (Reduction = 3.0 acres)	
Water Resources	Reduce impervious area	Impervious area (acres)	26.8	24.3 (Reduction = 2.5 acres)	22.0 (Reduction = 4.7 acres)	23.8 (Reduction = 3.0 acres)	
	Reduce localized flooding	WPSWMM model to estimate amount of flood storage required; approximate this amount of storage to space available for new pond or underground storage.	Existing flooding around Landau Lane. Flooding issues seem to be a pipe capacity issue.	Reduced impervious area will decrease runoff. Opportunities to utilize remaining ROW for flood storage.	Reduced impervious area will decrease runoff. Opportunities to utilize remaining ROW for flood storage.	Reduced impervious area will decrease runoff. Opportunities to utilize remaining ROW for flood storage.	
	Improve water quality	High level P8 or MDS model to estimate TP and TSS removals for proposed BMP spaces	Total Suspended Solids (TSS) Loading = 8,247 lbs/yr Total Phosphorus (TP) Loading = 462 lbs/yr	TSS Loading = 6,102 lbs/yr (Reduction = 644 lbs/yr) TP Loading = 41.8 lbs/yr (Reduction = 6.8 lbs/yr)	TSS Loading = 7,510 lbs/yr (Reduction = 1,237 lbs/yr) TP Loading = 43.9 lbs/yr (Reduction = 4.3 lbs/yr)	TSS Loading = 7,974 lbs/yr (Reduction = 1,773 lbs/yr) TP Loading = 43.9 lbs/yr (Reduction = 4.3 lbs/yr)	
	Reduce the need for salt	Evaluate sag and shade areas and propose additional drainage infrastructure to capture freeze/thaw. Reduced impervious area will also reduce need for salt.	-	Reduced impervious area reduces salt usage. Grades for most part are planned to remain similar to existing conditions; however, opportunity to allow stormwater to run off roadway into rain gardens and reduce the potential for refreeze.	Reduced impervious area reduces salt usage. Grades for most part are planned to remain similar to existing conditions; however, opportunity to allow stormwater to run off roadway into rain gardens and reduce the potential for refreeze.	Reduced impervious area reduces salt usage. Grades for most part are planned to remain similar to existing conditions; however, opportunity to allow stormwater to run off roadway into rain gardens and reduce the potential for refreeze.	
	Reduce greenhouse gases	Measure GHG with MICE tool	4,000 mt CO2 associated with 4-lane reurfacing project. Overall GHG emissions from vehicle operations similar in all alternatives.	2,900 mt CO2 associated with 2-lane reconstruction (similar for all alternatives). Overall GHG emissions from vehicle operations similar in all alternatives.	2,300 mt CO2 associated with 2-lane reconstruction (similar for all alternatives). Overall GHG emissions from vehicle operations similar in all alternatives.	2,300 mt CO2 associated with 2-lane reconstruction (similar for all alternatives). Overall GHG emissions from vehicle operations similar in all alternatives.	
	Sustainability	High-size right-of-way needs	Evaluate additional ROW needed and use of existing ROW	-	No additional ROW needed	No additional ROW needed	No additional ROW needed
	Mitigate the impacts of climate change through placemaking	Opportunities for shade trees to minimize heat island impacts, native plantings, public art, etc.	Limited, but some opportunity to increase shade trees and native plantings.	Preserves additional space on either side for native plantings, shade trees, etc. Shade trees proximity to sidewalk/bike facility would reduce heat island impact.	Narrower width and centerline shifted to one side preserves maximum space for native plantings, shade trees, and potential linear park placemaking	Narrower width and centerline shifted to one side preserves maximum space for native plantings, shade trees, and potential linear park placemaking	
	Improve safety for all roadway users (drivers, pedestrians, and bicyclists)	Conflict points, crash modification factor (https://crmcleanhouse.fhwa.dot.gov)	Crossing/through conflict points: 8 Left-Turn/through conflict points: 8	Crossing/through conflict points: 4 Left-Turn/through conflict points: 4 CMF for road diets is 0.59-0.81 (18-47% reduction in overall crashes) * CMF for AVSC to Roundabouts is 0.54 for fatal and injury crashes.**	Crossing/through conflict points: 4 Left-Turn/through conflict points: 4 CMF for road diets is 0.59-0.81 (19-47% reduction in overall crashes) * CMF for AVSC to Roundabouts is 0.54 for fatal and injury crashes.**	Crossing/through conflict points: 4 Left-Turn/through conflict points: 4 CMF for road diets is 0.59-0.81 (19-47% reduction in overall crashes) * CMF for AVSC to Roundabouts is 0.54 for fatal and injury crashes.**	
	Maintain efficient operations for current and future needs	Intersection LOS, multimodal LOS, conflict travel times	Intersection LOS: multimodal LOS: C- D Corridor Travel Times: SB 6.2 min, NB 6.0 min	Intersection LOS: A-C Corridor Travel Times: SB 6.6 min, NB 6.6 min	Intersection LOS: A-C Corridor Travel Times: SB 6.6 min, NB 6.6 min	Intersection LOS: A-C Corridor Travel Times: SB 6.6 min, NB 6.6 min	
	Remove unnecessary infrastructure to reduce maintenance needs	Warrant analysis (signal and multi-way stop)	2 Unwarranted Signals (102nd St, Veness St)	Removes 2 unwarranted signals	Removes 2 unwarranted signals	Removes 2 unwarranted signals	
Reduce driver speeds to align with neighborhood context	Speed adjustment factors, existing research	Elevated existing travel speeds Average speeds: 35 - 38 mph 85th-percentile speeds: 41 - 43 mph	Speed limit would likely be reduced based on geometric changes, including lane reduction and curvature of roadway. Anticipate a 3-5 mph speed reduction with road diet.*** Roundabouts also induces slower speeds approaching them.	Speed limit would likely be reduced based on geometric changes, including lane reduction and curvature of roadway. Anticipate a 3-5 mph speed reduction with road diet.*** Roundabouts also induces slower speeds approaching them.	Speed limit would likely be reduced based on geometric changes, including lane reduction and curvature of roadway. Anticipate a 3-5 mph speed reduction with road diet.*** Roundabouts also induces slower speeds approaching them.		
Mobility	Improve non-motorized comfort and safety	Score by facility type (e.g. none, shared use path, dedicated infrastructure, etc.)	Provides separated sidewalks and bicycle facilities (one-way bike) on both sides of the roadway. Depending on the side of the roadway, people access bicycle facilities from the same direction of travel, there might be a need to travel the opposite direction. For a bicyclist to turn around and travel the longer spacing between crossings requires additional travel distance based on this.	Provides a shared use path on both sides of the roadway. Pedestrians and bicyclists required to share the same space.	Provides separated sidewalks on both sides of the roadway. Separated bicycle facilities (two-way cycle track) provided on one side of the roadway. Depending on the side of the roadway, people access bicycle facilities from and desired direction of travel, there might be a need to cross roadway in direction of travel, there might be a need to cross roadway approaching them.		
Cost	Reduce ped/bike crossing exposure	Crossing distance, conflict points (broken down by number of lanes)	Veness Dr: crossing distance (south): 86 feet, 7 Conflict points. Lindstrom Dr: crossing distance (north): 89 feet, 7 Conflict points. Yukon Ave: crossing distance (south): 86.5 feet, 7 Conflict points. 102nd St: crossing distance (north): 86 feet, 7 Conflict points. Signal with walk phase.	Veness Dr: crossing distance (south): 45 feet, 5 Conflict points. Lindstrom Dr: crossing distance (north): 45 feet (reduction of 44 feet), 5 Conflict points. Ped refuge island provided. Yukon Ave: crossing distance (south): 45 feet (reduction of 41.5 feet), 5 Conflict points. Ped refuge island provided. 102nd St: crossing distance (north): 45 feet (reduction of 41 feet), 5 Conflict points. Ped refuge island with RFBF. Enhanced pedestrian crossings throughout the corridor.	Veness Dr: crossing distance (south): 45 feet, 5 Conflict points. Lindstrom Dr: crossing distance (north): 45 feet (reduction of 44 feet), 5 Conflict points. Ped refuge island provided. Yukon Ave: crossing distance (south): 45 feet (reduction of 41.5 feet), 5 Conflict points. Ped refuge island provided. 102nd St: crossing distance (north): 45 feet (reduction of 41 feet), 5 Conflict points. Ped refuge island with RFBF. Enhanced pedestrian crossings throughout the corridor.		
	Be fiscally responsible with capital costs	Infrastructure costs	Reconstruction Costs: \$21,000,000 Mill and Overlay Costs: \$5,100,000 per Seal Coat Costs: \$126,000 per	Reconstruction Costs: \$22,900,000 Mill and Overlay Costs: \$3,050,000 Seal Coat Costs: \$63,000 per	Reconstruction Costs: \$27,000,000 Mill and Overlay Costs: \$3,050,000 Seal Coat Costs: \$63,000 per		
	Reduce long-term maintenance costs	Annual maintenance cost	-	-	-		

\* CMF unavailable for a 4-lane divided roadway to a 3-lane roadway, CMF based on 4-lane undivided to 3-lane roadway with left-turn lanes. Existing roadway also has left-turn lanes, so the realized crash benefit might not be as great.  
\*\* CMF for AVSC to Roundabout (CMF Clearinghouse ID: 242)  
\*\*\* Speed reduction estimate based on 4-lane undivided roadway to a 3-lane roadway.



# Bloomington Ferry Road Visioning Study

Planning Commission #2

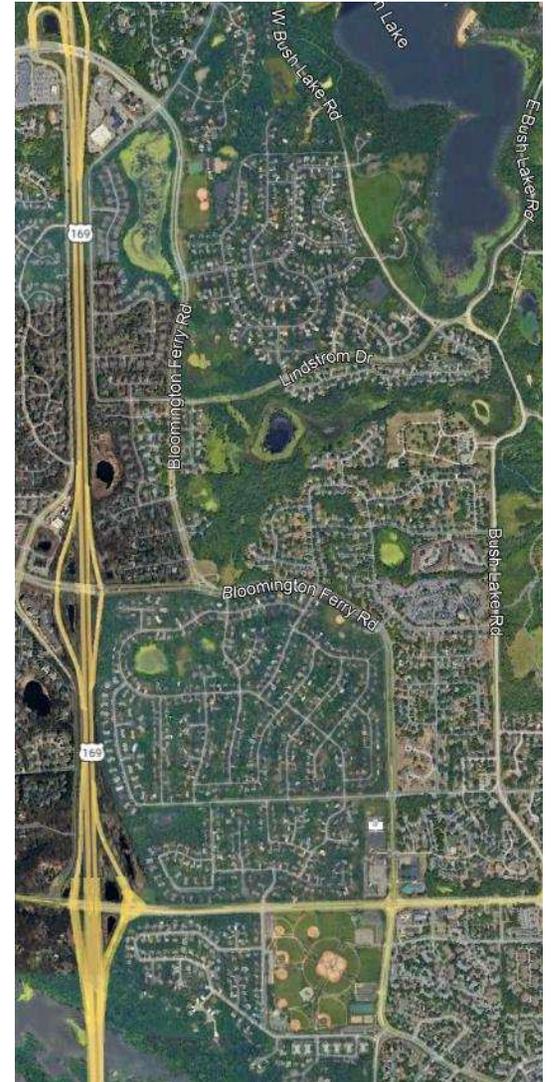
December 4, 2025



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# Agenda

- Study Overview and Goals
- Concepts
- Public Engagement Round #2
- Evaluation
- TAC Recommendations
- PC Action
- Next Steps



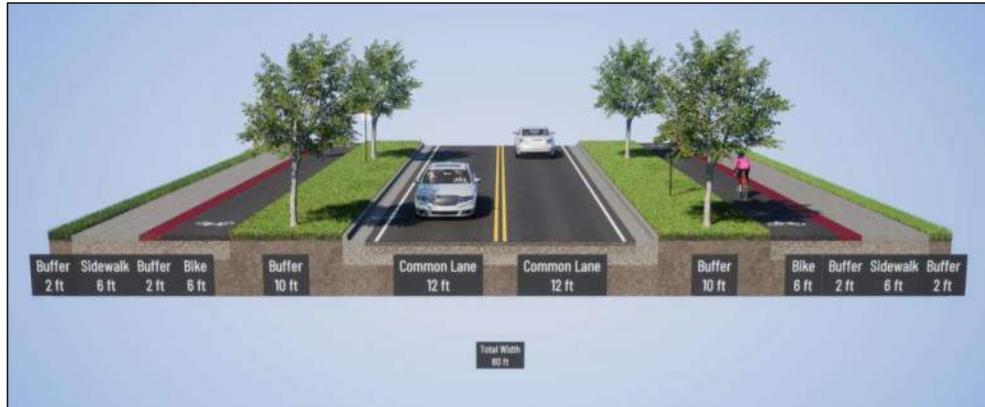
# Study Overview and Goals

- Visioning Study
  - Align the design of the corridor with the surrounding context and needs of the corridor.
  - Determine the best use of the existing right-of-way
- Design the corridor for all modes of transportation
  - “Right-size” the corridor and remove unwarranted infrastructure



# Concepts

Concept A: One-way Bikeways + Sidewalks



Concept C: Two-way Bikeway + Sidewalks



Concept B: Shared Use Paths



## How input influenced concepts

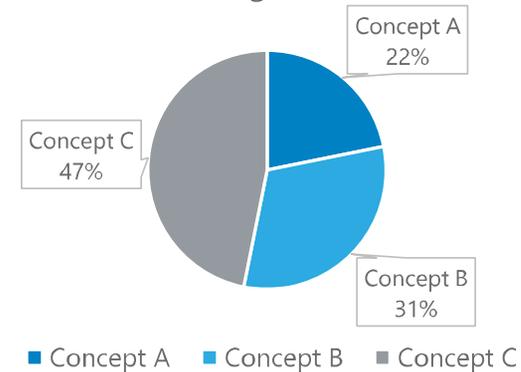
- 1-lane each direction
- Wide boulevard can be used for green infrastructure
- Align traffic control with needs/analysis
- Minimize additional ROW
- Reduce impervious area
- Separated ped/bike facilities – don't downgrade existing infrastructure

## Public Engagement Round #2

- Goal: Share alternatives and gather input to inform the evaluation and alternative refinement.
- Open House - September 23
  - 120 -130 (88 sign-ins)
  - Opportunity to comment on layouts and complete comment cards

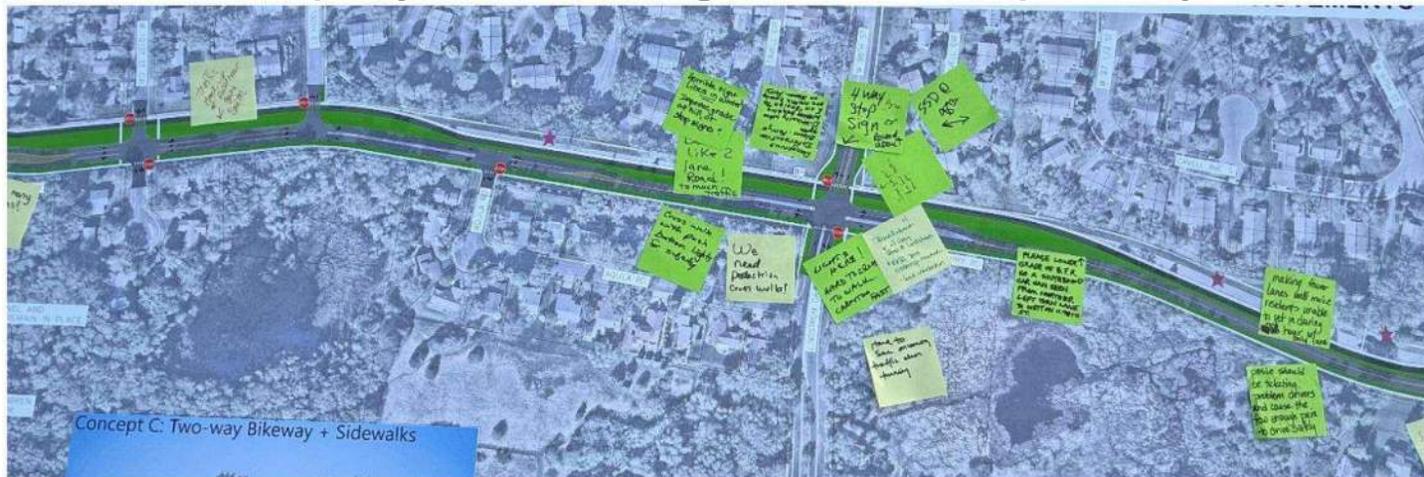


Which concept do you feel best addresses the goals?



# Public Engagement Round #2 Summary

- Common themes
  - Support for improving pedestrian and bicyclist infrastructure
  - **Interest in maintaining and improving landscaping along the study corridor.**
  - Interest in short-term solutions to speeding concerns
  - Concerns about project funding, cost, and priority



# Public Engagement Round #2 Summary

- Thought for use of green space
  - Native plantings
  - Pollinator-friendly species
  - More trees for shade and aesthetics
  - Avoiding lawn grass in favor of low-maintenance, natural vegetation

Green infrastructure is planned for the corridor to:

- Manage stormwater
- Improve water quality
- Reduce flood risk

Green infrastructure can look many ways depending on the storage needs, corridor design, and available right-of-way. Example stormwater treatments that may be considered for this corridor are shown to the right.

From the first round of engagement, we heard that there is an interest in having maintenance completed for the current vegetation. The City is currently investigating this at locations, such as 96th Street (see below).



# Post Engagement Activities

- Lindstrom Avenue analysis (westbound operations)
- Intersection sight distance evaluation
- Veness Road signal warrants under various scenarios
- Identified short-term/interim recommendations
- Soil borings



# Evaluation

Area	Goal	Measure/Criteria	Existing/No Build	Alt A	Alt B	Alt C	
Water Resources	Reduce impervious area	Impervious area (acres)	26.8	24.3 (Reduction = 2.5 acres)	22.0 (Reduction = 4.7 acres)	23.8 (Reduction = 3.0 acres)	
	Reduce localized flooding	XPSWMM model to estimate amount of flood storage required, approximate this amount of storage to space available for new pond or underground storage	Existing flooding around Landau Lane. Flooding issues seem to be a pipe capacity issue.	Reduced impervious area will decrease runoff. Opportunities to utilize remaining ROW for flood storage.	Reduced impervious area will decrease runoff. Opportunities to utilize remaining ROW for flood storage.	Reduced impervious area will decrease runoff. Opportunities to utilize remaining ROW for flood storage.	
	Improve water quality	High level PB or MIDS model to estimate TP and TSS removals for proposed BMP spaces	Total Suspended Solids (TSS) Loading = 8,747 lbs/yr Total Phosphorus (TP) Loading = 48.2 lbs/yr	TSS Loading = 8,103 lbs/yr (Reduction = 644 lbs/yr) TP Loading = 44.6 lbs/yr (Reduction = 3.6 lbs/yr)	TSS Loading = 7,510 lbs/yr (Reduction = 1,237 lbs/yr) TP Loading = 41.3 lbs/yr (Reduction = 6.9 lbs/yr)	TSS Loading = 7,974 lbs/yr (Reduction = 773 lbs/yr) TP Loading = 43.9 lbs/yr (Reduction = 4.3 lbs/yr)	
	Reduce the need for salt	Evaluate sag and shade areas and propose additional drainage infrastructure to capture freeze/thaw. Reduced impervious area will also reduce need for salt.	-	Reduced impervious area reduces salt usage. Grades for most part are planned to remain similar to existing conditions; however, opportunity to allow stormwater to run off roadway into rain gardens and reduce the potential for refreeze.	Reduced impervious area reduces salt usage. Grades for most part are planned to remain similar to existing conditions; however, opportunity to allow stormwater to run off roadway into rain gardens and reduce the potential for refreeze.	Reduced impervious area reduces salt usage. Grades for most part are planned to remain similar to existing conditions; however, opportunity to allow stormwater to run off roadway into rain gardens and reduce the potential for refreeze.	
Sustainability	Reduce greenhouse gases	Measure GHG with MICE tool	4,000 mt CO2 associated with 4-lane resurfacing project. Overall GHG emissions from vehicle operations similar in all alternatives.	2,300 mt CO2 associated with 2-lane reconstruction (similar for all alternatives). Overall GHG emissions from vehicle operations similar in all alternatives.	2,300 mt CO2 associated with 2-lane reconstruction (similar for all alternatives). Overall GHG emissions from vehicle operations similar in all alternatives.	2,300 mt CO2 associated with 2-lane reconstruction (similar for all alternatives). Overall GHG emissions from vehicle operations similar in all alternatives.	
	Right-size right-of-way needs	Evaluate additional ROW needed and use of existing ROW	-	No additional ROW needed	No additional ROW needed	No additional ROW needed	
	Mitigate the impacts of climate change through placemaking	Opportunities for shade trees to minimize heat island impacts, native plantings, public art, etc.	Limited, but some opportunity to increase shade trees and native plantings.	Preserves additional space on either side for native plantings, shade trees, etc. Shade trees proximity to sidewalk/bike facility would reduce heat island impact.	Narrower width and centerline shifted to one side preserves maximum space for native plantings, shade trees, and potential linear park placemaking	Narrower width and centerline shifted to one side preserves maximum space for native plantings, shade trees, and potential linear park placemaking	
Mobility	Improve safety for all roadway users (drivers, peds, and bicyclists)	Conflict points, crash modification factor ( <a href="https://cmfclearinghouse.fhwa.dot.gov/">https://cmfclearinghouse.fhwa.dot.gov/</a> )	Crossing/through conflict points: 8 Left-turn/through conflict points: 8	Crossing/through conflict points: 4 Left-turn/through conflict points: 4 CMF for road diets is 0.53-0.81 (19-47% reduction in overall crashes) * CMF for AWSC to Roundabout is 0.54 for fatal and injury crashes**	Crossing/through conflict points: 4 Left-turn/through conflict points: 4 CMF for road diets is 0.53-0.81 (19-47% reduction in overall crashes) * CMF for AWSC to Roundabout is 0.54 for fatal and injury crashes**	Crossing/through conflict points: 4 Left-turn/through conflict points: 4 CMF for road diets is 0.53-0.81 (19-47% reduction in overall crashes) * CMF for AWSC to Roundabout is 0.54 for fatal and injury crashes**	
	Maintain efficient operations for current and future needs	Intersection LOS, multimodal LOS, corridor travel times	LOS: LOS C or better at all intersection (overall and worst approach) Multimodal LOS: C- D Corridor Travel Times: SB 6.2 min, NB 6.0 min	LOS: LOS C or better at all intersection (overall and worst approach) Multimodal LOS: A-C Corridor Travel Times: SB 6.8 min, NB 6.6 min	LOS: LOS C or better at all intersection (overall and worst approach) Multimodal LOS: A-C Corridor Travel Times: SB 6.8 min, NB 6.6 min	LOS: LOS C or better at all intersection (overall and worst approach) Multimodal LOS: A-C Corridor Travel Times: SB 6.8 min, NB 6.6 min	
	Remove unnecessary infrastructure to reduce maintenance needs	Warrant analysis (signal and multi-way stop)	2 unwarranted signals (102nd St, Veness Rd)	Removes 2 unwarranted signals	Removes 2 unwarranted signals	Removes 2 unwarranted signals	
	Reduce driver speeds to align with neighborhood context	Speed adjustment factors, existing research	Elevated existing travel speeds Average speeds: 35-38 mph 85th-percentile speeds: 41-43 mph	Speed limit would likely be reduced based on geometric changes, including lane reduction and curvature of roadway. Anticipate a 3-5 mph speed reduction with road diet.*** Roundabouts also induces slower speeds approaching them.	Speed limit would likely be reduced based on geometric changes, including lane reduction and curvature of roadway. Anticipate a 3-5 mph speed reduction with road diet.*** Roundabouts also induces slower speeds approaching them.	Speed limit would likely be reduced based on geometric changes, including lane reduction and curvature of roadway. Anticipate a 3-5 mph speed reduction with road diet.*** Roundabouts also induces slower speeds approaching them.	
	Improve non-motorized comfort and safety	Score by facility type (e.g. none, shared use path, dedicated infrastructure, etc.)	South of 106th St: Two-way cycle track with adjacent sidewalk on one side of the roadway and sidewalk on the other side. 106th St to Pioneer Tr: Separated sidewalk and shared use path on one side of the roadway. Sidewalk provided on the other side. North of Pioneer Tr: Shared use path on one side of the roadway. Sidewalk provided on the other side.	Provides separated sidewalks and bicycle facilities (one-way bikeway) on both sides of the roadway. Depending on the side of the roadway people access bicycle facilities from and desired direction of travel, there might be a need to cross roadway. For a bicyclist to turn around and travel the opposite direction, they would need to cross roadway. Longer spacing between crossings requires additional travel distance based on this.	Provides a shared use path on both sides of the roadway. Pedestrians and bicyclists required to share the same space.	Provides separated sidewalks on both sides of the roadway. Separated bicycle facilities (two-way cycle track) provided on one side of the roadway. Depending on the side of the roadway people access bicycle facilities from and desired direction of travel, there might be a need to cross roadway.	
	Reduce ped/bike crossing exposure	Crossing distance, conflict points (broken down by number of lanes)	Veness Dr: crossing distance (south): 86 feet, 7 Conflict points. Lindstrom Dr: crossing distance (north): 89 feet, 7 Conflict points. Yukon Ave: crossing distance (south): 86.5 feet, 7 Conflict points. 102nd St: crossing distance (north): 86 feet, 7 Conflict points. Signal with walk phase.	Veness Dr: crossing distance (south): 45 feet, 5 Conflict points. Lindstrom Dr: crossing distance (north): 45 feet (reduction of 44 feet), 5 Conflict points. Ped refuge island provided. Yukon Ave: crossing distance (south): 45 feet (reduction of 41.5 feet), 5 Conflict points. Ped refuge island provided. 102nd St: crossing distance (north): 45 feet (reduction of 41 feet), 5 Conflict points. Ped refuge island with RRFB. Enhanced pedestrian crossings throughout the corridor.	Veness Dr: crossing distance (south): 45 feet, 5 Conflict points. Lindstrom Dr: crossing distance (north): 45 feet (reduction of 44 feet), 5 Conflict points. Ped refuge island provided. Yukon Ave: crossing distance (south): 45 feet (reduction of 41.5 feet), 5 Conflict points. Ped refuge island provided. 102nd St: crossing distance (north): 45 feet (reduction of 41 feet), 5 Conflict points. Ped refuge island with RRFB. Enhanced pedestrian crossings throughout the corridor.	Veness Dr: crossing distance (south): 45 feet, 5 Conflict points. Lindstrom Dr: crossing distance (north): 45 feet (reduction of 44 feet), 5 Conflict points. Ped refuge island provided. Yukon Ave: crossing distance (south): 45 feet (reduction of 41.5 feet), 5 Conflict points. Ped refuge island provided. 102nd St: crossing distance (north): 45 feet (reduction of 41 feet), 5 Conflict points. Ped refuge island with RRFB. Enhanced pedestrian crossings throughout the corridor.	
	Cost	Be fiscally responsible with capital costs	Infrastructure costs	Reconstruction Costs: \$21,000,000 Mill and Overlay Costs: \$6,100,000 per Seal Coat Costs: \$126,000 per	Reconstruction Costs: \$27,300,000 Mill and Overlay Costs: \$3,050,000 Seal Coat Costs: \$63,000 per	Reconstruction Costs: \$23,800,000 Mill and Overlay Costs: \$3,050,000 Seal Coat Costs: \$63,000 per	Reconstruction Costs: \$27,000,000 Mill and Overlay Costs: \$3,050,000 Seal Coat Costs: \$63,000 per
		Reduce long-term maintenance costs	Annual maintenance cost	-	Snowplowing, salting, and mowing costs are similar to the existing conditions.	Snowplowing, salting, and mowing costs are similar to the existing conditions.	Snowplowing, salting, and mowing costs are similar to the existing conditions.



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# Project Benefits

- Water resources:
  - Reduced impervious area
  - Addresses flooding
  - Improved water quality (reduced impervious and BMPs)
- Sustainability
  - Reduced greenhouse gases
  - Opportunities for placemaking
- Cost
  - Reduced long-term pavement maintenance costs
- Mobility
  - Improved safety for all modes of transportation
  - Improved intersection sight distance
  - Maintains efficient traffic operations
  - Reduced vehicle speeds
  - Separate facilities for pedestrians and bicycles

# TAC Recommendation: Vision

- Alt C: Two-way Bikeway + Sidewalks

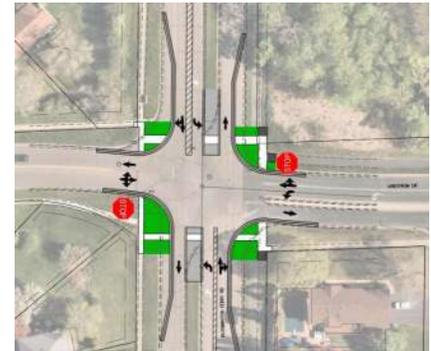


- In design, it's recommended to maintain as much infrastructure as possible, including existing curb, storm sewer and sidewalk (where possible).

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## TAC Recommendations: Interim Improvements

- **Corridor:** Lane reduction via striping
- **Veness Road:** Signal removal with bump-outs and lane reduction
- **Lindstrom Avenue:** Bump-outs with lane reduction or mini-roundabout
- **Yukon Avenue:** Bump-outs with lane reduction or mini-roundabout
- **102<sup>nd</sup> Street:** Signal removal with bump-outs, lane reduction, and RRFB



# TAC Recommendations: Interim Improvements

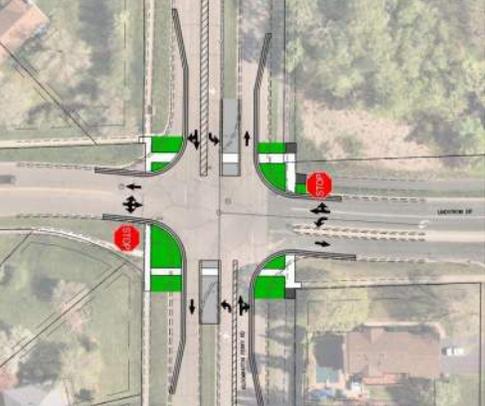
Corridor



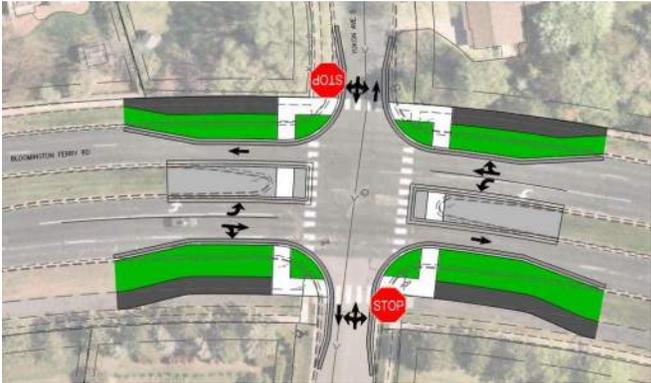
Veness Road



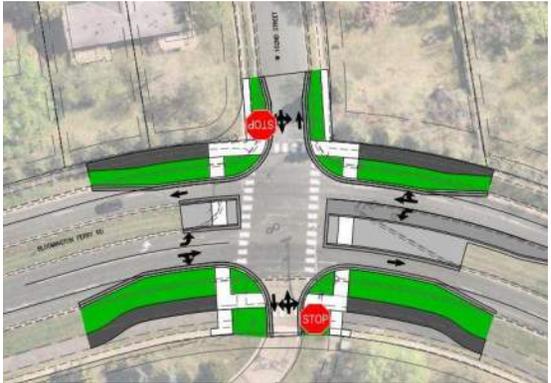
Lindstrom Drive



Yukon Avenue



102nd Street



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# Sustainability Commission

- October 21
- Presented the 3 build alternatives and how the input provided at the first meeting helped shape them
- Input:
  - With the two-way bikeway that there will be people using the facility from the west and east. Consideration should be given to how people will cross Bloomington Ferry Road to access it.
  - Inquired if there will be more opportunities for input, which there will be in the design phase.

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## Requested Planning Commission Action

- Motion by \_\_\_\_\_ second by \_\_\_\_\_ to recommend that the City Council adopt the recommendations from the Bloomington Ferry Road Technical Advisory Committee:
  - Corridor Vision preferred alternative Concept C, with project design working to hold one curb line to preserve some existing infrastructure, and
  - Interim safety improvements that include striping changes and intersection control modifications.

# Questions and Discussion





## Planning Commission Item

Originator Planning	Item <b>2.1 Study Item - Fence Standards Update</b>
Agenda Section Item 2	Date December 4, 2025

Requested Action:

No formal motion is required at this time. Staff is seeking Planning Commission and City Council feedback on proposed code amendments. If directed by City Council, and Ordinance will be drafted and presented in early 2026 at public hearings.

Item presented by: Dylan Palmer, Planner

Description:

Study session examining proposed code changes to the City's fence ordinance (Sec. 21.301.08)

Attachments:

[Staff Report](#)  
[Exhibit A - Staff Recommended Fence Code Changes](#)

## GENERAL INFORMATION

Applicant: City of Bloomington

Location: Citywide

Request: Study session examining proposed code changes to the City's fence ordinance (Sec. 21.301.08).

## CHRONOLOGY

Planning Commission	12/04/2025	Study session scheduled
Council	12/15/2025	Study session anticipated

## STAFF CONTACT

Dylan Palmer, Planner  
Phone: (952) 563-8918  
E-mail: [dpalmer@BloomingtonMN.gov](mailto:dpalmer@BloomingtonMN.gov)

## PROPOSAL

As part of the Planning Commission's 2025 work plan, evaluation of certain issues within the City's fence code ([§ 21.301.08](#)) was listed as a project. This study item aims to gather comments from the Planning Commission and City Council in order to develop a fence code ordinance update. The intention of the ordinance update is to consider increased allowance for taller fences, address issues with fence materials, and edit code language to provide more clarity to residents.

## BACKGROUND

The City's fence code was initially adopted on December 1, 2008 as defined in Ordinance No. 2008-43. The ordinance language became effective on December 31, 2008, and is detailed as Code Section 21.301.08. Since the initial passage of the fence code language, several code updates have been made to code language in Section 21.301.08.

In 2025, a fence code study was initiated to review the City's current fence standards and begin working to update them to create a simpler code for both residents and contractors. As part of the study, fence standards in several nearby peer localities were studied in order to compare them with the existing City code. These peer localities include Edina, Eagan, Richfield, Minneapolis, St. Paul,

and Blaine. Throughout the initial study process, staff from across several City departments were consulted and helped to contribute to new code ideas and code language. One initial item of study was left out of the proposed code update, which was directed at changing fence standards along arterial and collector streets. After discussions with the City’s Engineering Division, it was determined that loosening fence standards along certain streets would impact the goals of slowing vehicle speeds in residential areas and protecting pedestrians, in addition to upholding the overall policy’s intent by maintaining open areas along front yards.

**ANALYSIS**

The analysis of the fence ordinance falls into five sub-topics. Staff has also prepared a document showing recommended changes and discussion items (highlighted in red text) pertaining to the existing fence ordinance. These concept code changes are attached to the staff report as Exhibit A. Analysis of the five sub-topics of the fence code study is provided as follows:

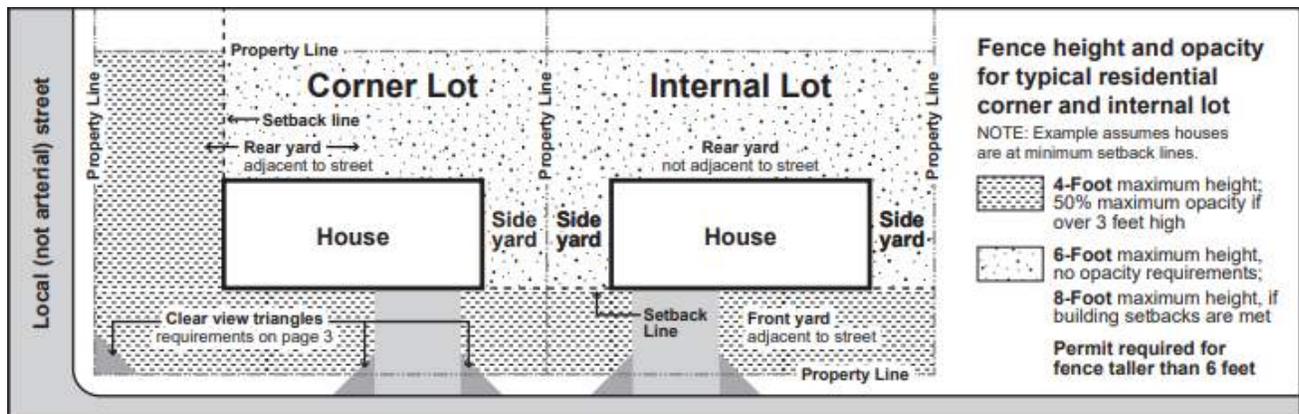
**1. Corner Side Yards**

The main focus of the fence standards update is to address issues with the fence height and opacity allowance in “corner side yards”, the side yards along streets of homes located on corner lots. Due to the nature of construction and location of many homes on corner lots, residents are not able to effectively maximize the use of their yards for recreation because of the four-foot height and 50 percent openness restrictions along streets. This code update could allow for more flexibility for residents who wish to build a fence taller than four feet in the areas adjacent to their home. Staff has settled on four proposals, all of which are based off fence regulations in peer cities.

*Option A – Restrictive (current standards)*

Option A would keep current corner lot fence standards as-is, restricting the height to four feet with maximum 50 percent opacity in the side yard along a street. See Figure 1A below:

**Figure 1A – Bloomington Fence Height Graphic**

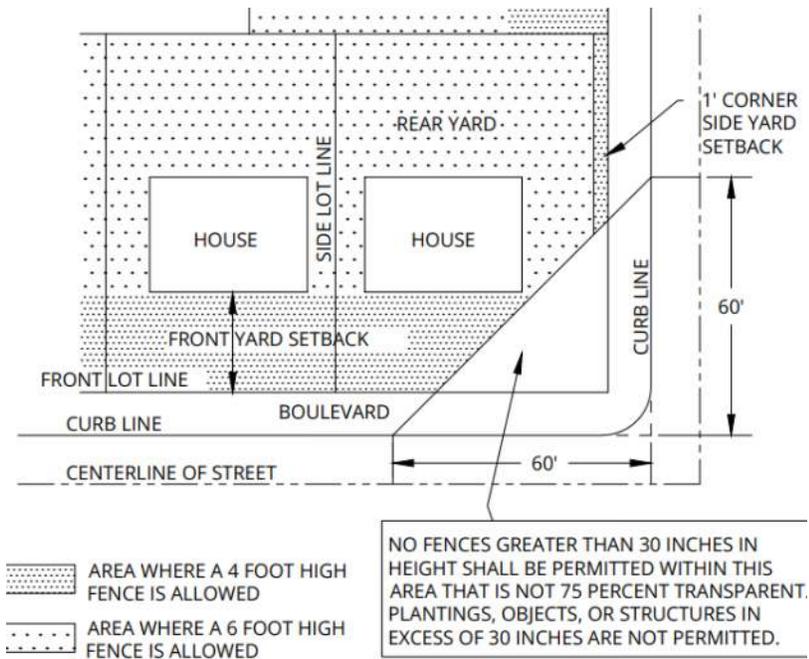


As seen in the graphic above, current standards limit the height of the fence in the side yard of a corner lot to four feet. Fence standards in Edina are similar.

*Option B – Less Restrictive*

Option B would allow for six-foot tall fences in side yards of corner lots behind the front plane of the principal structure, along with a setback. See Figure 1B below:

**Figure 1B: Blaine Fence Height Graphic**

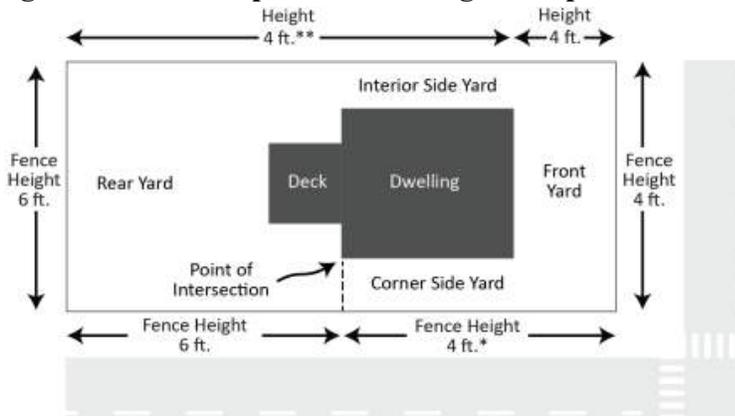


In this case, a six-foot tall fence would be permitted behind the front plane of the principal structure, with a minimal setback from the street-side property line. These requirements are in place in Blaine and Richfield (which sets a three-foot setback). Four-foot fences are still permitted without a setback.

*Option C – More Permissive*

Option C would allow for six-foot tall fences behind the rear plane of the principal structure. See figure below:

**Figure 1C: Minneapolis Fence Height Graphic**

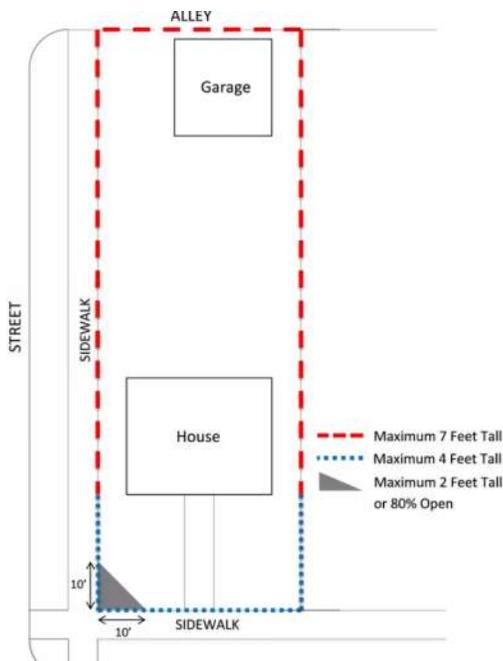


In this case, a six-foot tall fence would be permitted behind the rear plane of the principal structure, with no setback along the street.

*Option D – Most Permissive*

Option D would allow for a six-foot tall fence with no setback behind the front plane of the principal structure. See figure below:

**Figure 1D: St. Paul Fence Height Graphic**



This option is based off of Saint Paul’s fence standards for corner lots. Staff is not supportive of raising the fence height limit to seven feet, however this option would allow for a taller fence in the side yard along the principal structure.

*Staff Recommendation*

If greater allowances are allowed for six-foot tall privacy fencing on corner lots is desired, staff recommends that standards similar to Option C be adopted, allowing for a six-foot tall fence behind the rear plane of the principal structure with no setback requirement. Standards for clear view triangles would not change as part of the proposal. Staff is asking the Planning Commission for information and direction about the four above options.

**2. Fence Materials**

Staff is proposing to add a new subsection to the Code that specifically defines covering materials that are permitted to be affixed or attached to fencing. This addition was initiated from concerns about using substandard materials or other unaesthetic qualities for fences. Staff’s proposed language is underlined as follows:

“21.301.08(e) Materials.

(1) Permitted materials. Fences must be constructed of wood, metal, bricks, masonry, plastic or other materials designed for permanent outdoor fencing. Wood fences must be constructed of cedar, redwood or other decay resistant wood. Chain link fencing of less than 12 gauge in diameter is prohibited (for example, where 13 gauges are finer and not permitted, and 11 gauges are thicker and permitted).

(2) Prohibited materials. Fences must not be constructed from razor wire, snow fencing, plywood or materials originally intended for other purposes. Above ground electric fencing is not permitted. Barbed wire is permitted only on top of fences in nonresidential districts, a minimum of six feet above the natural grade. Electric fencing or barbed wire is permitted for prescribed grazing as set forth in § 14.99(m).

(3) Fence covering materials. Any screening material placed upon or attached to a chain link fence must be a commercially built product manufactured specifically for use on fencing. Fence screening material must be securely fastened or attached to the fence itself. Plastic slat devices inserted into chain link fencing do not satisfy screening requirements as required in § 21.301.15(d).”

This new consolidated code section brings all materials requirements into one specific code section, providing less confusion for residents and specifically defining which materials are allowable. Several peer cities have similar requirements regarding fence materials, fence coverings, and proper fence maintenance.

Staff propose the following question for feedback and further guidance from the Planning Commission as it pertains to fence materials and fence coverings:

- Should Code Section 21.301.08(h) pertaining to construction of the fence and requiring that the finished side of the fence be placed to the outside be moved into this new code language?

### 3. Removal of Location Language

Two separate code sections define standards regarding the allowed location for placing a fence near a property line. Code Section 21.301.08(b)(2) states “Fence location on lot. Unless otherwise required by this code, fences are permitted up to, but not over the property line.” Code Section 21.301.08(f)(1) states “Ownership. All fences, including fence footings, must be located entirely on the fence owner’s property.” Staff is proposing to remove both of these code sections based on legal advice and an effort to reduce redundant language. Staff is proposing that Section 21.301.08(b)(2) should read “Fence location on lot. Fences must maintain a clear view triangle area setback.” Section 21.301.08(f) will be rewritten to only contain language that currently exists in Section 21.301.08(f)(2), which pertains to restricting fences being built in public easements. Striking language pertaining to fence location up to property boundaries will help establish clearer expectations as to the City’s role in instances of potential fence trespass, which is a civil matter between private property owners.

### 4. Removal of Trellis Language

Arbors and trellises are defined as fences in Code Section 21.301.08(m)(1). Arbors and trellises are also defined as permitted encroachments in Code Section 21.301.02 (g)(4)(G), with separate standards. Staff proposes removing all language about arbors and trellises in Section 21.301.08, as the existence of two code sections creates confusion. Staff are proposing to strike section 21.301.08(m)(1) in its entirety. Section 21.301.08(m) will be revised to only contain standards related to walls (currently Section 21.301.08(m)(2)). Only two peer localities (Richfield and Blaine) define arbors and trellises in their respective City Codes, both of whom regulate them as permitted encroachments.

### 5. Opacity Requirements and Taller Fencing

**Opacity.** One other potential code change involves the removal of code language related to opacity requirements. Currently, fences within yards along a street are required to have 50 percent opacity if they are over three feet tall and do not meet structure setbacks for the applicable zoning district. The intent of the opacity requirements is to provide for an open feeling on streets and to prevent crime. There are several exceptions to the opacity requirements: fences in a yard adjacent to an arterial street, screening fences required by code or condition of approval, fences in a rear yard when adjacent lots are through lots, fences in the rear yard of a corner lot when the fence is no closer to the street than the garage or principal structure, and vegetation growing on the fence. Clear view triangle requirements will remain unchanged.

Staff propose the following questions for feedback and further guidance from the Planning Commission as it pertains to fence opacity requirements in yards along streets:

- Should the opacity requirements (max 50%) remain in place?
- Should code language be updated to remove restrictions on fences in the rear yard in a corner lot?
- Should code language be updated to lessen restrictions when lots are adjacent to through lots?

Three nearby localities (Eagan, Edina, and Richfield) do not have specific opacity standards in their City Codes. Removing opacity regulations is one of the main ways to simplify the existing policy and make it more user-friendly.

**Taller Fencing.** Staff is also proposing to update language in Section 21.301.08(c)(2)(B), which currently states that fences eight feet tall have a required front yard setback of 65 feet, and principal structure setbacks of the applicable zoning code for side and rear yard setbacks. Staff is recommending updating code language to remove the 65-foot required setback and instead restrict eight-foot tall fences to applicable principal structure setbacks for all yards.

## **RECOMMENDATION**

No formal motion is required at this time. Staff is seeking Planning Commission and City Council feedback on proposed code amendments. If directed by City Council, and Ordinance will be drafted and presented in early 2026.

## EXHIBIT A: STAFF RECOMMENDED FENCE CODE CHANGES

Ordinance changes or discussion items are documented in **red text**. Proposed amendments are identified by deleting those words that are contained in brackets [ ] with ~~strikethrough~~ text and adding those words that are underlined

### § 21.301.08 FENCES.

(a) *Purpose and intent.* The city recognizes the health, safety, aesthetic and economic value of fences. The provisions of this section are intended to:

- (1) Allow for areas on site for privacy, while maintaining the city's general open design along streets;
- (2) Provide screening and mitigation of potential conflicts between active areas and more passive areas;
- (3) Enhance the overall aesthetic conditions within the city;
- (4) Limit sight line obstructions;
- (5) Reduce the potential for criminal and illegal activities; and
- (6) Prevent conflicts with utilities and drainage flow.

(b) *Location.*

(1) *Zoning district.* Fences are allowed in any zoning district, subject to the provisions of this code.

(2) *Fence location on lot.* ~~[Unless otherwise required by this code, fences are permitted up to, but not over the property line.]~~ Fences must maintain a clear view triangle area setback.

(c) *Height.* Except where otherwise required by this code, the following regulations apply to fence height. For the purposes of fence height requirements, alleys are not considered a street.

(1) *Limitations.* Except where otherwise required by this code or required by a condition of approval for a development application, the following limitations apply to fence height:

## Exhibit A: Staff Recommended Code Changes

Type of Yard

Maximum Height for Body of Fence

	Residential Use	Nonresidential Use
Yard abutting a street	4 ft.	6 ft.
Yard not abutting a street	6 ft.	10 ft.

(2) *Exceptions and interpretation.* The following exceptions and guidance on interpretation apply to fence height limitations:

(A) A residential fence in a yard abutting an arterial street as designated by the Comprehensive Plan may rise to a maximum height of six feet;

(B) Any residential fence may rise to a height of eight feet if the fence meets the required setback from the property line for a principal structure in the applicable zoning district

~~[(B)—Any residential fence may rise to a height of eight feet if the following locational requirements are all met:~~

~~(i) The fence must not be located in a front yard or yard abutting a street unless it is set back at least 65 feet from the public right-of-way; and~~

~~———(ii) Fences located within side or rear yards not abutting a street must meet the required setback from a specific property line for a principal structure in the applicable zoning district;]~~

(C) A residential fence in the rear yard of a corner lot may rise to a height of six feet ~~[provided the fence meets the minimum setback from the street for a principal structure in the applicable zoning district or provided the fence is no closer to a street than an existing principal structure or garage]~~ when located behind the rear plane of the principal structure to the rear lot line;

(D) A residential fence in the rear yard of a through lot when one or more abutting lots are also through lots may rise to a height of six feet;

(E) A residential fence abutting a nonresidential use may rise to the height of eight feet;

(F) Screening fences required by the city code (see subsection (g)(4) below for references);

(G) Screening fences required by a condition of approval for a development application; and

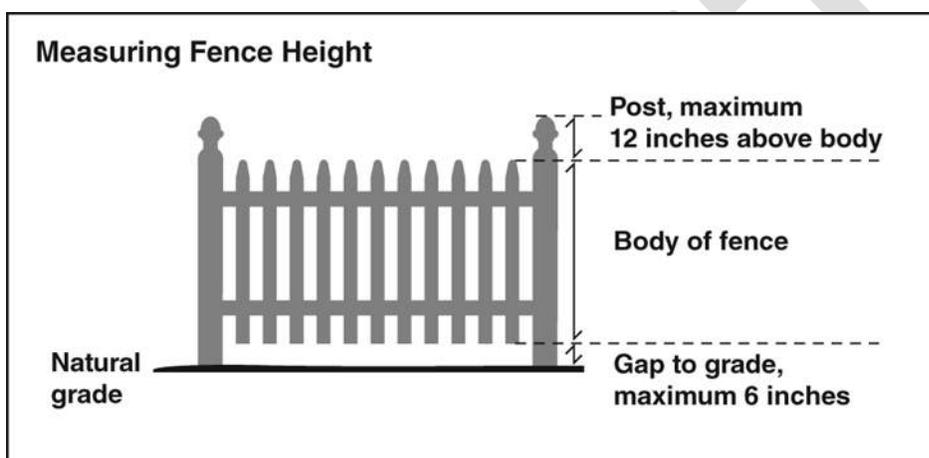
## Exhibit A: Staff Recommended Code Changes

(H) Public chain link fences for public safety and/or public research purposes such as along public trails and/or at public parks.

(3) *Measurement.* Fence height is measured to include the body of the fence, plus allowing a maximum of six inches (on average between posts) above the natural grade (i.e., for drainage purposes). Fence posts are permitted to extend a maximum of 12 inches above the body of the fence. In the event fence height has been elevated through the use of a retaining wall, the creation of a berm or other method for the primary purpose of increasing the elevation of the fence, the fence height is measured from the ground elevation prior to grade modification.

(4) *Graphic illustration: measuring fence height.*

Figure 21.301.08(c)(4)



(d) *Opacity (the degree of openness to which light or views are blocked measured perpendicular to the fence for each fence section between supports).* The following opacity limitations are meant to maintain an open feeling along public streets and to prevent crime.

(1) *Limitations.* Where the body of a fence in a yard adjacent to a street is over three feet in height and does not meet the required setback for a principal structure from a street in the applicable zoning district, the amount of fence opacity is limited to 50%. For the purposes of fence opacity limitations, an alley is not considered a street.

(2) *Exceptions.* The following fences are exempt from opacity limitations:

(A) Fences in a yard adjacent to an arterial street as designated by the City Comprehensive Plan provided a 15-foot clear view triangle area is maintained between the intersection of any driveway with a sidewalk or bikeway;

(B) Screening fences required by the city code (see subsection(g)(4) below for references);

**Exhibit A: Staff Recommended Code Changes**

(C) Screening fences required by a condition of approval for a development application;

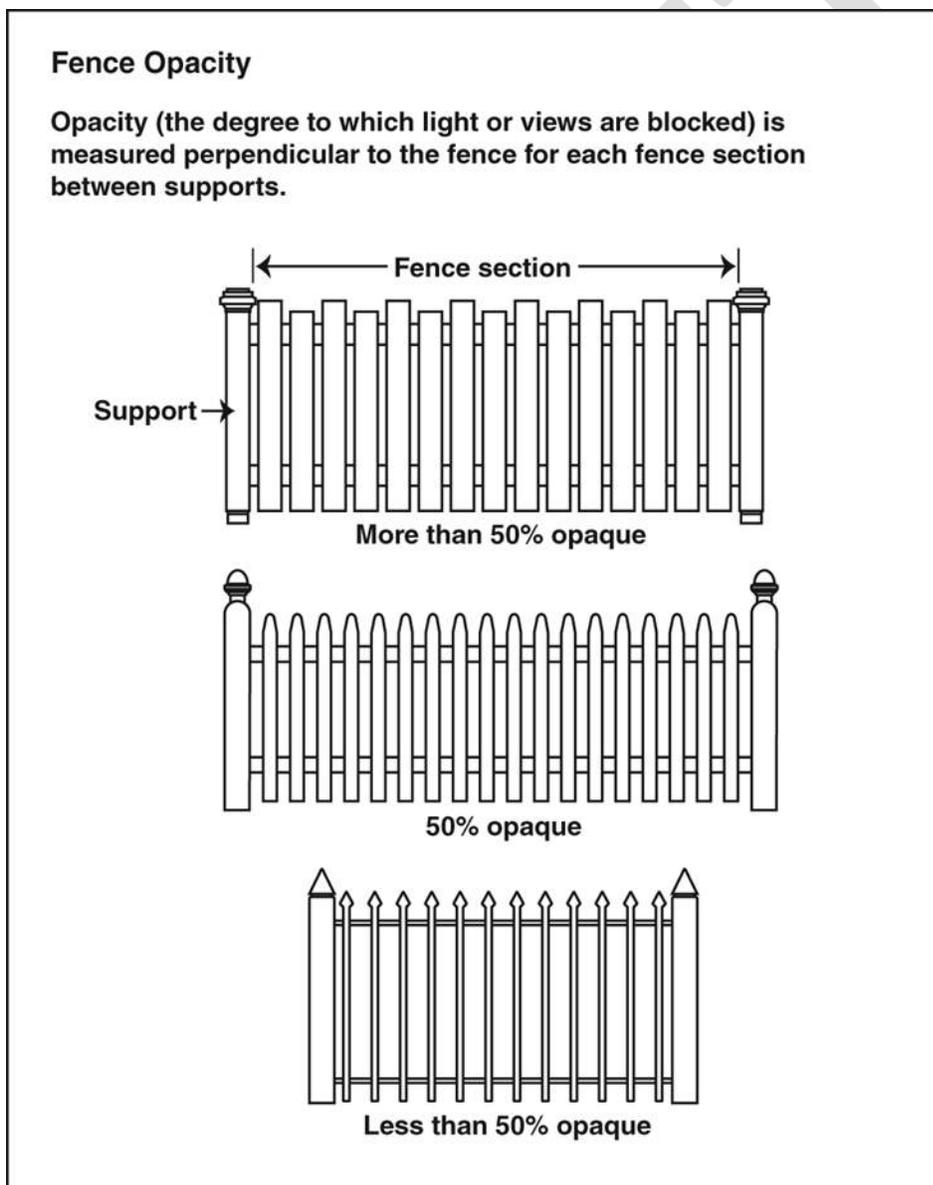
(D) Fences in the rear yard of a through lot when one or more abutting[adjacent] lots are also through lots;

(E) Fences in the rear yard of a corner lot [~~when the fence is no closer to the street than an existing principal structure or garage~~]; and

(F) Vegetation growing adjacent to or on a fence will not be considered in determining compliance with the opacity requirements for fences.

(3) *Graphic illustration: fence opacity.*

Figure 21.301.08(d)(3)



## Exhibit A: Staff Recommended Code Changes

### (e) *Materials.*

(1) *Permitted materials.* Fences must be constructed of wood, metal, bricks, masonry, plastic or other materials designed for permanent outdoor fencing. Wood fences must be constructed of cedar, redwood or other decay resistant wood. Chain link fencing of less than 12 gauge in diameter is prohibited (for example, where 13 gauge is finer and not permitted, and 11 gauge is thicker and permitted).

(2) *Prohibited materials.* Fences must not be constructed from razor wire, snow fencing, plywood or materials originally intended for other purposes. Above ground electric fencing is not permitted. Barbed wire is permitted only on top of fences in nonresidential districts, a minimum of six feet above the natural grade. Electric fencing or barbed wire is permitted for prescribed grazing as set forth in § 14.99(m).

(3) *Fence covering material.* Any screening material placed upon a chain link fence must be a commercially built product manufactured specifically for use on fencing. Fence screening material must be securely fastened or attached to the fence itself. Plastic slat devices would not satisfy commercial or industrial property screening requirements as required in § 21.301.15.

(4) [(1)] *Exceptions.* The following fences are exempt from material limitations:

(A) Temporary fences made of chicken wire are permitted for garden and farm poultry enclosure uses only; and

(B) Temporary fence wrap made of material designed to withstand wind loads is permitted for temporary construction or excavation fences pursuant to subsection (l) below.

(f) *Restrictions.* The following restrictions on fences apply to protect the public health, safety and welfare.

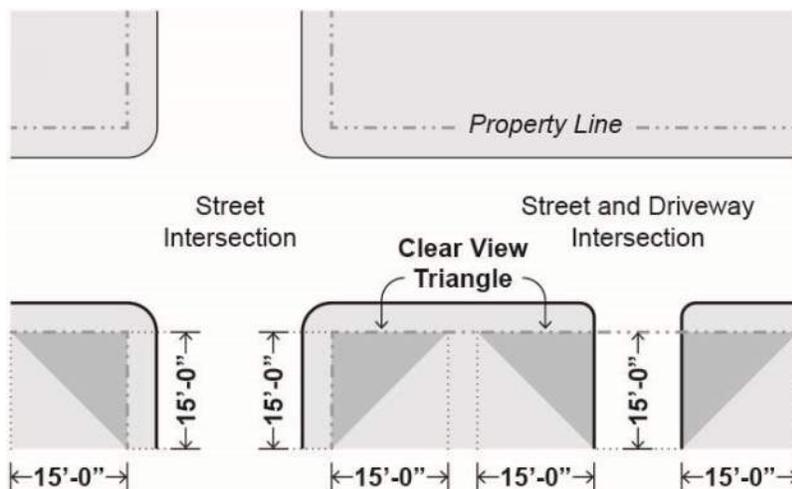
(1) ~~*Ownership.* All fences, including fence footings, must be located entirely on the fence owner's property.~~

—(2) *Public easements.* Fences may not be placed on or extend into a public easement where public improvements are located without approval of an encroachment agreement by the Director of Public Works or designee along with proof that the agreement has been filed with the records for the property in the office of the County Recorder or Registrar of Titles. When installing any part of a permitted fence into a public easement, the city or any agent of the city permitted to use the easement will be held harmless for any and all claims for damage to the fence that might occur when work is performed in the easement. In addition, the city is not responsible or liable for the reinstallation of any fence removed from the easement.

## Exhibit A: Staff Recommended Code Changes

(2[3]) *Clear view triangle.* Fences of any style or material must maintain a clear view triangle area as defined in § 21.601 and shown in Figure 21.301.08(f)(3)(A).

Figure 21.301.08(f)(3)(A)



(3[4]) *Adjacent to sidewalks.* Fences adjacent to public sidewalks must be set back a minimum of two feet from the nearest edge of sidewalk.

(4[5]) *Fire hydrant and utility clear zone.* The area three feet in radius around all fire hydrants, fire hose connections and utility boxes must be kept free of any fencing that could impede access to or use of the hydrant, fire hose connection or utility box.

(5[6]) *Fences in floodways.* Fences are not permitted in floodway areas as designated on FEMA's flood boundary and floodway map.

(6[7]) *Drainage.* A fence must not adversely affect drainage or create debris build-up.

(g) *Where fences are required.* At times this code requires fences to protect the public health, safety and welfare.

(1) *Dog enclosures.* See § 14.92.

(2) *Swimming pool enclosures.* See §§ 14.443 and 15.108.

(3) *Excavations and open pits.* See § 16.25.

(4) *Screening.* See §§ 8.16, 10.05, 10.29.05, 10.38, 10.57, 21.205.06, 21.301.24(i), 21.302.36, 21.302.38, 21.206.04, 21.301.05, 21.301.06, 21.301.13, 21.301.15, 21.301.16, 21.301.17, 21.302.01, 21.302.02, 21.302.13, 21.302.16, and 21.302.31 for specifications on required screening standards, to include fences as a method of screening.

(h) *Fence installation, posts and supporting members.* All fence elements must be permanently installed and constructed in a workmanlike manner to secure the fence in a vertically level position. Fences must be installed so that posts and lateral supports are

## Exhibit A: Staff Recommended Code Changes

not on the side of the fence facing an adjacent property or public right-of-way, unless exposed on both sides.

(i) *Maintenance.* All fences must be kept in good repair and appearance on both sides of the fence by its owner and not be in a condition of disrepair or danger, or constitute a public or private nuisance. Peeling, flaking and chipped coating must be eliminated and surfaces recoated. The property owner is responsible for maintaining the area between the property line and the owner's fence.

(j) *Permit.* Fence installations, alterations or repairs do not require a permit, with the following exceptions.

(1) A fence greater than seven feet in height, where permitted by this code, requires a building permit from the City Building and Inspection Division prior to installation.

(2) The installation of a fence within a floodplain as specified in § 21.208.01 requires the approval of the Planning Manager prior to installation.

(3) The installation of a fence within a shore area as specified in § 21.303.01(d) requires a shore area permit from the City Building and Inspection Division prior to installation.

(k) *Utilities.* The property owner is responsible for verifying that no conflicts exist with utilities prior to installation of fencing.

(l) *Temporary fences.* Temporary fences are prohibited in residential districts, except for construction or excavation purposes. A temporary fence wrap is permitted for the duration of the construction or excavation period, subject to the following standards:

(1) Maximum height: six feet; and

(2) Minimum setback: at the greater of the property line, or easement for public sidewalk, or as otherwise approved by the City Engineer.

(m) ~~[Other constructed features. The following constructed features are differentiated from fences.~~

~~—(1) Arbors and trellises. Except where otherwise required in this code, regulations governing fences apply to arbors and trellises used in lieu of a fence or in combination with a fence, except that arbors and trellises used in lieu of a fence may rise once to a maximum height of nine feet for a distance of six feet in length, in compliance with § 21.301.02(g).~~

~~—(2) Walls. Except where otherwise required in this code, regulations governing the height, location and opacity of fences apply to walls used in lieu of a fence or combination with a fence.~~

~~[(n) Effective date. This section will be effective on December 31, 2008.]~~



## Planning Commission Item

Originator Community Development	Item <b>3.1 Review and approval of draft Planning Commission meeting synopsis of November 6, 2025.</b>
Agenda Section Item 3	Date December 4, 2025

Requested Action:

Staff recommends approval using the following motions:

I move to approve the Planning Commission meeting synopsis from November 6, 2025, as presented.

Description:

Review and approval of draft Planning Commission meeting synopsis of November 6, 2025.

Attachments:

[Draft Meeting Synopsis - November 6, 2025](#)



# Planning Commission Meeting

Thursday, November 6, 2025

[Watch the meeting recording and view the transcript HERE](#)

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**CALL TO ORDER** Chair Phil Koktan called the Planning Commission meeting to order in the City Council Chambers at 6:00 PM.

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**PLANNING COMMISSIONERS PRESENT:** Phil Koktan, Abdi Isse, Deanna White, Anne Linnee, Jared Munster, and Madeline Summers (in person).

**PLANNING COMMISSIONER ABSENT:** Kevin Cunningham.

**STAFF PRESENT:** Nick Johnson, Dakota Kastenday, Kirk Roberts, Brian Hansen, Julie Long, and Kevin Toskey (in person), and Lori Economy-Scholler (attending remotely).

Chair Koktan led the attendees in the reciting of *The Pledge of Allegiance*.

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<b>ITEM 1</b>	<b>APPLICANT:</b>	City of Bloomington
<b>6:02 p.m.</b>	<b>REQUEST:</b>	Approval of the American Boulevard Transit Study

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## STAFF REPORT AND PRESENTATION:

The staff presentation begins at [3:40](#) in the meeting recording.

Traffic and Transportation Engineer Kirk Roberts presented the review of the American Boulevard Transit Study, initiated in response to anticipated changes along the I-494 corridor, evolving development patterns, and potential transit investments. The study evaluated the feasibility of arterial Bus Rapid Transit (BRT) on American Boulevard, explored future land use and redevelopment opportunities, and recommended strategies to support transit-oriented development (TOD).

Key recommendations included refining land-use designations for High-Intensity TOD and Corridor-Oriented Development, updating shared and district parking standards, adopting bicycle parking requirements, and developing built-form and circulation guidelines.

Next steps include coordination with Metro Transit as the lead agency for regional BRT planning, integrating study findings into Bloomington's Comprehensive Plan update, and aligning future capital improvement programming with potential BRT implementation.

The City Council holds final decision-making authority on this item. The Planning Commission’s recommendation will be presented to the City Council. Staff reviewed the study and recommended approval.

Questions for staff begins at [16:49](#) in the meeting recording.

**PUBLIC HEARING:**

Chair Koktan opened the Public Hearing at 6:23 p.m.

There was no public testimony, and all participants online were staff.

Chair Koktan requested closure of the public hearing.

The public hearing closed at 6:24 p.m.

**DISCUSSION:**

Discussion begins at [24:55](#) in the meeting recording.

There was limited discussion.

Commissioner Summers, White, Linnee, and Chair Koktan expressed approval of study.

A public hearing for the approval of the American Boulevard Transit Study will be held on December 8, 2025, at City Council.

**ACTIONS OF THE COMMISSION:**

**M/White, S/Linnee:** Motion to close the public hearing, motion carried: 6-0.

**M/White, S/Isse:** Motion to advance a recommendation that the Bloomington City Council adopt the American Boulevard Transit Study, motion carried, 6-0.

**ITEM 2**  
**6:29 p.m.**

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<b>CASE:</b>	#PL2025-164
<b>APPLICANT:</b>	City of Bloomington
<b>REQUEST:</b>	Review of the Combined 10-Year Capital Improvement Plan 2026-2035 (CIP) for compliance with the Comprehensive Plan

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**STAFF REPORT AND PRESENTATION:**

The PowerPoint presentation begins at [29:30](#) in the meeting recording.

Planning Supervisor Dakota Kastenday presented the 2026-2035 Capital Improvement Plan (CIP). He shared that the CIP is a long-range planning tool that outlines anticipated capital needs and financial projections. It includes descriptions of all projects over \$50,000 expected to begin within the ten-year period, with Executive Summary highlights for projects estimated at \$1 million or more. Approval of the CIP does not guarantee project funding or construction; projects proceed only when all required funding and approvals are secured. All procurement related to CIP projects follows City Council–authorized approval levels. The role of the Planning Commission is to review the draft CIP to ensure compliance with the City’s Comprehensive Plan.

The City Council holds final decision-making authority on this item. Staff reviewed the CIP and recommend the Planning Commission adopt a resolution finding that the CIP is compliant with the Bloomington 2040 Comprehensive Plan. The City Council will hold a public hearing in December to adopt the CIP.

Questions for staff begins at [35:22](#) in the meeting recording.

**DISCUSSION:**

Discussion begins at [39:52](#) in the meeting recording.

There was limited discussion.

A public hearing for the Combined 10-Year Capital Improvement Plan 2026-2035 for Compliance with the Comprehensive Plan will be held on December 8, 2025, at City Council.

**ACTIONS OF THE COMMISSION:**

**M/Linnee, S/Isse:** Motion to adopt Resolution No. 2025-4, a resolution finding that the Combined 10-Year Capital Improvement Plan 2026-2035 complies with the Bloomington Comprehensive Plan, motion carried, 6-0.

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<b>ITEM 3</b>	<b>CASE:</b>	#PL2025-153
<b>6:41 p.m.</b>	<b>APPLICANT:</b>	Rosa Development Company, LLLP
	<b>REQUEST:</b>	Privately Initiated City Code Amendment – Existing Remote Airport Parking Facilities

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Chair Koktan recused himself due to a conflict of interest and Commissioner White acted as the Chair for Item 3. Chair Koktan left the meeting room for the duration of Item 3.

**STAFF REPORT AND PRESENTATION:**

The staff presentation begins at [41:51](#) in the meeting recording.

Planning Manager Nick Johnson presented a summary of previous actions taken in regards of Remote Airport Parking, and an overview of the proposed ordinance. City Council adopted Ordinance No. 2025-10 on September 29, 2025, which allowed hotel airport parking as a permitted accessory use, allows new remote airport parking within existing structures in the CX-2 and HX-R districts as a conditional use, retained existing remote airport parking as interim use in HX-R until August 8, 2027, and removed the moratorium on airport parking related applications. The proposed privately-initiated ordinance would change remote airport parking from interim use to conditional use, create an optional development set aside for facilities that intensify through new parking structures, required screening between parking and any development site, and exempted facilities from HX-R, parking, lighting, and landscaping standards unless intensified. Staff concluded that allowing remote airport parking to operate as-is in perpetuity conflicts with City Council direction to retain interim use status and pursue redevelopment discussions with operators, and is inconsistent with the Comprehensive Plan, South Loop District Plan, and HX-R district, which is intended for high intensity, pedestrian oriented, and transit-oriented development rather than large surface parking operations.

The City Council holds final decision-making authority on this item. The Planning Commission's recommendation will be presented to the City Council. Staff reviewed the city code amendment and recommends denial of the proposed ordinance.

Questions for staff begins at [56:18](#) in the meeting recording.

Acting Chair White invited the applicant to speak on the item at [1:01:41](#) in the meeting recording.

Owner of the Rosa Development Company Kristin Muir provided an overview of the long history of operating Park and Fly and described the challenges experienced during the recent moratorium process. She stated that hotels and new operators received clearer and more straightforward pathways to permanent or conditional approvals, while her operation faced more complex standards and limited options. She expressed concern that interim use permits have been ineffective over many years and said her request is intended to create a workable, long-term solution that supports redevelopment opportunities. She noted concerns about the length of the process and emphasized the desire to reach a resolution after decades of uncertainty. She encouraged the City to consider a compromise that aligns with recent approvals for other operators.

Larkin Hoffman attorney Bill Griffith spoke on behalf of Rosa Development. He explained that the amendment was submitted now to allow the City Council to consider it before year end due to upcoming Council turnover. He stated that the applicant has discussed the issue with Council

members and staff for several years and viewed the proposal as a simpler, clearer path aligned with prior Council and Commission support for a conditional use permit with permanent rights. He noted the applicant's objection to a mandated development set-aside by a specific date, citing past experience that mandated timelines have not worked in their view and referencing unsuccessful efforts to develop the site due to market conditions. He described the revised proposal as an incentive-based approach that would allow additional structured parking in exchange for reserving a future development site consistent with the Comprehensive Plan. He reiterated the applicant's desire to avoid litigation, resolve long-standing issues collaboratively, and provide a workable framework for future redevelopment when market conditions support it.

Acting Chair White invited the Commission to ask questions of the applicant at [1:17:08](#) in the meeting recording.

Commissioner Linnee asked the applicant's attorney to clarify how the current use benefits Bloomington, requesting details on taxes paid and data on Bloomington residents versus nonresidents using the facility.

Griffith responded that his business Larkin Hoffman Attorneys holds residence in Bloomington. He said businesses are part of the community the Commission represents and contribute through taxes and local spending. He noted that redeveloping the nine-acre site would significantly increase property tax revenue. He added that remote parking supports the City's hospitality sector, which generates additional lodging and liquor tax revenue. He confirmed the use pays standard real estate taxes and said that resolving the uncertainty around it would make redevelopment more likely and further expand the tax base.

Commissioner Linnee asked whether the CUP would allow the applicant to keep operating indefinitely without selling or redeveloping the site.

Griffith affirmed Linnee and added that reverting to their 1988 use rights would result in no change, which is why he urged creating a real incentive to spur redevelopment.

Commissioner Isse asked about prices at remote parking versus on-site airport ramp parking.

Muir noted that the remote airport parking is cheaper than MSP Airport.

Commissioner Munster sought confirmation that the site is taxed as an operating commercial business, then asked how, without a required land set-aside, the applicant could be prevented from building a ramp while offering only a minimal under-developed acre and requested the attorney's vision for how that balance would work.

Griffith said redevelopment details should be set during the Conditional Use Permit review, not in code. He noted that any project would need to meet the high-intensity standards on

American Boulevard, making a minimal one-acre development unlikely. He emphasized wanting the application to move forward quickly for City Council review in December.

Commissioner Munster further asked what would prevent the applicant from offering only a one-acre set-aside and then demanding approval for a new parking ramp, and what tools the City would have beyond denying the ramp.

Griffith noted that the CUP process gives the City discretion to impose reasonable conditions tied to the ordinance's objectives. He added that if staff recommended a minimum set-aside, such as two acres, as part of intensifying the airport parking use, the applicant would likely accept it and bring that forward to the Council.

Commissioner Munster asked why the applicant is seeking exemptions from parking, lighting, and landscaping standards.

Griffith clarified that the exemptions for parking, lighting, and landscaping apply only to the existing nine acres of surface parking and do not apply to any future redevelopment.

Commissioner Summers asked Griffith to outline his collaboration with the City staff and Council between Council action and the application submission.

Griffith explained he had worked with staff for over two years and submitted the application to ensure Council review before year-end.

#### **PUBLIC HEARING:**

Public Testimony begins at [1:30:48](#) in the meeting recording.

Acting Chair White opened the Public Hearing at 7:29 p.m.

A total of 1 individual provided public testimony during this item:

1. Dan Williamson, Park 'N Go, 7901 International Drive, Bloomington MN, 55425.
  - Williamson testified that permanent zoning is essential for financing development. Interim use permits limit creativity, while conditional use permits enable viable projects, like residential units on American Boulevard. He highlighted benefits to the City, including property and sales taxes, local employment, and services for both residents and regional travelers.

Acting Chair White requested closure of the public hearing.

The public hearing closed at 7:34 p.m.

#### **DISCUSSION:**

City of Bloomington  
Planning Commission Synopsis

November 6, 2025

Discussion begins at [1:35:37](#) in the meeting recording.

The Commission expressed the need for a permanent solution, and the misalignment the application has to the Comprehensive Plan.

Commissioner Isse expressed support for the privately-initiated City Code amendment, supporting the applicant’s request.

Commissioner Summers and Acting Chair White expressed support for the staff recommendation to recommend denial of the application.

A public hearing for the Privately-Initiated City Code Amendment – Existing Remote Airport Parking Facilities is anticipated to be held on December 8, 2025, at City Council.

**ACTIONS OF THE COMMISSION:**

**M/Isse, S/Linnee:** Motion to close the public hearing, motion carried: 5-0.

**M/Linnee, S/Munster:** Motion to recommend City Council adopt a resolution denying the Privately Initiated City Code Amendment to allow existing remote airport parking facilities as a conditional use in the HX-R zoning district and to create performance standards for existing facilities, motion carried, 4-1, with Isse opposing.

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<b>ITEM 4</b>	<b>CASE:</b>	#PL2025-143
<b>7:46 p.m.</b>	<b>APPLICANT:</b>	City of Bloomington
	<b>REQUEST:</b>	City Code Amendment – Small Business Codes and Processes Phase II Ordinance

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**STAFF REPORT AND PRESENTATION:**

The staff presentation begins at [1:46:26](#) in the meeting recording.

Planning Supervisor Dakota Kastenday provided an overview of the item. Added to the 2024 Planning Commission Work Plan, the project supports the City’s Strategic Plan with a goal to lower barriers for small business formation and operations. Six topics were reviewed (Case #PL2024-216), with four adopted in Phase I (Case #PL2025-33) and refuse and recycling standards explored in Phase II. The ordinance lowers barriers for business operations by allowing exterior refuse enclosures for nonresidential uses in all zoning districts, subject to performance standards. The ordinance also contains a few minor cleanups to reorganize the interior access waiver, remove outdated exceptions, and ensure safe, sanitary trash storage.

Questions for staff begins [1:58:42](#) in the meeting recording.

**PUBLIC HEARING:**

Chair Koktan opened the Public Hearing at 8:07 p.m.

There was no public testimony, and all participants online were staff.

Chair Koktan requested closure of the public hearing.

The public hearing closed at 8:08 p.m.

**DISCUSSION:**

Discussion begins at [2:08:49](#) in the meeting recording.

Commissioner Munster noted that 50% coverage may be too low.

The Commission discussed concerns related to trash enclosures, including whether they should be allowed closer to the road than the principal building and how their orientation should be addressed. Questions were raised about how the proposed standards compare to other cities, along with clarification on the ability to modify the proposal language.

Commissioner Isse expressed disapproval of the proposed amendments to the ordinance pertaining to trash enclosures between the principal building’s front-line and side-line.

A public hearing for a City Code Amendment – Small Business Codes and Processes Phase II Ordinance will be held on December 8, 2025, at City Council.

**ACTIONS OF THE COMMISSION:**

**M/White, S/Isse:** Motion to close the public hearing, motion carried: 6-0.

**M/Munster, S/Isse:** Motion to recommend the City Council adopt the Phase II Small Business Codes and Processes Ordinance, thereby amending Chapter 21 of the City Code, subject to amendments to prohibit refuse enclosures between the principal structure and the front-line or the corner side-line of a property, motion carried, 5-1, with Isse opposing.

**ITEM 5  
8:27 p.m.**

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**APPLICANT:** City of Bloomington

**REQUEST:** Consider approval of draft October 23, 2025, Planning Commission meeting synopsis

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Chair Koktan requested a motion to approve the 10/23/25 Planning Commission meeting synopsis.

**M/ Isse, S/ Summers:** Motion to approve the 10/23/25 Planning Commission meeting synopsis, motion carried: 5-0, with White abstaining.

**ITEM 6  
8:29 p.m.**

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**APPLICANT:** City of Bloomington

**REQUEST:** Planning Commission Policy and Issues Update

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Planning Manager Nick Johnson provided an overview of upcoming meetings:

The November 20, 2025, meeting will include public hearings for the Fire Station 6 Bunkhouse variance and final site and building plan, a conditional use permit for ABN Cannabis at 10901 Nesbitt, and an interim use permit for remote airport parking at 7901 International Drive. The Commission will also review the draft 2026 Work Plan and meeting schedule as study items.

The December 4, 2025, meeting is expected to include a public hearing on commercial vehicles in residential districts, the Bloomington Ferry Road Corridor Study, and a review of fence standards as study items.

Johnson also reminded commissioners to complete the Planning Retreat Survey and sought feedback on distribution of questions they ask to be shared with the entire Commission/Council before meetings.

In response to a question from Johnson about how to share staff analysis of questions submitted by Planning Commission members, Chair Koktan expressed appreciation for independence prior to meetings. He expressed apprehension about the distribution of questions and associated staff answers.

The Commission highlighted importance about maintaining commissioner independence and avoiding off-line coordination. It also noted that submitting questions early can help staff prepare, it can create extra work if formal written responses are expected. A suggested approach was for commissioners to submit questions in advance for staff awareness, then raise them during the meeting, allowing staff to decide when additional support information is needed. They suggested maintaining the current process and reassessing later if needed.

Meeting adjourned at 8:40 p.m.

**Prepared by:**

Shonte Brown

**Reviewed by:**

Nick Johnson  
Dakota Kastenday

**Approved by Planning Commission:**

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Kirk Roberts



## Planning Commission Item

Originator Community Development	Item <b>4.1 Planning Commission Policy and Issues Update</b>
Agenda Section Item 4	Date December 4, 2025

Requested Action:

Receive staff updates and identify issues.

Description:

Updates to the Planning Commission from Staff. Planning Commission issue identification.