

**2010-201 Old Cedar Avenue Bridge over Long Meadow Lake
Neighborhood Meeting
COMMENTS
June 24, 2014**

Name	Comment
Mary Ann Kjos	I prefer plan C. Plan C allows excellent access for wheelchairs, strollers and bicycles. Excellent over look any time of year. I like the grassy picnic areas. I think plan C gives more value for the community \$\$\$.
Chuck Kjos	Finally!! Good Job! I'm so glad these will be ample & safe separation of pedestrians & bikers – people LOVE to stop and look out from the bridge. It is the best viewing spot on the best water bird marsh in the Twin Cities. Concept Plan C looks best to me – it's the most family and handicapped friendly plan.
Bruce Baer	Prefer Concept B with the observation deck elevated and out farther.
Dennis Porter	<ul style="list-style-type: none"> • plow in winter • keep space along bridge on side for people to stop and look.
Don Specht	Please keep some public parking in the lot at the end of Old Cedar Avenue during construction. Please keep Bluff trail hiking only. We need one small area without biking.
Ranja Sem	<ul style="list-style-type: none"> • Love the concept for the gateway area, especially Concept A. • Would love to have all the trails connected. • Would love to see new development at Old Cedar & Old Shakopee to go along with new bridgehead opening grocery store (Aldi's) would be great.
Erik Hohem	<p><i>Comment e-mailed prior to the meeting</i></p> <p>I'm a Bloomington resident who lives close to the bridge, and I'm excited by the prospect of its availability for recreational use. I'll comment, however, that I have also hiked to the south end of the bridge from Caspersen's Landing and noticed the dilapidated state of the pedestrian bridge which crosses the Minnesota River, as well as the poor condition of what remains of the road on the south side of the bridge formerly used by motor vehicle traffic.</p> <p>It's obviously great that the bridge can re-open, but what consideration is being given to what to bridge will lead to when that time comes? Is the City of Bloomington working with other cities/agencies to properly plan for increased use of that area on the south side of the bridge?</p> <p><i>Comment at the meeting</i></p> <p>Of the three concepts displayed, I prefer Concept C. The main reason is the swerving path approaching the bridge, as opposed to the straight path shown in the other two concepts. It will be vitally important to discourage motor vehicle traffic from entering the "transition area", particularly malicious drivers! (Last year, a car successfully rammed its way through the existing gate.) So adequate barricades/bollards will need to be present. In addition to a concept that doesn't entice drivers to "give it a try".</p>

Larry Granger Bloomington	Regarding of Old Cedar Ave must widen it provide parking for special events which are likely to include.
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Historical Society	<ul style="list-style-type: none"> • Spring and fall Waterfowl migrations watching events – US Fish and Wildlife – Audubon Society – Science Museum – Bloomington Park & Recreation. • Harvest/sweet corn festivals & remember early planting by Pahl family and others in river bottoms. • Art festival on bridge (Such as Stone Arch Bridge in Mpls.) • Environmental education classes – possibly with U of M as was true in 1930's- 1940's. • Tourism buses from Mall of America on “South Loop.” In addition – current “heavy use” days already have parking on Old Cedar Ave. <p>2. Propose boardwalk and viewing blinds- probably need to be considerably away from bridge so as not to disturb site line to a National Register of Historical sites property X- need early review by MNDot –Cultural Affairs and SHPO.</p> <p>3. Bridge sign up – must give safety priority to walkers, fishing people, event participant, including requirement that bike must be walked across under some circumstances.</p> <p>4. A multiagency use plan – should be prepared by significant determination about road and land adjustments.</p> <p>This includes US Fish & Wildlife – Bloomington’s Park & Recreation- Audubon’s Society – 3 Rivers Park System – MNDNR – wildlife observer groups –like Audubon. This should include projecting attendance figure 20,000 to 40,000 & have been tentative estimate</p>
Vonda Kelly Bloomington Historical Society	<p>Recommend that consideration be given during Planning Process for accommodations for parking for larger crowds attending special events; Recommend programming for passive recreation activities and occasional special events that draw people.</p> <p>Back to the river: would encourage historic interpretation about the MN River Valley. Would hope to see bird watching and fishing activities; as well as hiking, bicycling etc. Support rehabilitation; Boardwalk; and bird blinds; picnic areas are great added amenities.</p>
Josh Whitehorn	<p>As an avid commuter cyclist I am strongly in support of restoring the bridge. It would provide a needed corridor across the river & help make getting around on a bike in that area much easier. In addition it provides a great vantage point for observing the wetlands and the wildlife that frequents them. Incorporating facilities (restrooms, etc.) and parking would increase casual usage & provide nice gateway to the river wetlands area for many folks. Cost of the project is fairly large but as more & more trails and bikeable roadway link together in Bloomington and the surrounding suburbs more and more people will like this connector the cost will not seem as steep.</p>
David Homzik	<p>Prefer option B or C that include more wildlife viewing. It would be nice to have an elevated platform for wildlife viewing if possible as well.</p>
Barb Pederson	<p>Excited! Please work with us with constructing road – we need it open for business dead end signs- can you take down some?</p> <p><i>Comment provided the morning after the meeting</i> Thanks to all for the great presentation and all the hard work put in to "our" bridge project. We are so excited!!!!</p>

	Here is one more thing to consider: there is a sign on the road saying no turnaround - and in fact - trucks can go down to the parking lot - and drive around. Please keep this in mind - to remove the sign - and make sure the parking lot is able to handle big trucks doing just that. I can't begin to tell you the maneuvers I have seen when drivers try to turn their huge trucks/semis around in our lot. Part of the problem is many call 77 - Cedar- and people being literal - then turn on "Cedar" thinking it is a long entrance ramp onto "77/Cedar". Crazy - huh? We have a sign at our exit saying "no turnaround" just to save our trees - pavement - power lines - etc.
Eric Pederson	Can you connect to the sewer line that runs, from the north, to the west end of the bridge – (before it goes across river to treatment plant)? (For restrooms)?
Pat Donnelly	I prefer concept A. I want the bridge and view of bridge to be historically accurate – with no boardwalk/viewing points getting in the way of photos taken along the river banks. I like the center Flavor boulevard in A and #10 overlook on the design is fine. Please have restrooms unlocked!! I am glad you did away with the fishing pier etc. from the first designs.
Jeff Hainlen	First I want to say thank you for this project. The Old Cedar Bridge represents a critical link in bicycle and pedestrian access in Bloomington. This unique structure provides a river crossing for both recreational riders and commuters. The rehabilitation of this bridge shows Bloomington’s commitment to alternative transportation and serves a primary example of the desire for a more bicycle and pedestrian friendly Bloomington. Concept B was my personal favorite, but all three are excellent steps in the right direction.
Sandra Ahaus	We really need pavement paths to get to Old Cedar bridge for a good round trip from 106 th & Penn through Moir Park and on river bottoms to Bridge. Then – How about some restaurants and taverns as destinations. Future could bold a “Minnehaha Falls “Sea Salts” or Nokomis “Tin Fish.” There are huge opportunities for this path and future destinations & connections!! This will be so beneficial to Bloomington and our property values!!!! Need 2 lanes on 106 th from Xerxes to Humboldt with wide multimodal path... This is really the only East West Road to get across 35W!
Laura Luhrs	I use the wildlife refuge regularly and would like less impact on it. More in favor of Concept C. Because It seems to fit into the refuge surroundings.
	Can we have a canoe / kayak launch area?
Shane Rudlang Port Authority Administrator Comment Sent by e-mail	<ul style="list-style-type: none"> • Overall, very good plans. I liked Option A best. I know much of the amenities is off ROW, but hopefully we can find a way to build most of the amenities with full ‘real’ bathrooms and water bottle filling stations. The CC seemed to embrace pushing to make this a first-class city amenity... “once in a lifetime opportunity” someone said. • Love the idea (not mine) to have stepped areas for when it floods with elevations above sea level noted. The ‘steps’ could be marked with a plaque or engraved permanent stone to teach kids about topography. Perhaps we could even note the elevation record (high water mark or 100 year event) or a few years when it was really high on a nearby plaque explaining what the steps are. <ul style="list-style-type: none"> ○ This is <i>functional art</i> that is what was best received from the recent Creative Placemaking Charrette – and I’m a big fan of functional art that serves some

	<p>other purpose beyond 'just' being art for art's sake.</p> <ul style="list-style-type: none">• Check out these 'art' mounds below from Laumeier. They provide something kids can climb without being a playground that needs special maintenance. I know space is limited, but something like this on a smaller scale might be cool.• Need OCAB sign at the top of the hill – meaning at Old Cedar Ave and E Old Shakopee Road. It may require an easement but would be a key feature to direct visitors to the area to this new great amenity. Note that this certainly falls within the Lenczewski funding list approved in the 2014 legislation.• Kiosk at bridge should have map to other trails in area (I'm sure this is already in the plan)• Provide explicit bike/ped trails on Old Cedar Ave to the bridge area. Hopefully we can find enough space in the road cross section to avoid mixing cars/bikes/peds. I know the side slopes are steep or non-existent so space is at a premium.• Solicit comments from Andrea Specht if you haven't already (copied here) to see if there are public art opportunities. <p>(see article next page)</p>
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