

RECEIVED

OCT 07 2014

CITY OF BLOOMINGTON
Office of the City Council

Jeff Fransen
9400 Old Cedar Ave. S., #337
Bloomington, MN 55425

Bloomington City Council
1800 Old Shakopee Rd
Bloomington, MN 55431

October 6, 2014

Dear Mayor Winstead,

At the September 8th meeting, regarding the Dwan Bluff Plat debate, one city council member asserted that "[compared to 110th Street] Overlook Drive...is the path of least resistance."

Really? Looking at a map, one might think 110th Street is the better choice.

Three weeks later, on a late afternoon Monday, I drove and clocked both routes. The purpose of this exercise was to show that 110th Street is clearly a simpler, shorter and QUICKER pathway across Bloomington. (The results, along with a corresponding map are on the other two pages).

City Staff and a traffic engineer have performed their due diligence. All have given their approval for this development. The Gang of 1300, on the other hand, have their pitchforks sharpened. And, now, there's a StarTribune article giving the issue even more exposure.

It's tough, but it really all comes down to this: Will the City Council take advantage of this second chance?

Respectfully,



Jeff Fransen

110th STREET ROUTE* (going north, than east)

1. Normandale Blvd/Overlook Dr. intersection to Normandale Blvd/110th St.
32 seconds ... 0.3 miles
2. Normandale Blvd/110th St. intersection to France Ave./110th St.
116 seconds ... 1.0 miles
3. France Ave./110th St. intersection to Xerxes Ave./110th St.
64 seconds ... 0.5 miles
4. Xerxes Ave./110th St. intersection to Overlook Dr./110th St.
72 seconds ... 0.6 miles

drive time = 284 seconds or **4:44** (ave speed 30 mph) ... distance = **2.4 miles**

*there are stop signs at two intersections; on Normandale Blvd/110th St (westbound only) and France Ave/110th St.

OVERLOOK DRIVE ROUTE (going east)

1. Normandale Blvd/Overlook Dr. intersection to entrance of west side Overlook Dr. dead end.
154 seconds ... 1.3 miles
 2. [Overlook Drive connection]** entrance of west side Overlook Dr. dead end to Xerxes Ave./Overlook Dr. intersection.
64 seconds** ... 0.5 miles
- **travel time is an estimate based on applying same clocking as equidistant France Ave./110th St. to Xerxes Ave./110th St. route. See map.
3. Xerxes Ave./Overlook Dr. intersection to Overlook Dr./ 110th St.
127 seconds ... 0.9 miles

drive time = 345 seconds or **5:45** (ave speed 28 mph) ... distance = **2.7 miles**

PATH OF LEAST RESISTANCE

DRIVEN MONDAY, SEP 29, BETWEEN 3:30 AND 4:30 PM

110TH STREET VIA NORMANDALE BLVD

- 2.4 MILES, 4 MIN: 44 SEC (AVE SPEED 30 MPH)

- 2.7 MILES, 5 MIN: 45 SEC (AVE SPEED 28 MPH)

* WITH PROPOSED CONNECTION

OVERLOOK DRIVE *



From: Dave Rickert [darick04@gmail.com]

Sent: Monday, October 06, 2014 10:11 PM Central Standard Time

To: Winstead, Gene; Abrams, Cynthia; Busse, Tim; Lowman, Dwayne; Carlson, Andrew; Baloga, Jack; Oleson, Jon

Cc: Bernhardson, Mark

Subject: Additional supporting points for Dwan Plat

Dear Mayor and City Council:

I have had additional conversations with some of you individually, and would like to provide some additional points to the whole Council.

Are there points that I agree with regarding the neighborhood opposition point of view? I believe the group that opposes the road has done an amazing job of organizing their supporters, developing their alternative plan, and exposing possible faults with the Dwan Plat. They've shown the power of numerous residents working together for a common cause (it is uplifting to see the strength of a community). **I would agree with all of their points** if I agreed that the traffic study was not to be trusted. However, a traffic analysis is the gauge that is used to determine the impacts of these types of projects, and it was conducted by a firm that is one of the top three (if not *the* top) engineering consulting firms in the state. If we dismiss the validity of using traffic studies to determine potential impact, what real measure can we use?

A neighbor that I talked to who was a realtor, appraiser, and current County assessor would not sign the petition, and stated that, "everyone else just signed the petition without any real evaluation of the benefits to everyone in the area, and the city as a whole." As a City, we must look to implement planning best practices, as well as consider which decisions are best for our City.

Implications for the City:

1. If the Dwan Plat is Passed by the Council:

- Neighbors may potentially sue. However, the City Code, Comprehensive Plan, and numerous other City, County, and Regional plans support connections of this type. As for when a lawsuit may occur, I'm no expert, but perhaps it would be after the road is connected so they can display any significant impacts. At this time, residents would see the opposition's estimates were overblown as traffic only slightly increased and support for a lawsuit would wane.
- Residents in that neighborhood may be disenfranchised, at least for a short time.

2. If a Resolution for Denial is Drafted:

- Developer may sue. Despite opinions from the opposition that say this is unlikely, it is too great a liability for our City. All information points to this being a valid, code-compliant project and we will lose.
- This would display a state of diminished property owner's rights in Bloomington. Would developers risk investing in Bloomington if there is potential for a code-compliant project to be shot down by organized residents?

Thanks for reviewing these comments.

--

Dave Rickert

From: Dave Rickert [mailto:darick04@gmail.com]

Sent: Monday, October 06, 2014 11:51 AM

To: Winstead, Gene; Abrams, Cynthia; Busse, Tim; Lowman, Dwayne; Carlson, Andrew; Baloga, Jack; Oleson, Jon

Cc: Bernhardson, Mark

Subject: Re: Resolution of Denial: Dwan Plats

Dear Mayor & City Council:

I encourage you to quickly read the comments that StarTrib readers had left about the Dwan Plat project's article. There are some views recorded that you may not have considered before, and would add to your decision on October 13th.

http://comments.startribune.com/comments.php?d=content_comments&asset_id=277971371§ion=/local/west&comments=true

Please realize that support for the road is not a popular opinion to have, with so much emotion on the opposition's side, and risk of alienation from the neighborhood. I have spoken to others who didn't want to be "that" neighbor and speak in support of the road (I guess I AM "that" neighbor)! I will not be attending the October 13th meeting, as I have already made my concerns known.

Please consider these comments in lieu of others who are fearful or refuse to speak at past meetings; you're losing out by not having other residents' possible concerns noted. I would also encourage you to look at the ODP's facebook page, as other Bloomington residents have shown their support for the road there:

<https://www.facebook.com/pages/Overlook-Drive-Preservation/739590316079329>

Thank you,

--

Dave Rickert

From: Sandra Loebner [mailto:loebnj@gmail.com]
Sent: Wednesday, October 01, 2014 9:55 AM
To: City-Council
Subject: Overlook Drive

Dear Council Members

Connecting the two parts of Overlook Drive seems like a common sense decision in the long range plans of Bloomington.

John & Sandra Loebner
8901 Kell Ave So
Bloomington MN

From: Keith Grinde [mailto:krgrinde@gmail.com]
Sent: Monday, September 22, 2014 8:26 PM
To: City-Council
Subject: thank you

thank you for voting to reconsider the overlook dr issue. if the developer sued it would be the whole city that would be sued not the neighborhood. This is a city wide issue not just a neighborhood issue.

Keith Grinde

From: VrtIRlty1@aol.com [VrtIRlty1@aol.com]

Sent: Monday, September 22, 2014 03:13 PM Central Standard Time

To: Winstead, Gene; Abrams, Cynthia; Busse, Tim; Lowman, Dwayne; Carlson, Andrew; Baloga, Jack; Oleson, Jon

Cc: aschoenecker@burnsmcd.com

Subject: Overlook Traffic Study

Dear Mayor and City Council Memebers,

It appears that one of the big reasons to deny the Overlook connection is the appeared flaw in the traffic study. So not sure that this has any real bearing on the issue but I would have to agree based on the little bit that I witnessed first hand. Here is what I saw one day in front of our home;

We live at 11031 Xerxes Avenue in Bloomington, the fifth house from the corner. I was in our kitchen making breakfast one morning (not sure exactly what day) and noticed a car pull up in front of our home and a gentleman proceeded to get out and connect a rubber hose from one side of the road to the other.

Now we have 2 garages, an attached single car on one side of our home and a detached 2 car garage on the other side and this was set up between our two garages in the street. I commented to my wife that this appeared unusual as the man's car was kind of beat up and there were no markings on his car. I thought it odd and told my wife that the city must be having workers drive their own car. I have seen this set up when the city is doing a traffic count and so did not pay any more attention to him. A little later that morning I went up to the grocery store and upon my return I noticed that there was no usual metal box, for car counting, connected to the rubber hose. Again, I thought this odd. I even went down to inspect the hose to see if there was some other device connected to the hose for counting the cars. Nope, nothing. Odd.

About 2 o'clock or so that afternoon I went over to the post office off of 98th Street and Garfield. When I returned I noticed that there was now a rubber hose and a metal box set up down on Xerxes Avenue in front of the fire station at 106th Street. And when I pulled into my driveway I noticed the rubber hose was gone from in front of my home. Just seemed kind of strange.

A few weeks ago at the last city council meeting I saw that same man who set up the rubber hose in front of our home....he is the person that was with the company doing the traffic study. So I am left to wonder if traffic from Xerxes Avenue south of 110th Street was supposed to be included in this traffic study. As far as I can tell, there was no counting of cars going north on Xerxes Avenue for this study, at that time or any time since.

Thank you for your time.

Sincerely,

Pat Hogan 612-978-0765

From: matthew carlson [carlsonmatthew@hotmail.com]

Sent: Wednesday, October 08, 2014 07:33 PM Central Standard Time

To: Bernhardson, Mark; Winstead, Gene; Abrams, Cynthia; Busse, Tim; Lowman, Dwayne; Carlson, Andrew; Baloga, Jack; Oleson, Jon; City-Council

Subject: Overlook Drive

Mr. Mayor, Council members, City Manager.

I, as a resident of Bloomington support the connection of Overlook Dr.

It makes economical and liability (safety) sense for maintenance concerns of the street for plowing snow for one.

It also would serve the residents better for emergency services (fire police) to respond.

And it would be safer for the residents of the street, as no more cars/trucks, UPS FedEx, snow plows, having to turn around at a dead end street.

Thank you for your time
Matthew Carlson
Bloomington resident