

T77T Minutes

September 17, 2012
Lake Shore City Hall

Committee Members Attending: Teri Hastings, Steve Sundstrom, John Poston, Perry Beaton, Susan Amacher, Kris Driessen, Gayle Momchilovich, Ron Faust
Attending from SEH: Matt Reid

The minutes of the meeting of 8/27/12 were approved.

A revised cost estimate for the lower third (Phase 1) of the trail was presented. After further engineering studies, the estimate was down to \$609,800, including any possible wetland acquisition and easement acquisition.

Legacy Fund Grant application: The T77T approved a motion from Ron Faust to submit the DNR Parks and Trails Legacy Fund Application to the Lake Shore City Council for its September 24th meeting. If approved by the City Council, the grant application will be submitted on September 28th.

A Lake Shore Newsletter article on the trail is being prepared by Gayle Momchilovich.

Discussions between the T77T and general public in attendance followed:

Jan Moe reviewed further data on trail safety she had found; the reports she mentioned said there were more bike accidents on trails than on public roads. Ron Faust submitted that Interlachen Road is unique in its hills and turns and safety data from other roads might not be comparable to this road. Also, such data does not apply to pedestrians, who are expected to be the primary users of Trail 77.

Ms. Moe also brought to the committee a list of 5 best practices for trail safety that she had found:

- adequate width--wider than 10 feet with 25 feet of cleared vegetation on each side
- long sight distances
- maximum grades kept low
- avoidance of tight curves
- minimal cross flow

She also said she had checked out the Lake of the Isles Trail in Minneapolis and found that that trail was a double trail with one trail for bikers with traffic separations and one for pedestrians, unlike our planned trail. She also suggested that, according to her sources, recreational trails would not enhance property values.

Steve Sundstrom said the current plan is for the trail to be on the west side of the road, and the north side of the road from Zorbaz east.

One speaker said any increment of improvement in safety would be worthwhile. Kari Huso Elias spoke in favor of the trail and quoted statistics on how distracted driving has become a serious problem the last ten years as cell phones became common.

Ryan Amacher said he walks the road daily and has to get off of it for traffic at least six times per walk because there is not enough space.

Vince Anderson said there is not enough room between the road and the power poles for a trail and questioned whether there was an easement below the power poles south of his home.

Roger Lykins said many of the guests at his Pinehurst Resort want to walk and bike with their children but are concerned about safety on CSAH 77; a way for them to walk and bike but stay off the highway would be wonderful for his visitors.

Trail connections were discussed. The Parks Director from Nisswa said there was definitely a plan for Nisswa to create a recreational trail to connect to the north end of Lake Shore's trail. When another speaker argued that the southern third of this trail should not be built first, it was pointed out that it would not dead end at Sherwood Forest because people can already continue north from there on Lincoln Green Road and Nottingham Road.

Teri Hastings pointed out how a trail had been created in the Cross Lake area on West Shore Drive in terrain similar to Lake Shore. It required the loss of very few trees and is an enhancement to that area.

Ryan Amacher said the primary way the trail might affect taxes would be if people's homes went up in value and that most residents would consider that a good thing. He also predicted that corporate and family foundations would be a good source of supplemental funding.

Ken Stover said it would be safer to get bikers off the road.

Matt Reid said that state and DNR design standards must and will be followed. When it was criticized that the application was going in in three phases with design of the entire trail having been completed, he said that was a common practice.