

**MINUTES
TONKA BAY CITY COUNCIL
October 23, 2009**

1. CALL TO ORDER

Acting Mayor Marceau called the meeting of the Tonka Bay City Council to order at 9:13 a.m.

2. ROLL CALL

Members present were: Acting Mayor Marceau, Councilmember's De La Vega and Folley. Also present was City Administrator Loftus.

3. JOINT CITY COUNCIL MEETING WITH THE CITIES OF TONKA BAY, SHOREWOOD AND ORONO TO DISCUSS THE COUNTY ROAD 19 TRAIL CONCEPT DESIGN PLAN.

Andrew Gillett, Principal Planning Analyst for Hennepin County, presented the project goal as a concept level design plan for a safe, off-street multi-purpose trail linking the Dakota Trail to the Minnetonka Regional Trail. He explained the planning process involved four meetings of the Project Advisory Committee, two public open houses and this joint City Council meeting.

Gillett explained the existing conditions of County Road 19 are:

- Two lane roadway within a 66' right-of-way
- Rural Section design-no curb & gutter
- 2006 average daily traffic of 12,000
- 2030 projected average daily traffic of 15,800
- Functional Classification as an A-Minor Arterial Expander

The project challenges were presented as:

- Utility Poles
- Steep Slopes/Fill Requirements
- Driveways
- Stormwater Management

The design standards and cross sections for the three concepts were discussed:

1. Off-street bikeway (estimated to cost \$3.8m based on right-of-way concerns.)
2. On-street bike lane (estimated to cost \$300,000)
3. The Community Boulevard concept (estimated to cost \$15.4m)

The Community Boulevard concept is preferred for the following reasons:

- Serves the local community as well as links the two regional trails

- Provides for an 8' trail on the side of the road and a 6' walk on the other
- Allows for better stormwater management
- Benefits from the reconstruction of certain intersections
- Requires complete reconstruction of the roadway, which is not currently planned or programmed.

The Interim Concept preference is the on-street bike lane since it would serve as a good option until the Community Boulevard concept can be implemented during road reconstruction. On-street bicycle lanes are thought to be safer than the existing conditions. The existing shoulders can be striped and enlarged in certain locations to accommodate bicycle lanes. Improvements to intersections and signage can also improve the existing conditions.

The next steps for this project are:

- Resolutions of support from the three cities
- Adoption of the Concept Plan by the Metropolitan Council Trail & Open Space Committee
- Adoption of the Concept Plan by Three Rivers Park District
- Seeking funds for detailed a design plan

Gillett concluded his presentation and discussion ensued. Many expressed their support for the project. Concerns were noted for the parking, signage, connections with businesses, and maintenance costs. Suggestions included candlestick separations on the bike lanes and emphasizing the stormwater improvements as a major advantage of the project.

The Orono City Council passed a resolution of support. The Shorewood City Council motion for resolution failed.

De La Vega moved to adopt a Resolution to support the recommendations of the County Road 19 Trail Concept Design Plan. Folley seconded the motion. Ayes – Marceau, Folley and De La Vega. Motion carried.

4. ADJOURNMENT

It was moved to adjourn the meeting at 10:09 a.m.

Attest:

City Clerk