

# District 10 Environmental Committee Meeting Agenda

September 11, 2019 at 7 pm

## STANDARD ITEMS

- Committee Member Introductions
- Amend/Adopt the Agenda

## INITIATIVES AND UPDATES

- Pathways work group report – Rebecca Calvo
- Ayd Mill Road Resolution Discussion—Ariel Kagan
- Midtown Greenway Coalition—Mike Ireland
- Brainstorm Ideas for CRWD Partner Grant Application—All
  - Application can be found at:  
<https://www.capitolregionwd.org/grants/partner-grants/>
- Update on Woodland Classroom—Susan Jane Cheney
- Adopt a Drain Challenge Results Recognition – Mike Ireland

## SYNOPSIS OF RECENT EVENTS

- CRWD Tour of Como Lake—Mike Ireland

## COMMUNITY SECTION

- *A time for anyone's input or concerns*

## UPCOMING EVENTS

- CRWD Tour of Como Lake, September 25, 6:00-7:30
- Como Lake Cleanup, October 12, 9:00-12:00
- CRWD Partner Grant due October 31, 2019

## ADJOURNMENT

- **Next NEW Meeting Time:** October 9 at 7 pm at the Streetcar Station

## **Resolution on Mayor Melvin Carter's Ayd Mill Road Budget Proposal**

Whereas Ayd Mill Road is largely used by drivers in the southeast suburbs to cut through Saint Paul from Interstate 35 to Interstate 94 for the purpose of more quickly reaching Minneapolis;

Whereas the City of Saint Paul spends hundreds of thousands of dollars each year to plow, fix potholes, resurface and otherwise maintain Ayd Mill Road;

Whereas removing two lanes of Ayd Mill Road from motor vehicle use would significantly reduce these annual city maintenance expenditures;

Whereas Public Works estimates that it has almost a billion dollars in deferred street maintenance;

Whereas the city lost over \$32 million in annual revenue from special assessments due to a state Supreme Court decision;

Whereas the Saint Paul City Council passed a resolution in the early 2000s supporting a two-lane Ayd Mill Road, as opposed to the four-lane road unilaterally imposed by Mayor Randy Kelly;

Whereas a bicycle and pedestrian trail along the Ayd Mill Corridor is part of the Saint Paul Bicycle Plan, the city's Comprehensive Plan and various District Council Plans;

Whereas the trail is envisioned on all these plans as part of an extension of the Minneapolis Midtown Greenway, across the Mississippi River into Saint Paul, and community groups in both Minneapolis and Saint Paul are trying to restart the process of building this Greenway Extension;

Whereas a previous attempt to build this trail by taking land from CP Railway failed in 2010 because it was in violation of a Federal statute that forbids cities, counties and states from taking railroad land by eminent domain, and prior negotiations with the railroad (beginning in 2003) to purchase the land also failed;

Whereas Ayd Mill Road narrows to one lane in each direction at both ends creating traffic backups on it as cars attempt to re-merge at rush hours to enter Selby Avenue and Interstate 35E;

Whereas reducing Ayd Mill Road to one lane in each direction would eliminate these re-merging backups and have little impact on the road's overall motor-vehicle carrying capacity;

Whereas a sector of the Saint Paul community has been advocating for a linear park along the Ayd Mill corridor for over twenty-five years;

Whereas there are not many large parks or continuous walking areas in this central corridor of Saint Paul;

Whereas making Ayd Mill Road more "street-like" and putting plantings and a walking and cycling path next to it would make it a more pleasant space;

And whereas this might enable a small amount of housing development on the west side, generating sale and tax revenue for the city;

**Be it resolved** that we support Mayor Melvin Carter's budget proposal to reduce Ayd Mill Road to the two motor vehicle lanes on the west side of the corridor and convert the eastern two lanes to a bicycle and pedestrian pathway.