

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

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The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

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more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Hello City Council,

I live in Ward 4 and am an avid bike commuter. I applaud your support for the Ayd Mill Greenway project.

Ben

Ben Rabe

benjaminsrabe@gmail.com

1123 Lafond Ave

St Paul, Minnesota 55104

Although the current proposal by St Paul Public Works to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay is a good idea, it should not be paid for by St Paul Taxpayers.

I support the goal of reducing the number of fossil-fuel-based cars on St. Paul's streets. However, the plans for the redesign of Ayd Mill Road presented by St. Paul Public Works should not be implemented this year. Instead, the mill and overlay work on Ayd Mill Road should be done in 2020 and not deferred while a more difficult issue remains unresolved.

Ayd Mill Road is a regional corridor. It could and should be part of the proposed bike-commuter route connecting Minneapolis and St. Paul through a bike network that goes across

the river and through the Midway area. However, the study done by the Midtown Greenway Coalition pegged the cost of crossing the Mississippi River on the Canadian Pacific Railroad bridge at between \$7 million and \$22 million with no sign that Canadian Pacific is willing to grant access to the bridge now or in the future.

Limiting northbound Ayd Mill Road to one lane may reduce the automobile traffic of commuters who live in Dakota and Washington counties, but it will not eliminate it. What we should be working toward is using the Ayd Mill Road corridor as an express bus connection via I-35E from the Eagan Transit Station to the Metro A Line stop at Selby and Snelling avenues. This would support the goal of reducing automobile traffic from the suburbs while giving residents of Dakota and Washington counties an option to access St. Paul, Roseville, and Allianz Field without using a car.

Let's remove the burden of Ayd Mill Road from St. Paul taxpayers and share the cost of making it a regional corridor with Ramsey, Hennepin, Dakota and Washington counties. The most likely way to achieve this is to work in partnership with those counties to convince the state of Minnesota that Ayd Mill Road is a regional corridor while putting together a plan that achieves the goals mentioned above.

While the above efforts are being undertaken, let's implement the original plan to do the \$3.5 million mill and overlay to Ayd Mill Road this year, delaying work on the bike and pedestrian trail, lighting, sewer, traffic lights, etc. This would free up resources in the city's Department of Public Works for the maintenance of other streets. It would also remove the need to commit \$500,000 from the city's bike and pedestrian fund over the next 10 years as currently proposed.

Gene Johnson

1123 Edgcumbe Road. a townhome in Wilder Park overlooking Ayd Mill, Lexington & 35E.

Gene Johnson

neonhensjog@gmail.com

1123 Edgcumbe Road

Saint Paul, Minnesota 55105

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

Please close all automobile access to and from Jefferson Ave as well. The proposed changes are unsafe and that hill induces speeding. Drivers rarely come to a complete stop at the off-ramp and roll into the bike lane. I bike here daily with my 2 year old son. Please please please think of our safety. Drivers can use the St Clair on/off-ramps. Jefferson is one of the few bike-designated routes over the AMR and 35E trenches.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Michael Sonn

sonn.michael@gmail.com

1458 Wellesley Ave

Saint Paul, Minnesota 55105

I heartily support reducing car lanes, slowing traffic for improved safety, providing an attractive amenity, and safe way for people walking and biking to travel for the City of St. Paul.

This proposal will reduce the high costs to maintain unnecessary car lanes, by converting to lower maintenance cost bike/ped trail.

The City should not have to throw huge money at a road that is often just used as a freeway connector.

Three lanes rather than four will insignificant impact on travel time, as it is with 4 lanes AMR usually only saves 2 minutes of drivers time and during busy times the congestion at both ends form cues, and driving faster to get in line, saves no time.

So, as part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. The trip times will still be determine by congestion at road ends, so driving the 1.5 miles between the ends, faster than 25 mph, will not save drivers any time but will make the road so much less safe for everyone. If the city must bear all the cost burdens of this essentially highway like road, at least it should get to make it safer with lower speed limits.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

karen Nelson

kandothat@yahoo.com

2565 Franklin Avenue #403

St. Paul, Minnesota 55114

As an environmental health nurse, I join local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an upcoming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right. As an environmental health nurse, I recognize the urgent need to

prioritize, improve, and expand upon bike infrastructure in St. Paul to reduce bike/vehicle/pedestrian fatalities, improve air quality through reducing vehicle emissions, and reduce our city's contribution to climate change which is impacting health in myriad ways both locally and globally. An investment in the Ayd Mill Corridor bike and pedestrian facility is an investment in a sustainable future for our city and enhanced well-being for current and future St. Paul residents. I urge you to focus on this issue now, even in the time of the COVID crisis, as we know air pollution (to which traffic emissions significantly contribute) makes communities more vulnerable to deaths and negative health impacts from the virus.

As part of implementing this trail, I ask that the City's Public Works Department reduce the roadway speed limit to 25mph in the interest of public health. Given that there are no guardrails between cars and pedestrians, a speed reduction is a prudent safety measure and will also reduce traffic emissions, improving local air quality. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it is an appropriate speed limit here.

I ask the City Council to unanimously join the Carter administration in supporting this long-overdue Ayd Mill bicycle and pedestrian trail.

Rachel Kerr

rachelkristen@gmail.com

1322 Charles Ave

Saint Paul, Minnesota 55104

Since it is clear from the 2nd Public Works video that my preferred option of completely closing down Ayd Mill Road to motor-vehicle traffic is not an option on the table, and the City is going to spend millions of dollars on this project, I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Brian C Martinson

brian.c.martinson@gmail.com

1943 Princeton Ave

Saint Paul, Minnesota 55105

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay. Please take this step to improve access and green space for safe recreation in our city. This pandemic has illustrated the importance of people having access to safe, outdoor space for self-care. Further, commuter routes that support alternatives to car traffic are essential for improving the environment and air quality of our city. Please implement this plan and keep our citizens safe by reducing the speed limit to protect pedestrian and bike traffic. Thank you, Rebecca

Rebecca Tryon

tryon019@umn.edu

1855 Orange Ave E

Saint Paul, Minnesota 55119

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay. As a member of a 1 car household and father of 2 young children we rely on bicycles to fill our transportation needs outside of the one vehicle. This helps our family reduce overhead costs and help us build wealth.

The need for safe separated places to bike are more needed now than ever. Current trends with the pandemic show traffic fatalities increased by 50% despite traffic levels reduced by 50%. Emphasizing the need for road diets wherever possible to put the speed of traffic in the hands of the prudent driver. Road diets greatly reduces the cities maintenance liability, and provide more space for people within those corridors.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Jeff Zaayer

jeffzaayer@yahoo.com

1750 Saunders Ave

Saint Paul , Minnesota 55116

The redesign proposal that would add a bike trail to Ayd Mill Road is long overdue. Please support this project.

Bill Lindeke
blindeke@gmail.com
956 Charles Avenue
Saint Paul, Minnesota 55104

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

WE ARE A GREAT CITY, THIS WILL MAKE US GREATER!

ONE OF THE REASONS I CHOOSE TO REMAIN IN ST. PAUL IS THE AMAZING OPEN MINDENESS TOWARD CYCLING AND WALKING AS ALTERNATIVES TO DRIVING.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

dccc@modeknit.com
1117 Flandrau
St Paul, Minnesota 55106

I support Mayor Carter's proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor. As a major public right of way, the corridor has potential to increase the mobility of St Paul residents. The corridor is in an area with lots of roadway dedicated to cars and rather less dedicated to those traveling by other means. As a resident of Saint Paul and frequent traveler in this part of the city (both by bike and by car) I would like to see some of the corridor dedicated to bicyclists and pedestrians. I'm proud of our mayor for suggesting it and I hope i can be proud of the city council for following through.

Nicholas Studenski
studenski.nick@gmail.com
735 Raymond Ave #206
Saint Paul, Minnesota 55114

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Richard Todd
dick.todd@icloud.com
444 Holly Avenue, #2
St. Paul, Minnesota 55102

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

I hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Al DeVries
alan.devries@state.mn.us
1502 Selby Ave
St. Paul, Minnesota 55104

From: Saint Paul Bicycle Coalition <saintpaulbike@gmail.com>
Sent: Friday, April 17, 2020 3:34 PM
To: #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: Joint Statement on Ayd Mill Road

Dear Council Member Prince,

On April 14, the Saint Paul Bicycle Coalition joined with eleven other local groups to issue a joint statement on Ayd Mill road. It is attached to this e-mail and the text of it is also pasted below. The eleven other groups are:

The Sierra Club Northstar Chapter;
The Parks and Trails Council of Minnesota;
The Midtown Greenway Coalition;
Twin Cities Adaptive Cycling;
Sustain Saint Paul;
Neighborhoods First!;
Friends of the Mississippi River;
Major Taylor Bicycle Club of Minnesota;
The Bicycle Alliance of Minnesota;
Union Park District Council;
and Move Minnesota.

In addition, nearly 400 of our supporters have individually signed onto this statement and sent e-mails to the City Council.

The statement reads as follows:

We support Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Thank you for your consideration.

Andy Singer and Ian Buck, Co-Chairs
Saint Paul Bicycle Coalition

Form letter titled "I support the Ayd Mill Greenway" ... "I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay. As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph."

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400 Burlington Rd
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Sarah Sinderbrand
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St Paul, Minnesota 55106

Please take this step to improve access and green space for safe recreation in our city. This pandemic has illustrated the importance of people having access to safe, outdoor space for self-

care. Further, commuter routes that support alternatives to car traffic are essential for improving the environment and air quality of our city. Please implement this plan and keep our citizens safe by reducing the speed limit to protect pedestrian and bike traffic. Thank you, Rebecca

Shawn LeClaire
shawnl103@aol.com
1809 Arlington Ave.
St. Paul, Minnesota 55119

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