

**CITY COUNCIL
PUBLIC WORK SESSION MINUTES
FEBRUARY 13, 2018
6:30 P.M.**

Mayor Greenberg called the work session to order at 6:30 p.m.

ON ROLL CALL, the following members were present: Mayor Greenberg, Councilmember Dunn, Councilmember Faulkingham, Councilmember Schmidt and Councilmember Wood.

DISCUSSION WITH PUBLIC INPUT OF THE GREAT RIVERS GREENWAY ROUTES

THROUGH THE CITY OF MAPLEWOOD: Patrick Foley, owner of Foley's at 3522 Greenwood, submitted petitions signed by business owners and tenants who are against the proposed Great Rivers Greenway north route on Greenwood. Mr. Foley stated that the proposed trail will hurt his business and has concerns about parking and safety if the trail is located on Greenwood.

Scott Criscione, 3445 Oxford, is concerned about the increase in cut-through traffic dodging Wabash and sprinting throughout the neighborhood to cut around what was two lanes on McCausland which is now one lane. He's had his car sideswiped three times. He added that there is no shortage of stop signs or speed limits signs but there is a shortage of parking. Regarding the GRG trail budget, he said they are calling for \$300,000 in landscaping, \$2.78 million just to connect a 1.3 mile stretch of road which would be about \$405 per foot of concrete. His house is 40 feet wide in terms of its plat, which is about the average in Maplewood and if you look at it that's \$16,000 per house. He stated he was in favor of spending money on necessities like updating sewer lines, dilapidated roads or bridges. However, he reiterated \$3 million in tax dollars or \$16,000 per house on these pathways to build a sidewalk that cyclists don't have to be on by law, there is no requirement that they have to be on it, is a waste of taxpayer money.

Jim Vishon, owner of Vishon Tool & Machine, has had his building on Greenwood since 1985 and has seen a lot of improvements and is pleased with the direction the city is heading. He thinks it is a bad idea to change the traffic flow on Greenwood and will make it more difficult to carry on business activities with less lane space and will probably force more traffic into the surrounding streets which are basically residential. Greenwood is a major thoroughfare for traffic. He is against the Greenwood route due to the narrowing of the road and the potential of more congestion.

Patrick Jugo, 7310 Vine and owner of two buildings on Greenwood and Sutton, sees a lot of value of the greenway coming through Maplewood but added we have to find an alignment that truly works and that doesn't constrain ourselves. He said Maplewood is a landlocked municipality and to think that we can find a 10-15 foot wide by a mile long pathway is problematic. He thinks GRG did not accurately or adequately suggest or provide information for the creek alignment because funding is already secured for the Greenwood alignment. There are too many questions still to answer on the Greenwood alignment in its current form.

Todd Antoine, Vice President of Planning and Project for GRG, stated the typical trail process with municipalities is as they go from a conceptual design to engineering design and then to construction; they are always working with city staff and in this instance MODOT staff, to figure out how to do the crossing at Sutton at Greenwood and then the Big Bend crossing would also involve St. Louis County. He said it's a collaborative process as it goes through the design phase. Ultimately, the city, MODOT and Union Pacific would be involved with the approval process. GRG wants to be sensitive to the city's concerns but does not want to jeopardize losing the federal grant money that's allocated for the Greenwood alignment. He fielded questions from the Council.

Councilmember Schmidt wants to be able to say no if GRG does not come up with a plan that satisfies the city's safety concerns. She wondered if there is a legally binding agreement that says the council agrees to an alignment for the trail only if certain items are met.

Councilmember Dunn wants to be part of the railway but local situations are thwarting our involvement. He thinks the city will get run over by the other agencies involved and the city's desires will ultimately be ignored.

Councilmember Wood likes the idea of a pathway but would rather see it more of a greenway and is not comfortable with the Greenwood route.

Councilmember Faulkingham is not comfortable with the solutions that were presented and even though we may have some stipulations and sign some contractual agreement, we are an entity that collects taxes to make sure that public safety is taken care of for our citizens. He stated the biggest issue with the Greenwood route is the railroad crossing and how to design the intersection to make it safe for the pathway.

Mayor Greenberg's research for traffic calming indicates that reducing the traffic lanes to 10 feet will slow traffic down so he is good with the proposed 10 foot lane widths. As far as the parking, he said we need to make on-street parking as wide as possible and restrict the pathway to no more than 8 feet wide. He feels it is incumbent upon the bicyclist or pedestrian to be aware when crossing at the railroad.

Patrick Jugo pointed out that the grade differential coming south on Sutton is a solid 4-5 feet above the drive surface on Greenwood and the pathway would be at the Greenwood elevation. He stated that this means southbound Sutton traffic would not be able to see the pedestrians on the pathway when traveling south on Sutton.

Patrick Foley stated parking is a necessity to businesses on Greenwood and feels property values will decrease if parking is lost.

Scott Criscione asked about the cost of yearly maintenance for the trailway and questioned the possible damage to homeowner's lateral lines during construction.

The Public Work Session adjourned at 7:28 p.m.