

Ayd Mill Road General Comments Questions 4.21.2020

Comments or Questions	Zip Code
<p>I would like to add my name to the list of people opposed to the proposed plan for Ayd Mill. Clearly the road needs to be reconstructed, but at what cost to the neighborhoods adjacent to Ayd Mill. I live on Lexington Parkway and have experienced the increase in traffic, speeding vehicles, and accidents over the last several years. I suspect there are many reasons, including the location of Trader Joes, the condition of Ayd Mill and population increases. The new senior complex will only exacerbate matters despite the design changes being suggested for Lexington. The present Ayd Mill proposal (while well-meaning) will only force more vehicles to use alternative route including Lexington Parkway which has turned into a freeway. My neighbors are frustrated. They showed up at the Highland District Council Transportation Committee meeting and had hoped for some relief from the City and the County including traffic calming measures. None came. With the present Ayd Mill proposal you are just moving one problem in a neighborhood to another neighborhood. Doesn't make any sense....</p>	
<p>Thank you, Michael Paymar</p>	55116
<p>Anything other than mill& overlay is a waste of time and money.</p>	55105
<p>My parents lived near the south end of Ayd Mill Rd., on Lexington, when it was closed. The traffic was unbearable. There is no need for this road to have a multi purpose repair. Fix the roadbed in a dependable manner and move on.</p>	55105
<p>Dear Councilperson Noecker and Director Lantry, I have written about this road before, saying that I, as a biker, think we have enough bike lanes and to just keep the road 2 lanes each way. Now that I see the cost of the whole project, I think the most common sense thing to do would be to fix the water problem on the inner lane and make it a 2 way road. Close the other lane until there is adequate money to do what should be obvious by then – either make it as before because traffic dictates, or make a bike / walk lane. Thanks for listening. Julie Borgerding July 1111 Montreal Av St. Paul MN 55116</p>	55116
<p>Will you be postponing the meeting scheduled for 3/19 due to the corona virus? If not, will you consider doing so?</p>	55113
<p>If a linear park option is not adopted please address the livability issues for the homeowners who live at grade and near roadway ramps anywhere along the road. Even with reduced speeds we are plagued with both air and noise pollution. For my family (Hamline and AMR) the ramp is a huge noise and air pollution problem. Unless the ramp gets closed permanently the only solution would be sound barriers on the south side of the ramp adjacent to the small green space. Homeowners adjacent to that intersection would also benefit from the ramp closure. Homeowners along the road at grade between Hamline and the exit onto Selby would benefit from barriers as well.</p>	
<p>Carol</p>	55104
<p>PLEASE just resurface the road and omit the bike lanes. Thank you.</p>	55105

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<p>Neighborhoods First!--a grassroots organization with a vision for a sustainable, livable community that includes reduced automobile use, walkable and bikeable neighborhoods, better transit, maintenance of water and air quality and more green space-- strongly supports Mayor Carter's efforts to give bicyclists and pedestrians access to the Ayd Mill Road corridor, but we urge that he and the City Council could find an additional \$2.3 million to implement a 2-lane roadway, with a larger, separated trail. This original 2-lane, \$9.8 million proposal is much closer to a linear park and, based on Council resolutions from 2000 and 2009, it is the City Council's "Preferred Alternative." Alternatively, we urge the Mayor and City Council would consider closing the road to cars entirely, as it would save the city millions of dollars and would turn the site into a true linear park.</p> <p>If the Mayor and City Council go ahead with the proposed 3-lane \$7.5 million configuration, we would like Public Works to address the following questions.</p> <ol style="list-style-type: none"> 1. Will Public Works design the 3-lane option so that, if money becomes available at a future date, the original 2-lane proposal can be implemented without a lot of extra changes and expense? For example, can drainage, lighting and other amenities be placed in such a way that they won't have to be moved if the roadway is later downsized to two lanes? 2. Will Public Works design the new road surface to encourage speed reduction? Speed reductions have recently been announced for the Twin Cities and pedestrians will be crossing this road. Slower speeds would make for a safer environment with less wear and tear on the roadway. Also, the roadway currently exceeds state noise standards and speed reductions would help with this as well. Just changing the posted speed limit, however, won't actually reduce speeds. There need to be some design elements to the road that force drivers to slow down. 3. Regarding sewer and drainage improvements, where will the water go and will Public Works be working with the Capitol Region Watershed District? 4. What is the lifespan of the road after this mill-and-overlay project and its associated drainage repairs? 5. Why are semi trucks using this road? We frequently see them on it and their size and weight put more wear and tear on the road surface. What weight restrictions will the road have? 6. Will Public Works be striping the bicycle and pedestrian trail to create separate areas for bicycles and pedestrians? <p>Thank you for your attention to our questions and your efforts to make Saint Paul a better place to bike and walk.</p>	<p>55104</p>
	<p>55407</p>
<p>Please make this bike/foot path extension to our great metro trail system. Thanks.</p>	<p>55416</p>

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<p>While I do not live directly in this area, I travel through here, by cargo bike, with my children to visit some friends and family on a relatively regular basis. I would absolutely love to see this stretch of Ayd Mill converted to a bikeway for us to use, keeping us off otherwise busy roads. There are so many instances where large vehicles, parked on the side of the street, obstruct or partially obstruct the already narrow bike lanes, forcing me to merge out into traffic, with both my children on the back of the bike. This isn't safe for anyone involved, and creating a separated, off street network would both greatly increase safety for those of us without cars, but would create avenues for us to visit St Paul more frequently. Thank you for your consideration.</p>	55418
<p>As a Saint Paul resident, I'm really excited about this project moving forward!! This will be a huge improvement. Someday my kids and their kids (I'll be dead) will be able to benefit from this and connections across the MR & it will be amazing.</p>	55104
<p>Please encourage bicycle and pedestrian transportation ease and safety with this plan.</p>	55115
<p>What are the projected on going costs for each of the options? Curious if the 25% saving upfront is lost over time.</p>	55105
<p>I like the proposal that the Mayor and Public Works are putting forward, though I would prefer the original \$9.8 million 2-lane option because it is much more of a linear park and similar to Mississippi River Boulevard, Johnson Parkway or other scenic city routes. (Or I would prefer the road to be closed to cars entirely). That said, I understand the cost and political constraints that the city is under. I request that Public Works try to design the current 3-lane proposal in such a way that, if additional funding should become available in the future, a two-lane configuration can be built without redoing the work that you're currently proposing to do. For example, I urge that drainage, signals and lighting be located in such a way that they won't have to be moved if the road is later reduced to two lanes. I would also like PW to reduce speed limits on the road to 35mph or even 30mph by using design elements that encourage slower driving. I would also like the bicycle and pedestrian trail to have lines striped on it to demarcate areas for walking and areas for bike riding, avoiding conflicts between the two.</p>	55105
<p>I support the proposed 3-lane roadway and having bike/ped access. I think the speed limit on Ayd Mill for cars could reasonably be reduced to 35 mph, especially now that larger city streets are mostly limited to 25 mph.</p>	55105
<p>We use ayd mill for car traffic at least twice a day to take 3 kids to school and other activities. While I am a fan of cycling and proponent of an expanded network of bike paths, 27000 plus cars on one lane sounds like a nightmare to travel. Getting onto 35 with two is bad enough during rush hour. The north bound lane would be a parking lot most of the time. Any one who uses the road regularly like our family does would know that. And that's with current traffic levels. We all see the many apartments and mixed use developments springing up, and with the ford site planning to add thousands more motorists, citizens and possibly cyclists to our city an eye must be kept on where we will be in the future. If you take away a lane of traffic now, you, or at least the people to drive the streets regularly, will wish in the years ahead that you hadn't.</p>	
<p>I doubt the proposed bike path will see 27000 riders in a month. From a strict utilitarian standpoint this proposal doesn't make sense. It doesn't seem that this would be a popular pedestrian thorough fare. It seems like it's main use would be commuter bicycle traffic, which will be convenient only for a handful of people. There are other less disruptive ways to add north south connections to the bike trail network.</p>	
<p>The railroad wouldn't give up the land, so now we'll take from people who need to drive that route. It feels like we're pursuing this bike path at all costs. It Feels a little Portlandia as opposed to sound civic leadership. Mill and overlay the existing four lanes and leave well enough alone.</p>	
<p>If you want to make a meaningful improvement, get rid of the ridiculous stop sign at the very north end of the road just before the ramp on to Selby Avenue. Prohibit the occasional U-turn from southbound traffic with the appropriate sign instead.</p>	55104

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<p>Strongly support the 3 lane plan to create a bike /pedestrian way for Ayd Mill Road</p>	55105
<p>Yes, multimodal transportation is a great way to grow a cities size & health. The plan allows for the busy corridor to continue to be used by drivers with the addition of active transportation safely. Extension at this time makes sense. As a year round bike commuter I can appreciate the potential for easier to maintain & safer riding/walking in St Paul.</p>	55416
<p>The road needs to be two lanes both directions. And, it should have a direct connection to I-94. Anything less is simply ignoring the reality of what is necessary. Bike paths do not NEED to be in that specific location. I have used that road for 35 years and it was outdated back then. I have been to New York City. They do what is necessary. Please be smart about this. Do what is necessary not what is popular.</p>	55119
<p>Please resurface Ayd Mill asap.....with 2 lines in each direction. Skip the bike & walking paths. Ayd Mill keeps a lot of traffic off of Grand & Summit & Marshall Ave....these are much more attractive & valuable as roads to share bikes & walkers with.</p>	55102-259
<p>I favor the 3 lane approach that increases the cost to drivers. I would favor 1) speed limit 25 MPH with narrow lanes / speed bumps to discourage violations 2) replacing the Selby Exit with a linear park (make Hamline Ave the last Northbound Exit).</p>	
<p>I oppose any direct 94 W connection because the City should not expend any resource to subsidize a few minutes convenience for pass-thru drivers. I oppose mill and overlay due to poor value. I would defer bicycle infrastructure expenses until right of way accesses are secured from the railroad.</p>	55105-232

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<p>Looking through the powerpoint presentation, with solutions already provided seems disingenuous when the open house is billed as "looking for feedback", when neither of the 2 or 3 lane options appears to be able to handle the current traffic of this roadway which is sure to increase with an improved pavement surface. Lowering the capacity as well as reducing many local streets from 30 mph to 20 mph, makes me ask are engineers or politicians making decisions on our roadways? I would like to think engineers are making the decisions concerning safety, capacity, and timeliness of travel. Is there any information on the proposed 3 lane section being able to have the capacity needed? Pitching the corridor as phase 1 extension of the Midtown Greenway simply means that no other work has been done, so it's not providing connections and there is apparently no funding to ever construct any. Having everything being bike friendly is a nice idea, but the fact is cars still need to move people around, and with poor plowing offered by the city these "improvements" would not be able to be used for 25% of the year. Not to be critical without solutions, I recommend that the City puts in the effort and moves toward the design proposed in 2005. Is it expensive? Yes. Would it be painful to build? Yes. But it would offer a long term solution for the high volume of traffic that uses the roadway, fix the issues of 35E not providing a north to west bound connection, and it would pull thousands of cars off St. Paul City streets, increasing their longevity and making the area more bike friendly. How to fund something of this nature? Grants, State Bonding, and many other options. Yes, there would be some cost to the City, but it would be vastly lower than putting Ayd Mill Road on a road diet because there is TOO MANY cars using it.</p>	55102
<p>To avoid the increase in neighborhood traffic along the Ayd Mill Road, we highly recommend the continuation of the 4 lane as is. Reconstructing the road bed is a definite need and will be appreciated by all who travel it. Thank you for considering all of we elderly citizens who are unable to ride a bike and must rely on our cars for our transportation.</p>	55118
<p>Ayd Mill Rd is a great short cut over to I-94 and parts of the western area of St. Paul. It should be restored for cars.... not bike lanes!</p>	55119
<p>It sucks that Ayd Mill is a city street that is primarily used by people from the south metro. That being said, why couldn't there be a directional dimension to it, similar to the express lane on 394? Two lane northbound traffic in the morning, then switch it to two lane southbound traffic in the afternoon. For the benefit of the city and it's residents, the whole thing should be shut down and turned into a super awesome park, really.</p>	55116
<p>Fix the road. No bike lanes, no greenways, no more wasted time or money.</p>	
<p>Prove that you can actually maintain and take care of the road as it is before you try to do something else. We have so many bike lanes that were installed, taking away parking or driving lanes and are now unusable because the roads aren't maintained. I feel safer on a busy road than I do trying to ride a bike on some of those lanes.</p>	
<p>Repair Ayd Mill road as is and do nothing else.</p>	
<p>Take the money you want to use on a study or whatever and use it to fix a second road.</p>	55105
<p>Please repave Ayd Mill and leave it at that. We have more urgent needs repairing streets. Don't spend our cities money on unnecessary expenses. Our property taxes are pricing people out of their homes.</p>	55108
<p>Keep 2 lanes in both directions! Can the city access the portion on land between the north bound lane and the tracks if they insist on bike lane being part of this?</p>	55105
<p>I think years ago when there was a lot of discussion about the future of And Mill Road, would have been the time to change the 'plan' for the road. Since that time (several years I believe), the road has experienced heavy use as a way to connect with I35E. I would think changing that at this time would make things difficult for commuters which would then overcrowd other roads. To me, it makes sense to keep it as it currently is (4 lanes) and resurface the roadway and the ramps, all of which are in horrendous shape. (I no longer use the road because of it's condition). Thank you</p>	55104

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<p>I do not believe that this project should go forward at this time given the current effects the coronavirus is having on an already narrow tax base further strapping Saint Paul's ability to deliver essential services to the people. I advocate for shutting down Ayd Mill Road until such time as the local economy recovers and the City has the funds available to complete these plans. The Mayor and the City Council should hold an emergency meeting to review the current budget and reallocate funds to help those most in need and to offer sales and use tax relief to businesses that are struggling during the economic shutdown. Otherwise, we will be facing massive employment and significant suffering, especially in our immigrant and most vulnerable populations.</p>	55105
<p>Leave it four lanes (as is) and REPAVE it. I do not want the diverted traffic coming through my neighborhood, where I walk with my small children. My street is already busy enough. Ayd Mill is an incredibly useful and safe road, with the exception of all the potholes. There are plenty of bike lanes elsewhere, and our weather doesn't permit for year round biking anyway.</p>	55105
<p>Repave and upgrade Ayd Mill Road to keep the promised access to move traffic between the interstate routes in the original plan. Demand that federal and state sources for funds be made available to complete this promised connection. The current traffic level demands action ASAP on this blemish on the St. Paul City experience. Putting 40,000 cars a day on other streets is a bad idea with serious safety issues. The current system of entry/exit patterns are suitable for slowing traffic although noisy as vehicles accelerate after light changes. We are an automobile society at this time and biking will grow when safe, but not during our winters. Electric autos will eventually reduce exhaust pollutants more and more. Ayd Mill Road is an essential piece of the metro transportation design by default and must serve transportation needs although biking could be accommodated on the RR track side expansion for safety away from automobile traffic. Prepare long-term plans for the I-94 ramp and RR overpass, including a funding process for building segments of the project separately.</p>	55105
<p>I believe that Ayd Mill Road should be built according to the original plan to connect it on the North to I94. I was duly approved back in the 50s and then stalled by politics until now when is just a shell of what it used to be. The city has not properly maintained the road for years and has become dangerous for drivers and vehicles alike.</p> <p>On and off ramps were built that were never used and sit abandoned. The whole thing has been a fiasco. The original intent has been disregarded and generations following are now making decisions that they have no right to make.</p> <p>Ayd Mill can and should be a vital traffic link in Saint Paul.</p> <p>Donald Rask</p>	55108
<p>We are a family of avid bike riders and have been 40yr. residents near Grand Ave. and Ayd Mill {the name of the family who owned the land}. We have lived with the issue of realizing the true value of this historical cut thru. The difference made by re-routing traffic was a major relief to the neighborhood streets with the opening of Ayd Mill, leaving them safer for our children and residences. Now with the opening of the Allianz stadium, we need those 4 lanes, as traffic will only continue to increase. With the harsh winters of ice and snow we endure here in Minn., putting citizens down these hard to access paths just seems to expose bikers, wheelchairs, pedestrians, etc to extreme danger!! We have 2 family members injured already from biking accidents due to the dangerous pot holes! Ayd Mill will always be filled with traffic; the city needs to repair the current road way and spend any funds left over filling the rest of the POT-HOLED streets. With the new Density the city is creating for our over-burdened infrastructure and roads already, this seems a ridiculous proposal!!</p>	55105
<p>I am writing to express my opinion about the Ayd Mill Road project. I'm strongly opposed to taking two lanes away for bike lanes. It's ridiculous! You can barely drive on any of the roads in the city they're in such he'll repair and you're going to spend this money on putting bike lanes in? Especially in the current crisis worrying I would think that you would rethink this project and the funds that would need to go into it. Please pay attention to the main roads that around Saint Paul that she can barely get around on. Fix that first. I have deep deep concerns about thisthiscity and our way forward.</p>	55104

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<p>I have lived on and overlook Ayd Mill Road from 14th floor just a few feet away for 25 years--1181 Edgcumbe Road #1416. It needs 4 lanes for traffic--NO bikes--NO walking path. Additionally, I watch the trains go by on the East side of the road. No walker or biker wants to deal with those trains. Wait until the first time a person, not in a vehicle, gets hit by a car or rocks flying from the train rails. They will sue the city for making the change. I use Ayd Mill to drive north and south every day. It just needs road work. I went to high school with Mayor Carter's grandfather. The Carter family has never used Ayd Mill Road. They have not lived this far west of Lexington. Plus St. Paul does not need the added expense-they are spending too much on the Summit Avenue bridge over Ayd Mill. Thank you.</p>	55105
<p>Good Afternoon: Two questions:</p> <ol style="list-style-type: none"> 1) What is the name of the engineering/design consultant that Public Works hired to recommend a cost effective way to reconfigure AMR with a bike pedestrian facility. 2) What is the actual anticipated width of the "Regional Trial Standard" that you are proposing for the AMR corridor. <p>Thank you Paul Nelson Ward 4 Hamline Midway</p>	55104
<p>I'm actually for turning the whole thing into a park but since that seems impossible, the current proposal at least increases bike access which stupid make it easier and safety to get around. And look, it sure seems like with this whole covid this going on we're all going to need a whole lot more open space for walking and biking.</p>	55107
<p>I am a resident of Minneapolis who frequently bikes in St Paul, and I would be thrilled to see the Ayd Mill Rd proposal with a 3-lane motor vehicle road and a bike path come to fruition. I urge the council to approve this and get working on improving our community for all street users in the Twin Cities.</p>	55406
<p>This road is far too costly to maintain, given the unstable ground underneath. In addition, it is paid for entirely by City residents, but it is used primarily by suburban commuters to get to Minneapolis.</p>	
<p>Do city taxpayers a favor and close this road, or let Dakota County pay for it.</p>	55106
<p>I would like to see Ayd Mill Road closed and traffic studies don on Snelling, Hamline, and Lexington.</p>	55104
<p>This road is a commuters short cut - and needs to be treated as a county or regional road. Please help!</p>	55130
<p>MNDOT has handled underground springs with drainfields and diverting them for decades. Lane closures and bike paths and the like would only cause traffic delays, vehicle bike and pedestrian conflicts, especially now that we will increase traffic with Soccer. The steam pipes in the area make it an unfavorable spot for leisure activity. This pipe leaked 30 years ago and I doubt it has improved with age! A link with Heniphenn rather than a right angle at Selby at the end of a bridge would be far more favorable.</p>	55130

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I would prefer the two land option with the linear park setup as this is safer for bikers and pedestrians alike to play and recreate more freely without fear of car traffic and exhaust so close but if the option is the three lane option or no option, then I would prefer that. We are in the midst of a pandemic and health authorities say these occurrences will only get worse. The saving grace for many citizens, myself included, will be our ability to get out and exercise and move in nature during this time. Unfortunately many do not have access to good infrastructure for this. Please support having better public access to walking and biking infrastructure, especially the Ayd Mill Rd trail. This is an important project under regular circumstances but now more than ever we see how these projects can be a necessary part of good mental health and self-care.	55119
The online presentation was well done. Due to my work schedule I typically cannot make community meetings.	55105
I support the proposal! Please, if you're going to develop this area, do not do it without trail space for pedestrians/bicycling/etc. and some green space to boot. Make our cities diverse! Cars only is death! Gracias!	55408
I am totally in favor of adding pedestrians and bicyclists to the AMR corridor. If the corridor is not to made into a linear park, I would prefer the Mayor's original 2-lane roadway with pedestrian and bicycle paths on the eastern side. I think the \$9M price tag is worth the price as long as it provides a well engineered transportation system. Your presentation suggests that there is a safety concern of head-on crashes with a two lane roadway but St Paul just recently proclaimed that slower speeds on the streets increases safety as well as lowers emissions and fuel consumption - you obviously know the answer is reasonable 25 or 30 mph on the AMR city street. If the two lane option is not available, I would still be in favor of the proposed \$7M option with a 3 lane roadway configuration and a separate pedestrian and bicycle path. Again this is in hopes of providing a well engineered transportation system and not a mashup to save money.	55104
The proposed Ayd Mill Road solution is based on a bike plan that sorely needs to be revisited. Another east-west bike route is not needed and the midway green line connection is not a sure thing. Fix the Marshall and Summit bike lines first; they are listed among the 10 most dangerous in the metro area. The Jefferson "sharrows" are a joke and this street is not safe for biking now that parking is allowed on both sides of the street. (I lived on Jefferson from 1990 to 2011.) I bike regularly. For the time being do a mill and overlay on Ayd Mill Road. Revisit in 10 years when the bike lanes are reconfigured and there is a better estimate of the need for additional east-west bike routes. Save the money needed to redesign and apply it to rebuilding other streets.	55116
I support the Ayd Mill Road proposal	55108
I fully support reducing lanes on Ayd Mill and adding a pedestrian path. I can't wait to use this path. (I do drive on Ayd Mill sometimes to visit relatives in the south metro. When I am using the road, it can totally handle fewer lanes.)	55104
Hello! I have lived in Highland Park and in St. Anthony Park in Saint Paul for years but now reside in Uptown. Everyone knows what terrible shape Ayd Mill Road is in. I strongly support the current proposal from the Mayor's office which costs approximately \$7.5 million dollars. I believe the inclusion of the pedestrian and bicycle lane in the concept for the entire length of the project and the access paths and signage and additional lighting is a wonderful idea. I hope the lighting complies with the Dark Skies initiative to reduce light pollution and I hope that there will be occasional bicycle repair hubs/stands at the beginning and end or st least one in the middle of this new path. Thank you so much for all your work on this!	55405
I support the current proposal of removing one lane and adding a multi-use trail. It is a compromise that still makes great strides for the cities bicycle infrastructure.	55114
As a new-ish resident of St Paul from Minneapolis, I'm writing in support of the bike path on Ayd Mill Road. I miss the infrastructure for cyclists that Minneapolis has. Let's invest now in more bicycling infrastructure for St Paul. Our communities need it, for health of us and planet. Thank you!	55102

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I bike a lot and I would like to be able to get down to west 7th. The bikeway would be a terrific way for me to get around. I'd love to be able to bike down ayd mill but I don't like to now because it's so dangerous. I also think the congestion at Snelling and Selby is dangerous and cars shouldn't be loading off the freeway into that neighborhood. Please build the bike path.	55114
I support the current ayd mill road proposal	55105
I support the addition of a shared use path on Ayd Mill Rd 100%. This would be a true benefit to St Paul, and a landmark statement that our era of designing to get around almost exclusively in motor vehicles is over.	55108
<p>On March 31st, I watched the online presentation of the proposed Ayd Mill Rd. Project after which I attempted to submit my comments via the survey. I was unable to do so.</p> <p>I was born in and grew up in St. Paul. My family home was at 1315 Pleasant Avenue until 1964 when the state of Minnesota bought our house (along with many others) to make way for the construction of 35E. I went to school in St. Paul, married a St. Paul boy, owned three homes in St. Paul and raised three daughters in St. Paul.</p> <p>While we moved to Mendota Heights a few years ago, I still consider myself a St. Paulite. Ayd Mill Rd. is a vital connector between the city and the southern suburbs. The populations of Mendota Heights and Eagan have grown tremendously (and continue to grow) since the 2009 St. Paul City Council directive to take another look at this popular road's needs and function. Vehicular traffic on Ayd Mill Rd. has likewise increased dramatically since 2009. Vehicles are not the enemy here. Vehicles bring people in to the city for work, church, shopping, dining, Wild and Saints games, etc. St. Paul is a beautiful city and it should be concerned with making it easier - and more welcoming - for people to come and spend their money, not harder. Reducing traffic lanes on Ayd Mill will make that harder. Already, traffic gets backed up in both directions. City officials don't seem to realize that Ayd Mill is a critical component to St. Paul's economy and that any plans that include lane reduction combined with confusing (and potentially dangerous) turn intersections could negatively impact the city's businesses.</p>	55118
I think this is a great idea, there aren't enough exclusively bike/ped. trails in St. Paul right now.	55105
More bike. There should be benches and green space. Easy ped access to surrounding neighborhood.	55104
Please add a separated bike trail to this corridor and get rid of the vehicle traffic. This should be a linear park.	55104
<p>As a St. Paul resident and someone who works for the city in street maintenance. I know it needs to be done. We are on that road multiple times throughout the year. We could be using that time and resources on other road repairs the city desperately needs. I can't tell you how many hours we spend on that road during the summer but it's more then it should be. Also, the bike lane scrap it. It's way too dangerous with speeders. Lexington has bike lanes if someone wants to follow the route of ayd mill. If you put a bike lane in, I feel it will barely be used. I don't even think I've ever seen a biker on Lexington, what would make ayd mill be used more? Also, a lot of bikers tend to wear darker clothing, or don't use lights. Making things more dangerous. Not worth someone's life. I know we are a bike friendly city but a bike lane on ayd mill is the worst idea in my opinion.</p>	55106
Will the Summit Avenue Bridge over Ayd Mill be done in August before A.M. construction starts?	55102
Are you addressing my concern with the NB required stop by listing additional signal phasing and possible lane reconfigurations may be added?	55118
I like to bike through St. Paul, and including a trail as part of the 3 lane design would vastly improve my enjoyment of this part of the city, and my safety while traveling in the area. Thanks for considering the multi-use trail.	55436
<p>I support the 3-lane option with Bike/Pedestrian Trail.</p> <p>However, I think the Bikes and Pedestrians should be on separate adjacent trails, similar to the design along Shepard Road and similar to the way the Midtown Greenway is designed (since ultimately it may connect to those trails). It has been proven to be much safer to separate these users. If this is not possible, consider making the width of the combined trail to be 14' wide as this will be a well-used trail. Thank you.</p>	55426

Comments or Questions	Zip Code
<p>Two Questions -</p> <p>1. In the proposed three (1 northbound and 2 southbound) Thru Lanes with adjacent bicycle/pedestrian Trail reconstruction of Ayd Mill Road, will pedestrians (or bicyclists) once they enter the Trail at Selby Ave. or Jefferson Ave. be able to exit/enter the Trail at Hamline Ave., Summit Ave., Grand Ave., St. Clair Ave. or any of the east-west neighborhood streets in between or would they have to walk/ride all the way down or up the Ayd Mill Trail to do so?</p> <p>2. If the Two Thru Lane solution is considered dangerous because of the lack of a median; would not a narrow median with guard rail offer protection?</p>	55102
<p>To the city council,</p> <p>Please fix Ayd Mill Rd, but DO NOT make it a 3 lane road. It makes little sense to remove a lane of traffic on a major artery for a bike /pedestrian lane. You need to remember what the original reason it was built was as a connection to 94(which as you know never was completed.</p> <p>You also need to consider Where would this bike lane go to? There is not really a major bike trail to connect to on either end. You can't just dump the bikers out on to the Snelling / Selby intersection. The road backs up now. it will only get worse if you restrict a lane. You will see many more people getting off on to other local streets such as St. Clair, grand and especially Hamline. Hamline is already over used. You also need to consider where we live. I love biking , but other than a few diehards very few people use their bikes 5-6 months /year. There is no reason to take a lane of transportation away for bikes / pedestrians in January. I am in my 60's and cannot make all my trips to stores/ work by bike</p> <p>If you MUST do this (which I hope you don't) at least consider a way to make it only seasonal and returning it to vehicle traffic in the off season. I know this will add a cost , but it would be worth it.</p> <p>Please do what's right for the city, not what you like to do personally. This is why you were elected.</p> <p>Best regards</p> <p>Steve Gilsdorf---life long St. Paul residence</p>	55102
<p>Please keep 4 lanes of traffic and repair the pavement. Limited funds should be spent repairing potholes all across the city.</p>	55119
<p>Thank you for the presentations. They do not, however, address the fact that we are going to enter a major budgetary shortfall because of the pandemic. This should turn our attention back to the original simple road repair of Ayd Mill. The bike/pedestrian lane, while pleasant, is not a necessity and should be dropped as a matter of fiscal responsibility. Ayd Mill Road is a major carrier of traffic and certainly demands repair. The original plan meets those realities in a fiscally responsible way.</p>	55104

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Comments or Questions	Zip Code
The only safe bike/ped access points will be Selby and Jefferson. Connection at Summit for the Griggs, Summit, and Lexington bikeway will require a bridge construction modification and many \$, but will avoid the safety issue of crossing traffic at Hamline, Grand, and St. Clair. If you don't, expect serious safety issues.	55104
Can you explain how the traffic study came to conclusion that only 400 cars would need to be diverted to other roads if Ayd mill road could maintain existing travel times. 27,000 cars, and only 400 would use other roads. Please show me how they came to this conclusion. I got the 400 number from the article in the Villager.	
Why do we need a road that cuts right through a neighborhood when there is a hwy? There is no time saved. Take 35E to 12th turn left across hwy and left to merge unto 94W.... How hard is that. Please!!!! Just close it at Randolph.	55104
This is an incredibly important project to continue to make Saint Paul a more bicycle friendly city. We've been making good progress, let's keep the momentum going in a positive direction.	55109
Based on your construction timeline, Ayd Mill Rd will be closed during the Twin Cities Marathon in early October. Summit Ave. is also closed during this race. What alternate plans do you have for life-safety traffic and those who need to commute to work during the Marathon event and have for the past years used Ayd Mill Rd to get north -south? Thank you.	55105
I support Ayd Mill Road to be repaired. Remain at four lanes. Bike/pedestrian lanes are not necessary in that area competing with railroad tracks and trains. This proposal is a huge waste of city money that should be used on our infrastructure. How many months of the year (possibly six) would the paths actually be used. You cannot bike or walk on snow covered paths. The cost projection has already proven to be a disaster. How many more millions of dollars will be needed to complete this unreasonable - for so many reasons - project. Please vote NO to any restructuring. Repair the road and keep the traffic off of the city streets. Greg and Mary Helen Pates Macalester Groveland Berkeley Avenue	55105
I am impressed with the City's thorough data-gathering, and the objectivity shown in the presentations by city engineers, etc. I continue to support the 3-lane option and look forward to the complete of new roadway.	55104
Why are the lane widths so wide? The slide presentation show the SB lanes at 13' each with the NB lane at 15'. Numerous studies have shown that wider lanes cause drivers to drive faster so why not narrow all the lanes to 12' and provide either a wider center median between NB and SB traffic and/or a wider median between the NB traffic and the bike lane? I encourage your department to relook at the lane widths and reduce the lane widths to 12'.	55104
I am strongly opposed to the proposed project relative to M and O of existing conditions. I understand the current design to be the outgrowth of a very last minute brainchild of the Mayor, and Public Works has done their best to accommodate. Three primary objections: cost - this more than doubles the cost of the project! Given the horrific condition of streets in St Paul, this is a poor allocation of resources. Second - diversion of traffic during peak travel times to other streets, primarily Lexington and Hamline. Third, the proposed trail would not connect to any existing bike facilities. Mid-Town Greenway extension may well never happen, in which case this would be a "bridge to nowhere." Please inform the Mayor that proposals like this are the reason people vote for D Trump. Thanks Public Works for doing the best you can.	55105
Where does this money come from? Is this really the best way we can spend it? Especially given the economic uncertainty surrounding the coronavirus pandemic, I think extreme caution is called for in committing the city to a project of this expense (and, frankly, this relatively small magnitude) when revenues next year will be very uncertain. Even if the city had the money, however, there are so many other needs on arterial streets and in other aspects of city operation that I can't imagine this is the best way the city can spend this kind of money.	55102