

Comments Questions About April 6 Ayd Mill Road Presentation

4.21.2020

Please share any comments or questions you have about the video presentation of the survey results and traffic modeling data.	Zip Code
I support a 4 to 3 lane conversion so that a bike path can be made	55108
I support the conversion from a 4 lane road to a multi use 3 lane road, with bike trail.	55102
Pleas keep two lanes both directions! We will not be able to handle traffic during peak hours!!! Reducing to three lanes is a terrible idea.	55102
Please discuss any potential delays in completing this project by end of 2020? I would like it done sooner than later!	55102
<p>What is your plan for safety on the bike lane? I know some homeless people live under the Grand bridge. Will there be more light? Will there be those blue police emergency alarm posts? I know you're adding a curbside to the East/one-lane side. But the majority of the drainage issues are on the Westside by the uphill slope. Will this really take care of these issues? I'm worried that it's underestimated the amount of water that comes off from that upper West hill. What are your plans for when the 145 cars that move onto Lexington for Northbound traffic, especially at Grand and Lexington? It's already so busy there. I'm of two minds about reducing lanes. I don't want congestion and traffic on other streets, but I love the biking lane. Once again I am worried about traffic build-up for Northbound traffic. I bike a lot and really want to see the Midtown expansion, but honestly many people use the trail next to the train tracks anyway to walk. I don't know why the city can't lease that land and make it a bike lane like they seem to do elsewhere. I just think the extra congestion for Northbound is going to push Lexington to a tipping point, especially at the Grand Ave intersection.</p>	55105
<p>I would like to see the pedestrian pathways and bike paths on the southbound side of Ayd Mill road, as this is where most of the residential homes are. It would add a buffer to the homes that are close to the Ayd Mill road. Secondly, how is the traffic noise going to be mitigated? For those of us who live by Ayd, the noise is loud. Can some type of fencing be put along the road to at least mitigate some of the noise since this has basically become a highway? Ayd is right behind my house and I literally live now next to a highway now with NOTHING to help mitigate the noise or the pollution. Perhaps some greenery on both sides? A divider? A FENCE PERHAPS? Traffic calming measures? The road was opened up sneakily with NO REGARD for those who live here. More noise and pollution with absolutely no fixes or long term plan to address these issues. Since what is done is done, and with EVEN MORE TRAFFIC with Whole Foods and condos, and traffic backed up for three blocks to turn left on Selby to get to Ayd, it is dangerous, loud, unhealthy emissions, and ugly. Its embarrassing. Some consideration for those who live in the area would be nice. Why are we pushing traffic this way instead of to Hamline, which is more equipped for the traffic. How about this: put a sign up on Snelling at Selby that says no left turn from 3-6 PM. Reroute to Hamline. Put up fencing. Add greenery. Add a divider. Add bike and pedestrian paths. 30 MPH limit. NO TRUCKS!!</p>	55104
<p>Very happy to see that a proper trail is being considered a priority. This would be such a good route for traveling around St. Paul. As a South Minneapolis resident, the biggest thing preventing me from spending more time in St Paul is a lack of efficient & safe bike routes connecting to the centers of activity in the city.</p>	55406
<p>i am still concerned about the amount of traffic pushed onto our neighborhood right off Ayd Mill; Ayd Mill should be connected to 35E which was the promise all along; Ayd Mill should stay 4 lanes of car traffic</p>	55105

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I am strongly opposed to the three lane redesign Of Ayd Mill road. We should continue with the four lane roadway and do the mill and overlay as proposed in 2019. The original 4 lane roadway was meant to divert traffic from neighborhood streets to a more safe and efficient 4 lane roadway. The traffic volume will continue to increase on this roadway as more jobs move to the suburbs such as Eagan. The 3-lane proposal will divert more and more traffic to city streets and make travel less safe.	55104
As an Architect in St. Paul for the past 36 years, I believe that the proposed changes to Ayd Mill Road are a ridiculous expense that could be used for many other things. There is enough space for a pedestrian and bike lane of simple asphalt paving on the east side of the road. Who in their right mind would take a road with 27,500 vehicles a day and decrease the number of lanes. Doing this would be as stupid as when the RIP35 people got I-35 closed to trucks going through a relatively affluent neighborhood while I-94 decimated the Rondo neighborhood and the city keeping the prohibition in place.	55104

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<p>I have been a taxpaying, home owning resident of St. Paul for 34 yrs. I live near St. Clair and Hamline, thus Ayd Mill is an important issue for me. My property taxes have increased significantly in each year I've lived here, and especially in the past five. Even so, I have seen quality of services, personal safety and street quality and maintenance diminish noticeably in recent years. Sad. I agree the Ayd Mill is in need of major repair, but I believe this Ayd Mill plan is misguided and sets St. Paul on a backward course in terms of transportation system. I have several comments and questions: 1. In the presentation you project traffic volumes - current and under the plan you propose. The logic, or lack there of, of what you propose totally baffles me. At capacity on the current 4-lane, peak traffic volumes do not exceed capacity and there is room for expanded traffic volume (like it or not we live in an expanding metro that will increase vehicle traffic), especially with the backups that occur at each end (don't minimized them!) The traffic volume would exceed capacity in your 3-lane proposal diverting it into the residential neighborhood streets. Really! There is an existing roadway that handles peak capacity and more, but now you want to so called 'improve it' by reducing capacity causing congestion and diversion into neighborhood streets. This mostly in the name of adding a bike and pedestrian path. I'm all for the bike/pedestrian lane if does not eliminate 4 lane traffic! 2. Was anyone on the planning committee or in public works around before Ayd Mill was opened to I-35E? Before Trader Joe's was on the corner of Randolph and Lexington? The traffic on neighborhood streets, especially Lexington, St. Clair, Snelling and Hamline was a nightmare. The congestion at Randolph/Lexington and Snelling/Selby are already bad and now you will add more congestion. Pushing traffic back into the residential neighborhood is amazingly backward. Neighborhood streets are already in the poorest condition (rough patched year after year, pot holes not filled, etc.) I've seen in my 34 yrs. as a St Paul resident and this will not add to improvement there. 3. I'm an avid bike rider and use many of the great access lanes and trails already in the city. While a bike lane proposed along Ayd Mills is a nice luxury, it should not be constructed at this time in expense of reducing vehicle traffic capacity and pushing it into the residential neighborhood. The lane really seems to go nowhere but only adds to congestion as bikes will join other vehicles back on the street at either end. Many bikeways and lanes have been added to city streets (Lexington, St. Clair, Jefferson, etc.). I would hope that if this proposal is built some of the designated lanes, like that on Lexington south of Grand which reduced Lexington to one lane each direction, would be eliminated in order to increase vehicle capacity for the diversion of traffic on those streets resulting from an Ayd Mill bike lane!!! 4. You make a lot of projections on vehicle traffic. Where is the data that projects bicycle traffic volume to justify the bike lane, especially given the significant reduction in vehicle capacity that will occur because of it's construction. How do you justify this? why has this not been included? 5. The presenter indicated that there would be added delay because of pedestrian and bike crossing. Yes, there needs to be safe crossing which appears to be at the traffic lights. I must assume that bikers and pedestrians will have to cross in coordination with the light changes and not when they reach the intersection, like the pedestrian flashing lights at Macalester or the bike crossings on river road where bikes seem to have all the right of way. If the later is the case, it will cause confusion, increased disruption of traffic flow leading to more congestion, and more accidents. I assume that this plan is pretty much a done deal and there is not much anyone can say to make changes, but I feel so strongly that reducing lanes on Ayd Mill is such an erroneous decision that I am compelled to share my concerns. I wonder how many people in the decision-making roles really use or live near Ayd Mill.....I would wager very few. Thank you for your time</p>	55105
<p>Is the trail only being proposed where there is a north/south gap in the existing network between St. Clair and Summit Ave? If the trail is extending the full 1.5 mile length of the roadway, are there concept designs for the trail connection points and how they will be designed? It seems a trail beyond St. Clair and Summit is redundant, adds cost to the construction and future maintenance costs for the asset.</p>	55106
<p>Overall a good compromise. Please keep in mind for future design building a bike/ped bridge over the railroad to connect the intersections of Pascal/Dayton and Saratoga/Dayton (Saratoga being on the bike plan as a bike boulevard) to the Ayd Mill Road Greenway. This would provide the continuous north-south bicycle route through the Midway area that has eluded us for decades.</p>	55104

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<p>1. YES to four driving lanes. 2. MAYBE add a bike path if there are safe connections. 3. NO to a pedestrian path. It's hard to imagine anyone going for a walk along a freeway or Ayd Mill Road. Too noisy. Unhealthy prolonged exposure to exhaust fumes in the valley. Unsafe for pedestrians on the roadway.</p> <p>We live about two miles west of the Selby entrance to Ayd Mill Road.</p>	55104
<p>The traffic modeling seems to show that pedestrians on Lexington will be put at a much higher risk from vehicle traffic diverted off Ayd Mill Rd. Lexington was scary between Jefferson and I-94 before Ayd Mill Rd was connected to 35E, then much calmer. What is the accuracy or sensitivity of the traffic model? I am not confident that the inputs or results were not biased by the design alternative that staff had already committed to. This is not a test. Once constructed, this will be impossible to un-do. The Ayd Mill Rd test with 35E connection has been clearly a success and improved safety on Ayd Mill and other local streets. The city has dropped the ball by not continuing to work on long-range planning for connecting Ayd Mill to I-94.</p>	55105
<p>I would like to see how people will safely walk or bike from Ayd Mill Road to Allianza field. There should be similar emphasis on pedestrian and bicycle safely, not just traffic volumes.</p>	55405
<p>1. The reason to reopen Ayd Mill to connect with 35E was to reduce the traffic in a residential area of Lexington, due to kids and pedestrians. Now with full knowledge of pushing traffic back there, it's "no harm no foul". Lexington has habitual offenders running red lights, and now by adding suburb traffic speeding through there you're just "diverting" the problem from Ayd Mill back to Lexington, but at least Ayd Mill did not have pedestrians! This to prove a point that 3 lanes are sufficient....your presentation admits 3 lanes are not sufficient during rush hours, or game days. So you have proposed solutions if and when the problem presents? History will repeat itself, and we still don't learn. How many pedestrian deaths, or even car fatalities are too many? 2. Do you propose to have lights at each of the major intersections going north with left turn arrows? They're needed, especially at Grand Avenue.</p>	55105-2704
<p>I don't think 12' is wide enough for the trail. That barely leaves any space for bikers and walkers. I think it should be at least 15'.</p>	55406
<p>I would like to the city to focus more on how to turn this into an actual Greenway/parkway. Can they make sure to plant trees and high quality landscaping along the path?</p>	55406
<p>I'm for the three lane concept.</p>	55105
<p>1.) the diverted traffic from Ayd Mill Rd to other city streets was based on projections with the current speed limit or the new reduced speed limit? 2.) We have several large community events (Twin Cities Marathon, other run/walks, Grand Old Days) that close of north south traffic on Summit Ave. On these dates, we see large increases in the traffic on Ayd Mill Rd. How will these "peak use" dates be handled to support increased traffic?</p>	55105
<p>Very informative presentation but I'm concerned about when exactly you will determine whether and what mitigation measures should be implemented on the surrounding streets experiencing additional congestion during peak times. Will you be tracking the amount of additional vehicles or will those affected have to complain repeatedly? What is the trigger for various mitigation measure to be used?</p>	55105
<p>I support an Ayd Mill bike and pedestrian trail</p>	55105
	55337

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Very well done. I live just west of Snelling on Selby and It's terrible.I would suggest closing Ayd. at Hamline go North and Build entrance to 94W. The overpass is new and its a commercial street. OR. Close Ayd at Randolph and let everyone go to I think 12 th st. turn left over hwy, turn left and enter 94W. That IDEA IS THE BEST	55104
I support the proposed option. Given the impacts of the COVID-19, I think it is profoundly unwise to continue this expensive luxury project when so many city streets need basic maintenance. Close Ayd Mill for a year and measure the impacts.	55108
I still don't understand why you don't try out the 2/1 lane model by closing one of the northbound lanes for six months. Since Lexington was reduced to 2 lanes plus a center turn lane, the traffic (pre-virus of course) has been daunting--for walkers, bikers, left-turners and those coming out from a non-signalized cross street. Adding 350 more cars a day is a big hit. Let's try it out first.	55105
The "analysis" of diverted traffic impacts on local street is a complete and irresponsible non-answer. You cannot credibly call that a traffic study. Traffic operations on Ayd Mill Road are a minor part of the issue. Gameday traffic got as much attention as everyday traffic. The bigger question is what happens to the traffic that is diverting into the neighborhoods? Demonstrate you looked at what is expected to happen when traffic diverts and *show us* how it can be safely mitigated. A 75 second-narrative of what might work and bullet points of menu choices is not a study – its an afterthought. Look at choices available on Lexington Ave: Signalized intersections are already a mess and regularly back up at rush hour; parking is already generally not allowed; no right turn lanes. Lexington was reduced from four through lanes to two lanes because Ayd Mill Road was connected to 35E. How do you expect to safely keep it at two lanes when you constrict Ayd Mill Road? Why don't you look at the previous Ayd Mill Road Study and be transparent about the expected impacts on Hamine and Lexington. I fail to see how the overall public will benefit from providing pedestrian and bike amenities for a few recreational power-users on Ayd Mill at the expense of the safety of the daily pedestrians and bicyclists who will continue to use Hamline and Lexington (which, I will note, includes children going to schools such as Randolph Heights, SPA-Goodrich campus, St. Thomas More, Central, Cretin-Derham Hall and Holy Spirit. You have done your taxpaying residents a disservice	55105
Please use ultimately lower maintenance & ecologically sensitive native grasses and plants when landscaping is done on this project	55104

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<p>Painful as it is to dredge up old issues, but is there a long run, regional vision for Ayd Mill Road that connects AMR to I-94 in a way that serves the interests of entire community - roadway and trail users - by doing the right thing now? If so, let me suggest one such sequence: That would be to simply go ahead and do the original \$3.5 million mill-and-overly project, which would buy at least five more years of unimpaired performance as an autos only thoroughfare. Then, take a year or two to work with area and state officials to secure alternative funding - most likely state, but possibly federal - for a direct connection to I-94. This should not be a city-funded venture as benefits are city and regional in scope. Then, design a roadway using less than 60 feet of available right-of-way width. That would leave enough space for trails and trailside development. It would most likely force just a single connector lane each way with shoulders and applicable noise barriers, but should nonetheless work. I have seen mile-plus long single land freeway connectors elsewhere in the US. Deploy this roadway next to the Amtrak tracks, with on-off street ramps limited to the north end near Pascal and possibly at Grand. Deploy the trails west of the roadways on the west side of the right of way. If non-city funding cannot be secured in two years, proceed with something like the plan you have outlined in the video. There most certainly are other ways to do this to meet these objectives, which include enhanced mobility for lower income St Paul taxpayers north of I-94 needing better, faster access to Dakota County/MSP area jobs and keeping Dakota County traffic out of the congested Snelling-Selby area. By slowing down AMR and eliminating any kind of direct I94 access, it seems like you are sacrificing performance and opportunity for city commuters and the walkability of Snelling/Selby for little net benefit. As such, it should warrant a concerted effort to secure non-city funding and pursue a direct connection. Thank you.</p>	55102
<p>Clearly the Ayd Mill Road needs to be fixed, but we do not have the budget right now to do this more expensive project planned. Continually rising city taxes, the history of cost overruns in building projects, and now the economic impact of the pandemic indicate that we should be doing the least expensive option to repair the road. In your presentations, it was apparent that the original plan of repairing the road is far less expensive. If that plan can be done so that it also addresses the drainage issues that continually plague the roadway, this would be the most prudent plan to follow. The 3 lane option with the big/pedestrian path is appealing, but we simply do not have the money to do this now.</p>	55104
<p>I support the three lane proposal and hope the bikeway will connect with other bikeways without having to share a lane with car traffic. I would also like to see safe pedestrian crossings- safer than traffic lights, like raised walkways over the road.</p>	55105
<p>I support the 3 lane + bike trail plan. I very much encourage the city to ensure landscaping with Native Plants is part of the project. St. Paul is committed to be Pollinator Friendly (https://www.stpaul.gov/departments/parks-recreation/natural-resources/environmental-services/pollinator-protection) and the Ayd Mill Rd corridor is ideal for Native Plantings for both Pollinators to mitigate climate change and for climate resiliency.</p>	55104
<p>I think we need to look at the big picture, long term. Which is that green space will be at a premium! We need to conserve it now. Congestion will always be with us to some degree. Green spaces will not, unless we conserve them and even create them. Our city's quality of life will go down if we don't stop always giving way to more cars, more traffic.</p>	55105

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I really like adding non-motorized lanes to Ayd Mill project, and the lower cost alternative with two car lanes south, one lane northward and a bike lane get my "vote."	55407
PLEASE SUPPORT the bike-ped trail. Our planet is in desperate need of less cars on the road and the only way to allow that is to support bike-ped trail expansion.	55426
yes yes yes to the bike trail! A way to enjoy a special part of St. Paul and travel safely. Please do it! Recreation as well as transportation. I don't live in St Paul but I'm a cyclist and I can see benefits for cyclists and pedestrians as well as neighborhood businesses, as it would bring more people into St. Paul for food, drinks, shopping. An eventual connection to the Midtown Greenway makes the plan even more appealing. I'm both a recreational and commuter cyclist, the Midtown Greenway is my commuter route to work and it has benefited the neighborhoods it passes through as well as the cyclist community.	55408
A very well thought out and researched presentation, and I really think it's a win-win for drivers and trail users. The current 4-lane road is in constant disrepair; reducing pavement and adding green space will greatly improve the lasting quality of the roads, as well as extend Saint Paul's trail network	55104
Thanks for the presentation. The presentation was clear and concise. I support the current proposal with a seperated bike lane	55105
I would like to see more focus on pedestrian and bicycle safety, not how efficiently this configuration can move cars. Let's talk about reducing traffic speeds, reducing lane width, adding curb bump outs and pedestrian islands, high visibility cross walks, safe connections to other bike routes.	55406
Please retain the existing 4- lane configuration . The path is neither useful nor attractive.	55104
I live near Ayd Mill road and both ride a bike and drive a car. I do not think I would use Ayd Mill road's bike lane at all. In part that is because I do not want to ride on a bike lane that is next to a "highway" with its noise and pollution. Rather, I would continue to bike on Summit Ave and side streets. Are you sure a lot of pedestrians and bicyclists would use it????	55104
I would like something to quiet the noise for those of us who live along the road	55102
	55104
Having a bike trail along Ayd Mill rd would be a great addition to St Paul's bike network. Biking supports better public health, helps stretch small budgets (no car repairs), and reduces the effects of global warming. Please strongly consider!	55407
Thanks for doing this analysis. I agree with the next steps. It looks like a manageable change in traffic flow for neighborhoods with good mitigation strategies and a significant move forward for St. Paul's bike plan and climate change plan.	55104
I think your first presenter did a great job of clearly and concisely explaining a dry topic. although this may not be the place i will take this opportunity to say that the time is long past due to take action on this problem and now is a terrific opportunity. It is a good compromise that as important as it is to repair the road it finally starts St Paul on the way to creating its own bicycle/pedestrian Greenway and reaping the rich rewards that will bring to the community.	55414
Excellent data points, and I support the 3 lane design with the separate bike trail, with hopeful eventual connection to Midtown Greenway for a regional bike trail.	55417

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I support the 3 lane concept for Ayd Mill. And I would suggest slower speed limits for cars and the bike/ped path should be stripped to separate bikes from pedestrians. Thanks!	55104
Great design, thanks for providing a multi-modal solution! Just concerned about the 15' NB travel lane, that's sooo wide and will encourage unsafe vehicle travel speeds. I understand the need for sepeate left-turn lanes at the intersection, but can't the roadway width be reduced outside of these areas? 15' is too wide!	55104
I support the Ayd Mill Road reconfiguration that allows for a bicycle lane that would extend the Minneapolis Greenway trail. In St Paul there are not enough bicycle trails that are fully separated from vehicular traffic. This would help address this issue.	55414
I believe the addition of a pedestrian/bike trail to the Ayd Mill road would be a huge win for the citizens of St. Paul and folks like me who love to travel to the cities to ride the trails. While there I will buy lunch or a beer or spend money on entertainment. Each year we love exploring St. Paul during the St. Paul Bike Classic and we regularly ride the gateway trail into downtown from Stillwater. We have traveled to many communities with great trail systems and the number of citizens and others using the trails will surpass your expectations. Being out and active is important for the physical and mental health of your community. I lived in St. Paul for 4 years during my training as a physician and truly love the community. Please continue to be forward thinking.	54016
Keeping two medians (one between traffic directions and one between car traffic and the trail) seems like a really good idea. The rendering on page 8 of the slides that has the bike trail coming up to the intersection got me really excited.	55406
Although I have always supported the linear park and still do, I support adding a bike and pedestrian trail to a 3-lane Ayd Mill corridor. As part of this plan, I support reducing the roadway speed to 25mph. This is consistent with the change in city arterial street speeds and will help reduce noise pollution. The city should also look at extending the bike/ped trail to Dayton and Saratoga along the railway. This is a safer alternative to exiting on Selby.	55104
In your latest presentation a statement was made that traffic would increase on Lexington and Hamline. I live on Hamline and it is ridiculously busy now and people speed all the time. Speed enforcement needs to happen right instead of waiting for a problem to be reported. It seemed like the design had already been picked before neighbors voiced their comments.	55104
From the numbers it looks like only about 1/3 of those responding actively wanted the bike pedestrian option but we are still doing it anyway	55105
Would it not be worthwhile to bid out a solution that takes care of the draining issues, and does a new overlay - for say 5 million. The rest of the designated 2.9 million could be used for small businesses who need the aid during the crisis.	55105
The presentation doesn't model how bike and ped will work together...is there enough space for bikes to have their own lane? I would still prefer a two lane option with more room for bikers and walkers alike.	55414
I think this is great direction for Ayd Mill Road. The data supports that converting from 4 to 3 lanes can handle traffic needs and creates a much needed north/south bikeway in Saint Paul. I would like to see emergency call locations and reflective poles to better separate vehicle and bike traffic. There is no need for restrooms or other facilities. The study also showed that most commutes are within Saint Paul, it makes sense to go forward with this design geared towards more local traffic.	55102

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<p>I am very disheartened that the plan is to move forward with the three lane concept even though an equal number of residents do not want the three lane concept. I believe it is very short sighted and is a plan that may have been feasible 20 years ago rather than looking to the future needs of the area and reducing traffic on our city streets. Using two year old data to study traffic diversion is irresponsible when you could be studying what is happening now with the roadway being closed due to the bridge repair. With ever growing congestion on our roadways it is not going to get better, rather worse. We as taxpayers in St Paul must not be expected to pay to convert the roadway back to four lanes when it is determined that this debacle results in little use by pedestrians and bicyclists. I will also be interested in seeing how many pedestrian/bicyclist accidents are recorded because those two groups are notorious for not following traffic signal laws and will try to cross the roadway against traffic signals and beat oncoming traffic. It is embarrassing to me to see our cities and states fall so far behind trying to mitigate traffic congestion instead of planning means of reducing it.</p>	55102
<p>In addition to the questions I posed in a comment posted earlier today, I have two others regarding the traffic study: What speed limit was assumed to determine travel times for Ayd Mill Road? What speed limits were assumed for Lexington, Hamline, and Snelling Avenues?</p>	55104
<p>It seems the traffic increase on other roads due to capacity is within reason</p>	55104
<p>Glad to see turn lane and ped crossing questions answered. Please move forward!!! Ayd Mill is a mess</p>	55104
<p>You're railroading this plan ahead whether we provide feedback or not. Even though there seems to be significant concern about the impact this plan will have on the neighborhoods and given the Stay Home MN order has impacted traffic immensely, there is NO WAY to honestly know how this will impact our neighborhoods. there doesn't seem to be any honest conversation about the possibility of the County or State taking over this roadway. But that seems a viable option. I am still concerned about the impact this will have on neighborhoods and I really don't think it will give bicyclists what they think they are getting - it will be a trail that leads to nowhere and is a pain to access. But, I guess do whatever you're gonna do, regardless of what people say, seems to be the Carter Way. we'll be sure to vote Mayor Carter out when his term expires.</p>	55104

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<p>While I would have preferred the Two-Lane Concept or the Linear Park Alternative, I support the Three-Lane Concept for Ayd Mill Road (AMR). As one would expect, the traffic study did not show any significant traffic diversion to local streets with the implementation of the Three-Lane Concept. Lexington Avenue, at 350 vehicles per day, is projected to see the largest increase. That would be a 2.3% increase over the current level of 15,200 vehicles per day. That said, I do not put much stock in such predictions. The projections in the Ayd Mill Road EIS were off by margins that greatly exceed the small-percentage changes estimated for this project. For example, with full implementation of the Four-Lane Alternative, AMR was projected to carry 20,900 vehicles per day (south of Grand) in the year 2020. That figure is off by 6,600 vehicles per day according to a slide in the March 19th presentation, which shows there are currently 27,500 vehicles per day using AMR (south of Grand). That is a margin of error of almost 32%, and the Four-Lane extension to I-94 was never even built. This particular study has flaws as well. It seems to assume that any increase in travel time on Ayd Mill Road will result in traffic diversion to local streets and other routes outside of the City. In fact, such diversions should not occur until travel time on Ayd Mill Road exceeds the travel time on the other routes in question. Speaking only to the traffic that has neither origin or destination in Saint Paul (cut through), it is not at all clear that the congestion caused by traffic volumes exceeding carrying capacity on a Three-Lane AMR, will result in delays that make it a slower route between I-35E and I-94 than the alternatives (primarily Lexington, Hamline, and Snelling). Question: What are the current travel times from Randolph/I-35E to Snelling/I-94 for the four routes in question (AMR, Lexington, Hamline, and Snelling)? Question: At what point, in terms of traffic exceeding capacity, does travel time using AMR to get from Randolph/I-35E to Snelling/I-94 become greater than travel time using Lexington, Hamline, and Snelling? Furthermore, when congestion occurs, route diversion is not the only phenomenon that occurs to compensate for increased travel time. Motorists may cancel trips, defer trips to a different time, carpool, choose a different mode, become telecommuters, etc. Some will simply turn up the radio and endure it. Question: To what extent did the "Activity Based Travel Demand Model" assume motorists would adopt strategies other than route diversion to compensate for increased travel time on AMR? The theory of induced traffic is now an acknowledged phenomenon. When roadway capacity is increased to relieve congestion, latent demand will rise to fill the newly created capacity. It is commonly referred to as 'build it and they will come'. There is a corollary, 'remove it and they will disappear'. It has been demonstrated time and again with road closures, both planned and emergency. Among the most well known here in the Twin Cities was the I-35W bridge collapse; the anticipated gridlock never occurred. That is because the transportation system is vast and flexible, and people are adaptable. If there is one silver lining to the Covid-19 pandemic, it is that motorized travel has been dramatically reduced along with the corresponding emissions. With government encouragement, many companies are now permitting their employees to telecommute. Anecdotally, I have also noticed a dramatic increase in the number of people out walking and biking. We would do well to continue these practices after the pandemic recedes. Changes to our transportation system should reflect these desired outcomes. Adopting the Three-Lane Concept for AMR is a good move for Saint Paul, and for the natural environment.</p>	55104
<p>Why can't an entry made on the east side of the bridges for hikers and bikers.</p>	55104
<p>I support the Ayd Mill road option with a bike/pedestrian trail.</p>	55104
<p>Thank you -- the presentations were really well done. You answered my questions about the Jefferson ramps and bike trail access. I am really happy and excited about the bike trail and it sounds like a lot of other neighbors are also. Please move forward with the bike trail soon!</p>	55105
<p>The trail should connect to Dayton and Saratoga on the north end instead of the unsafe and congested Selby movement. ROW was preserved there by the Union Park Land Use Committee for this important connection point. Also continuing the trail over the old steam pipe utility bridge would greatly improve the ability to safely cross Snelling for both peds and bikes. Thank you for taking this project forward!</p>	55104

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<p>The bias in the previous survey was unconscionable coming from a public/taxpayer-funded entity. There was no opportunity except through the comments for anyone to register a preference for retaining the current 4-lane configuration. It's very clear that the fix was already in. And, where are the projections for bike and pedestrian traffic--and the cost/benefit for losing what is clearly a badly-needed traffic lane for what will undoubtedly be a little-used lane for bikes and pedestrians? Also, where are the projections based upon FUTURE traffic? Given the large numbers of multi-family dwellings going up along Snelling and in the surrounding areas served by Ayd Mill Road, it's disingenuous to not consider the impact, which will make this 3-lane idea even more ill-conceived. At a time when the city is spending way more money than budgeted for pandemic assistance, it is at best irresponsible to consider spending a penny more than needed for returning Ayd Mill Road to a usable state serving the vast majority of its users, i.e., vehicles.</p>	55105
<p>I still do not see any efforts to be taken to mitigate the noise, pollution at the roadway, intersections that are at grade (e.g. Hamline and AMR). Can there be some projects added to the cost to address these concerns?</p>	55104
<p>Was induced demand considered in your traffic modeling? It wasn't mentioned, but it has been very well established that higher capacity generally leads to more driving trips. I also think highlighting the potential increases, if they happen at all, as not just cars per day or hour, but in something more tangible to people, like cars per minute (most the potential increases seem to be on the order of 1 or 2 cars per minute, hardly anything that should be concerning on an arterial road). Hundreds of cars sounds like a lot, but the reality of a couple extra cars per minute helps better appreciate the negligible change. Lastly, it would be great to see some improvements (protection from car traffic lanes) for bike facilities on Jefferson. That would help make that particular part of the project much safer.</p>	55104
<p>You mention that at the northern end of AMR, the trail will just dump cyclists onto Selby because there are no other bike facilities in that area. I do want to know more about how exactly the trail will connect to Selby; will it travel under the Selby bridge and then connect to the north side of Selby? If so, how will cyclists who are traveling east on Selby get to the trail? Will they make a left turn onto the trail? I would like to see renderings of that.</p>	55103
<p>For the traffic models, did you take into account that some trips will become bike/pedestrian trips instead of car trips? I did not hear that addressed in the video.</p>	55103
<p>Will this roadway continue to be used for marathons?</p>	55104
<p>I am still concerned about ADA accessibility features on the trail. Shade trees and benches are not pretty features that can be added later. They are essential for some older pedestrians and others who need exercise but have limited walking capacity. Please include people with disabilities in your considerations from the beginning.</p>	55104
<p>Why is traffic not stopped at Ashland intersection, resulting in congestion on Shelby?</p>	55102

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<p>I have three safety issues that I think Public Works needs to address. The first is speed limit reductions. If you continue to allow 45mph posted speed limits, you will have people driving this speed or (probably) higher right next to an unprotected pedestrian and bike trail. This doesn't seem like something that's acceptable or advisable in the state highway manual and, should a vehicle lose control, it is very dangerous for cyclists and pedestrians next to the roadway. The options are to either substantially reduce speeds to what we might find on Mississippi River Boulevard, E Shore Drive or other park roadways or to put in jersey barriers or guard rails similar to what exists on Shepard Road. Reducing speeds is less expensive and in sync with newly enacted city policies to reduce speeds city-wide ...BUT, to do this, you will have to add some elements to the road that encourage drivers to go slower rather than relying entirely on signage. You would never allow a multi-use trail next to Shepard Road without guardrails (which have been hit many times). So you can't have a 45mph road here without them ...or you have to reduce speeds. My second safety issue concerns how cyclists and pedestrians merge onto Jefferson Avenue. Currently there is no sidewalk on the north side of Jefferson. So every pedestrian and half of all cyclists will need to cross Jefferson to the other side. This will require not just crosswalks but some changes to the intersection. Either a full stop for vehicles in both directions, signalization, a refuge island or some combination of the above. Currently, cars headed east on Jefferson (down the hill) exceed 40mph which makes some kind of mitigation even more important. If you choose an island, it needs to be protected-- not just by plastic poles but by a barrier substantial enough to withstand being hit by a car or truck-- i.e. a concrete bunker, jersey barriers or steel bollards. Anything less than this exposes pedestrians and cyclists to serious injury or death. Real protection provides not just physical protection but psychological protection that makes the facility more comfortable to use. It also reduces the risk for westbound vehicles on Jefferson turning onto the Ayd Mill on-ramp, lest they get broad-sided by other vehicles speeding downhill. Lastly, when the contractor is striping the roadway (assuming this project is approved by the city council and is constructed at the end of the summer), it would be a good idea for them to simultaneously stripe a line down the middle of the multi-use trail to designate walking and biking areas. This will reduce future conflicts between walkers and bikers of the kind we see on Mississippi River Boulevard.</p>	55105
<p>Given the almost certain recession, and potential depression, resulting from the Covid-19 pandemic, does anyone believe we should spend anything more than the absolute minimum to keep And Mill functional?</p>	55116

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<p>1. It doesn't make sense to me to build something new that will be over capacity before it's even built (1 lane NB). 2. You contradict yourselves by saying we need Ayd Mill Rd because of the 27,500 cars that travel it daily, yet hope that cars will find alternate ways during complete construction closure and stay with them after reopened. 3. Having only 1 left turn at Ashland WILL create a bottleneck and stop ALL northbound traffic during peak hours. 4. You acknowledge the congestion at Selby/Snelling intersections. Any improvements in mind? 5. Parking elimination on Hamline north and south of Grand Ave will be REQUIRED for any amount of increased traffic flow. Same for Lexington and Grand. Maybe right-turn detours should be created for those turning left onto Grand from these 2 main thoroughfares...i.e. Go around the block(s). 6. I'm surprised the 3 lane plan is moving forward despite only 32% of residents being in favor of it...certainly not a majority. It appears this 3 lane plan was decided BEFORE and DESPITE any public input. Why disguise your outreach as honestly wanting public input... it appears not to make a difference. Who's really driving this, and why? 7. Traffic back ups will influence frustrated drivers to Grand, Hamline and Lexington, where speeds and traffic lights/instructions will undoubtedly be disobeyed...putting other drivers and pedestrians in danger. 8. The median between NB and bike path seems narrow, maybe it's just the rendering. Perhaps concrete barriers should be installed for safety if the path has to be there. 9. Will a standard-sized breakdown shoulder on NB lane be available? Safety and traffic issues WILL result if not.</p>	55104
<p>Please have crosswalks that do not require someone to activate the walk signal with a button but are automatic. Bikers and pedestrians understandably (like cars) do not want to wait at a signal for multiple cycles before crossing. Also, does the traffic modelling account for more people using biking as a means of transportation once the corridor is finalized? If 50% of AMR traffic is for trips that begin and end within 2 miles of the roadway, many of these trips would be easily bikeable and more biking could offset some of those conditions. Thank you for your thoughtful review. The presentation was very helpful.</p>	55119
<p>Your second presentation clearly shows the three lane option is a bad idea: Only 32% respondents favor 3 lane option, it is significantly more expensive than mill & overlay and traffic on three lane option will exceed its capacity and divert traffic to already busy Lexington and Hamline. This proposal cost of \$7.5 million is \$4 million above mill & overlay option or \$2.7 million per mile of bike trail created, a terrible cost/benefit to St. Paul taxpayers. Please do mill & overlay project!</p>	55116
<p>If SB traffic diverts along Summit, consider low cost buffers to bike lanes (e.g. paint, bollards). Wouldn't want to lose the best infrastructure we already have.</p>	55102
<p>Hi the video did not discuss why traffic circles were not used in place of lights. I had asked this question in the first survey.</p>	55104
<p>why are we continuing to prioritize automobile travel in St Paul? Increased car traffic reduces quality of life, makes transportation more dangerous, contributes to climate change and pollution, and costs a lot of money. Ayd Mill should be shut down. Or two lanes would be sufficient. This is a wasted opportunity for bold, forward thinking action but instead Ayd Mill will continue to be a problem for years and years. It costs a lot of money that could be spent on better road and transit solutions. I am disappointed.</p>	55102

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<p>I am angry. This was NOT a presentation that discussed all possibilities. This was a presentation of the ONLY one that city wants, a three lane roadway for little to no bike riders a majority of the year. Nothing was discussed re: those who want to NOT spend more money(bonding) and repave. A new road will get the SAME potholes of years of neglect. I live near all the roads that the cars who won't go on AYD MILL will populate and do NOT want the pollution and congestion. There were no other possibilities discussed, just the one the the "CITY"(Which should the people) want. I use this roadway usually daily. Why wasn't REPAVING other of the options. This feels like a dictatorship where the only option is the one an elected official and directors want. Yes, a walkway/bike lane is impressive to advertise about a city, but hope it includes the street congestion and inconvenience to people who want to get to a job and shop will suffer because of this.</p>	55105
<p>I am so disappointed that they are deciding to go ahead with reducing traffic capacity on the road by going with the three lane version instead of 4. The three lane option clearly is making an adequate road less than adequate as it's capacity will be exceeded in multiple situations. This will make area traffic worse on other streets, costing more in time and fossil fuels from reduced efficiency. I sincerely hope they will reconsider this plan, recognizing that reducing capacity rather than maintaining or expanding it is what is needed in this critical and highly traveled corridor.</p>	55108
<p>This presentation seems to be the final idea here. There is not room for any dissent or change. I find this very distressing that a proposal was made and approved by the city council, only to be ended by the mayor. This is an important corridor connection. I fail to understand how Ayd Mill the the "only" way to connect to the Greenway bike route. There are plenty of other options for bikers to use to get to the Greenway. Diverting all that traffic to the surface street for such a minimal number of bicyclists add pedestrians. All the congestion that will occur at Selby and Jefferson and Lexington and Hamline will be more dangerous for everyone. And if you think that the bicyclist are going to adhere to the stoplights on the new version of Ayd Mill, you are sorely mistaken. I think reducing Ayd Mill to this new idea is a major mistake. And I am a law abiding bicyclists and I would not use this 1.35 option. I would use surface streets. Very disappointed in how this whole process was hijacked at the last minute. The fact that this project should have been completed, but now it's back to square one is a black eye on the political face of St. Paul.</p>	55104
<p>Your traffic modeling appears to assume no reduction in driving trips when a NB lane is removed from Ayd Mill. That is an unrealistic assumption. We know well that more lanes induces driving trips, and removing lanes reduces them. That should have been factored in to the projections of traffic changes.</p>	55105
<p>The point of who is and who is not paying for the work. I cannot believe that you are planning on having those who are driving be responsible for all of the costs while the very small percentage of people who will use pedestrian/bike trail get off free! Another point is the lack of concrete lane controls. Is it going to take some driver to lose control and kill a number of people before some sort of vehicle control is put in place?</p>	55104
<p>Thanks for the detailed work you put into this, and for the way you have incorporated feedback into this design. On implementation, please pay close attention to lighting, signalling, and safety for pedestrian and velocipede users. I look forward to making use of this updated corridor.</p>	55105

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Two questions: 1) Could the signals be prioritized for immediate response to bike/peds so they can cross the roadway without "suburban standards" of wait times? 2) Is there room to make the intersections roundabouts instead of semaphore crossings?	55116
Did you compare the costs of just refinishing the existing four lane roadway to the new three lane model with a bike path? During the uncertainty of today's business outlook with the pandemic going on, I just wonder if it would be more prudent and cheaper for the City of St. Paul to just refinish the existing four lanes of traffic and keep Ayd Mill Road the same for now...	55303
Can this be designed/built in a way so that Ayd Mill Road could be reduced to two lanes (or convert one of the lanes to a transit-only lane) in the future without having to relocate lighting, drainage, etc.?	55104
Will there be a need for and room in the budget for noise reduction ? Concern remains for the flow of northbound traffic of cars at Snelling and Selby, also of cars, entering Selby. Will that off ramp be reconfigured ? Thanks	55116